

HERTFORDSHIRE COUNTY COUNCIL

**DEVELOPMENT CONTROL COMMITTEE
WEDNESDAY 28 MARCH 2018 AT 10.00AM**

WATFORD BOROUGH COUNCIL

<u>Agenda Item</u> <u>No.</u> 1
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PROPOSED APPLICATION FOR EXTENSIONS TO CREATE 4 NEW CLASSROOMS AND A NEW LINK CORRIDOR TO ACCOMMODATE THE EXPANSION OF SCHOOL INTAKE NUMBERS FROM 30 TO 60 PUPILS PER YEAR; ADDITIONAL STAFF PARKING AND DEMOLITION OF BOILER BLOCK AND LINK CORRIDOR AT LEAVESDEN GREEN PRIMARY SCHOOL, HIGH ROAD, WATFORD, HERTFORDSHIRE, WD25 7QZ

Report of the Chief Executive and Director of Environment

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Local Member: Tim Williams

1 Purpose of Report

1.1 To consider application 9/0105-18 (CC0122), for proposed extensions to create 4 new classrooms and a new link corridor to accommodate the expansion of school intake numbers from 30 to 60 pupils per year; additional staff parking and demolition of boiler block and link corridor at Leavesden Green Primary School, High Road, Watford, Hertfordshire, WD25 7QZ.

2 Summary

2.1 Leavesden Green Primary School is a 1FE school, with bulge years in Reception and Year 1; it is proposed to expand the school to 2FE. Currently, there are 293 children at the school, including the nursery, with the proposed expansion this would increase to a capacity of 420 students; with another 30 in the nursery.

2.2 Previously, the school has been a 2FE school, however, approximately 10 to 15 years ago the demand for places dropped and therefore the school admission size was lowered to its current 1FE. Demand in Watford has now subsequently risen again and as the school has previously operated at 2FE, it was selected as a suitable site to be expanded.

2.3 The proposal will see the construction of 4 new classrooms, the demolition and re-construction of the link corridor, 14 additional staff parking spaces and the demolition of the boiler block. The proposal will also see the nursery play area moved from the northwest side of the building to the southeast side to accommodate the additional parking spaces.

2.4 The determination of the application should focus on:

- Need for development
- Design and Location
- Transport
- Landscaping
- Neighbour Amenity
- Ecology
- Flood Risk

3 Conclusion

3.1 Having considered all the relevant planning matters, it is recommended that permission be granted subject to conditions attached.

1. Accordance 1
2. Accordance 2
3. Highways 1
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5. Highways 3
6. Highways 4
7. Ecology 1
8. Ecology 2
9. Landscaping
10. Flood Risk
11. Playing Field

4 The Site and Local Area

- 4.1 The school site is situated within a residential area in central Leavesden, just north of the A405, and covers an area of just over 3 hectares. There is a local shopping parade adjacent on the northern extent of the site along Haines Way.
- 4.2 There are two main school buildings on the site, east and west, which connect by an enclosed link corridor. The school's car park is in the area between the two sets of school buildings. A playground and playing fields are located to the south east (effectively rear) of the main school buildings. The school buildings are all standard "system" built, flat roofed and single storey except for the double height hall.
- 4.3 The main vehicular entrance is taken from Haines Way to the north of the school. The main pedestrian entrance is also on Haines Way too. There are additional pedestrian accesses to the site on the High Road to the west of the school.
- 4.4 The surrounding area is predominately residential, with no environmental or other designations covering the site.

5 The Proposal

- 5.1 The four new classrooms will all be located to the south side of the school, with two classrooms being attached to the south of the new link corridor. One will be attached to the western elevation of the southern central point of the school, within the same courtyard as the two classrooms attached to the link corridor. The final class will be located on the south-eastern corner of the east school building. All of the classes will be constructed in a modular fashion, with dark grey bricks, dark grey aluminium window and door frames and a flat roof; all to the same height as the existing buildings. Each of the new classrooms will measure approximately 60m².
- 5.2 The new link corridor will cover the exact same footprint as the existing link corridor, which is to be demolished. The new corridor will be constructed from grey tresa panels and glass. The re-development of the link corridor will see the main entrance moved closer to the west side main school building, with a new reception and office being constructed here too. The link corridor will no longer be used as the main entrance and will only link the two existing main buildings with the two new classrooms attached to the corridor.
- 5.3 The relocation of the pre-school nursery play area from the northwest side of the nursery building to the southeast side will allow for new hardstanding to be placed which will provide space for an additional 14 parking spaces to be provided. Currently 14 formal spaces are provided which allows for 19 spaces with double parking. The additional spaces will therefore create 28 formal parking spots.
- 5.4 The final element of the proposal is the demolition of the redundant boiler room, which will be resurfaced to provide additional playground space.

6 Policy Considerations

- 6.1 National Planning Policy Framework 2012 (NPPF)
- Section 7 Requiring Good Design – Paragraph 56 It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
 - Section 8 Promoting Healthy Communities – Paragraph 72 The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in

education. They should give great weight to the need to create, expand or alter schools.

6.2 Watford District Plan 2000

- Policy SE36 – Replacement Trees and Hedgerows
- Policy T22 – Car Parking Standards
- Policy H15 – Non Residential Properties in Residential Areas

6.3 Watford Local Plan Part 1 Core Strategy 2006-2031

- Policy WBC1 – Presumption in Favour of Sustainable Development
- Policy T3 – Improving Accessibility
- Policy UD1 – Delivering High Quality Design
- Policy SD1 – Sustainable Design

7 Relevant Planning History

7.1 There is no relevant planning history at this site.

8 Consultations & Representations

8.1 Watford Borough Council (WBC): Watford Council supports this application to provide additional classrooms and school places at Leavesden Green Primary School.

8.2 Environment Health at Watford Borough Council: did not formally respond to consultation.

8.3 Hertfordshire County Council as Highway Authority: does not wish to restrict the grant of planning permission subject to the following conditions:

1) No part of the development hereby permitted shall be occupied prior to the implementation of the approved Travel Plan Reference Leavesden Green JMI School Travel Plan, dated 2016. Those parts of the approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

2) No works shall commence on site unless otherwise agreed in writing until a detailed scheme for the offsite highway improvement measures for the protection of the footway associated with the RAB (Highway technical term referring to the footpath in the vicinity of the roundabout) of High Road and Haines Way are submitted to

and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

3) No works shall commence on site until a scheme for parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose the scheme should meet minimum WBC parking standards and be suitably located for the sites users.

4) Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved plan. The Construction Traffic Management Plan shall include details of: a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities to avoid school pick up/drop off times; h. The management of crossings of the public highway and other public rights of way; i. Post construction restoration/reinstatement of the working areas.

8.4 Hertfordshire County Council Ecology Officer: does not wish to restrict the grant of planning permission subject to the following conditions:

1) All ecological mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the ecological reports (Preliminary Ecological Appraisal (Keystone, September 2016), Bat Roost Inspection Report (Keystone, August 2016) and Updated Bat Assessment (Keystone, 18 October 2017) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

2) No development shall take place until a Biodiversity Enhancement Strategy (BES) addressing mitigation and enhancement has been submitted to and approved in writing by the local planning authority. The BES shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

8.5 Hertfordshire County Council Landscape Officer: The proposals are supported providing that new tree planting is delivered to compensate for that lost to the development.

8.6 Hertfordshire County Council Lead Local Flood Authority: Originally the

LLFA required two conditions; however following the submission of further information now only requires the one following condition:

1) The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) ref 26806 V2 dated February 2018, prepared by Price & Myers and the following mitigation measures as detailed within the above mentioned report. The scheme must provide a minimum 95m³ attenuation volume within the permeable paving to ensure the system can cope with the volume of water generated by the new development during all storms up to and including the 1 in 100 year storm event + 40% allowance for climate change. The mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the local planning authority.

8.7 Sport England: does not wish to raise an objection subject to the following condition:

1) The contractors' compound shall be removed before first occupation of the development and the playing field within the area outlined in blue on plan 440 CPCC LGPS AL-0-32 shall be reinstated to playing field within 6 months of occupation to a quality equivalent to the surrounding playing field.

8.8 Local Member: has requested that the application be brought before the Development Control Committee to be determined due to concerns expressed by residents.

Neighbours / Publicity: Publicity for this application was as follows:

2 site notices were erected on the main vehicular access and pedestrian access on 24th January 2018.

A total of 311 properties were consulted and 4 responses have been received from individual residents. The concerns raised in these representations include:

- Traffic safety concerns in the area
- Issues with parking on pavements outside of the school and the surrounding residential streets
- Insufficient parking for staff
- Pollution concerns from increased number of vehicles
- School Travel Plan does not offer any real solutions and doesn't work in reality

9 Planning Issues

9.1 The principal planning issues to be taken into account in determining this application are:

- Need for development
- Design and Location
- Transport
- Landscaping
- Neighbour Amenity
- Ecology
- Flood Risk

Need for Development

9.2 Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: give great weight to the need to create, expand or alter schools. Leavesden Green School had previously been a 2FE school, however due to a lessening demand 10 to 15 years ago was reduced to its current capacity of 1FE. Demand in the Watford area, as with much of Hertfordshire, has been increasing and there is now a demand for more primary school places. Currently, Leavesden Green already takes bulge classes in Reception and Year 1 and this proposal will see the whole school increase to 2FE. There are currently 293 pupils on role, including the nursery, and with this expansion the capacity would increase to 420 students; with an additional 30 at the Nursery. The need for this development has been clearly demonstrated and due to its previous capacity as a 2FE school it is considered that the school is suitable to increase back to this previous level. The need for new classroom buildings, despite the school previously having been 2FE, is due to buildings being transferred to the nursery and other internal alterations.

Design and Location

9.3 Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The proposed extensions are designed in such a way to very much fit in with the existing school buildings, which were developed in the standard “system” built, flat roofed and single storey style. The finish of the new classrooms and link corridor do slightly contrast with the existing finish being a dark grey, rather than white, however it is considered these new elements are of a higher quality modern design, which will add a new design element to the school; without dominating the existing structures or changing the character of the site. It is therefore considered that the proposal complies with Policy UD1 (Delivering High Quality Design) of the Watford Local Plan Part 1 Core Strategy 2006-2031.

- 9.4 The location of the new classrooms generally to the rear of the site and contained centrally, excluding one classroom on the south-eastern edge of the main building, will reduce the potential impact to any neighbouring properties and views from Haines Way. Although this application does see an increase in intensification of a non-residential use in a residential area, it is not such that it will impact the purpose of the residential use and will only be to a level that it has previously been at. Therefore, it is considered, that the proposal complies with Policy H15 (Non Residential Properties in Residential Areas) of the Watford District Plan 2000.
- 9.5 By expanding an existing school, that has previously been shown to be capable of providing the same capacity, rather than constructing a new school on a brand new site, it is considered preferable to follow sustainable practice and expand the existing school. Further, the construction will be undertaken with sustainable construction materials and more modern materials, which are considered to offer benefits in terms of reduction in energy usage and overall sustainability. Therefore it is considered that the proposal complies with Policy WBC1 (Presumption in Favour of Sustainable Development) and Policy SD1 (Sustainable Design) of the Watford Local Plan Part 1 Core Strategy 2006-2031.

Transport

- 9.6 The transport statement for the site has shown that 67% of pupils at the school walk and 30% are driven, with the remaining 3% made up of bus and cycle journeys. It has also shown that 70% of pupils live within a half-mile of the school, considered to be walking distance. The vast majority of staff (83%) travel to the school by car. It is considered by the transport statement that if the school was to reach full capacity, at the proposed 2FE, it would generate another 45 vehicle movements at the peak pick up and drop off periods. The transport statement has highlighted a lack of parking on the site and as such the proposal includes the increase of 14 parking spaces on site.
- 9.7 The main objections to the expansion proposal have resulted from concerns regarding traffic impact. As with many schools this is a regular issue; however it should be noted it is only for a small period of time in the AM and PM peak. There have also been concerns regarding safety, particularly from parking on pavements, however it should be noted that within the transport statement no accidents have been recorded in the vicinity of the site within the five-year period of January 2012 – December 2016 (the most recent data available). Further to the issue of safety, the Highway Authority has identified this issue and has required a condition that necessitates the construction of a suitable barrier to prevent parking on the pavements to ensure the safety of pedestrians, alongside a further condition which requires the implementation of a travel plan.
- 9.8 The issue of insufficient parking on site, resulting in parking in

residential areas, has been identified within the application and the solution of 14 new spaces on site has been provided. It is acknowledged in the transport statement that this still does not cover the total required parking; however it should reduce the problem. Ultimately, there is insufficient space within the site to create more parking without either major construction works to move existing buildings, construction on playing fields or construction of a new entrance to the site to reach any parking that could be placed on the playing fields.

- 9.9 Pollution is another concern which has been raised by a resident, however, it is considered any further pollution caused by vehicle movements would be minimal. Further to this, Environmental Health has not raised any concerns here and the school is not within an air quality management area. It is expected the majority of the additional students at the school would be from the immediate vicinity of the site and will walk to school, therefore not significantly adding to the overall vehicle movements.
- 9.10 The final concern raised is in regards to the school travel plan not offering any real solutions and not working in reality. Ultimately travel plans do not always offer hard solutions and do require behavioural 'buy-in' to be successful, however they are standard practice, following a set methodology, and have seen significant success at other schools.
- 9.11 Overall, while it is acknowledged that there can be some issues with traffic in the AM and PM peak periods, the additional impact of the increase of pupil numbers at the school should not significantly increase the overall traffic impact to unacceptable levels. Provision has been made for additional staff parking, safety measures for pedestrians, and a new travel plan and there has not been an objection from the Highway Authority. Therefore, it is considered that the proposal complies with Policy T22 (Car Parking Standards) of the Watford District Plan 2000 and Policy T3 (Improving Accessibility) of the Watford Local Plan Part 1 Core Strategy 2006-2031.

Landscaping

- 9.12 Four trees are to be removed as a result of this proposal. Two trees (T1 and T2) are being removed from the front of the site to allow for the car park expansion to occur. The other two trees (T35 and T19) are being removed due to safety concerns from poor structural conditions and the impact of roots causing instability and damage to a building, respectively. All of the trees to be removed are Category C and therefore of low quality, apart from T19 which is Category A, the highest quality possible.
- 9.13 The Council's Landscape Officer has viewed the proposals as acceptable, although they have voiced their disappointment at the loss of tree T19, due to its quality. They have also recommended that a plan should be submitted to show where replacement planting will occur.

They have added that while it is generally recommended that for each tree removed, two new replacement trees should be planted, on this occasion, it is suggested that four new trees would be sufficient. Overall it is considered that the proposal complies with Policy SE36 (Replacement Trees and Hedgerows) of the Watford District Plan 2000.

Neighbour Amenity

- 9.14 As previously stated, the majority of the new construction will occur centrally or to the rear of the site, away from residential properties, therefore reducing any potential impact during construction. A small number of properties will be able to see the new buildings, however it is not considered that they will cause any viewpoint issues and will blend well with the existing structures. Some residents have raised amenity issues in regard to traffic, however, as previously considered this should be a relatively minor impact. It is not expected that there would be any other amenity issues as a result of this proposal.

Ecology

- 9.15 The proposed development would principally be focused on an area of the site that is already paved or used as a play area, which has negligible ecological value. A number of ecological surveys conducted at the site have shown that there will be no impact from the proposed development. The Council's ecology officer has determined the application is acceptable subject to conditions, which will require specific plans for biodiversity enhancement to be produced.

Flood Risk

- 9.16 The school site is in Flood Zone 1, with no significant risk of flooding from external sources. The FRA concludes that the development would not result in an increased flood risk, provided appropriate mitigation measures are employed. The LLFA originally imposed two conditions but subsequent information has reduced this to one condition and the overall principal of development being deemed acceptable in terms of flood risk.

10 Summary

- 10.1 Overall having taken the balance of all the issues and policy into consideration, it is recommended that planning permission should be granted subject to the conditions as follows:

11 Conditions

Accordance

1. The development hereby permitted shall be begun before the expiration of a three year period commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Act 1990 (as amended).

2. The development shall be carried out in accordance with the following plans and documents submitted as part of the application:
 - OS Site Location Plan - 440 CPCC LGPS AL-0-00 PL10 – Nov 2017
 - Proposed Clerestory Plan Central Development - 440 LGPS MS AL-0-44 PL10 – November 2017
 - Proposed Ground Floor Plan Central Development – 440 LGPS MS AL-0-41 PL10 – November 2017
 - Proposed Central Infill Elevations – 440 LGPS MS AL-0-51 PL10 – Nov 2017
 - Proposed Central Infill Sections Sheet 2 – 440 LGPS MS AL-0-55 PL10 – November 2017
 - Proposed Central Infill Sections Sheet 3 – 440 LGPS MS AL-0-56 PL10 – November 2017
 - Proposed Central Infill Sections Sheet 4 – 440 LGPS MS AL-0-57 PL10 – November 2017
 - Proposed Roof Plan Central Development – 440 LGPS MS AL-0-47 PL10 – November 2017
 - Proposed Clerestory Pan East Development – 440 LGPS MS AL-0-45 PL10 – November 2017
 - Proposed East Extension Elevations & Sections – 440 LGPS MS AL-0-53 PL10 – November 2017
 - Proposed Ground Floor Plan East Development – 440 LGPS MS AL-0-42 PL10 – November 2017
 - Proposed Roof Plan East Development – 440 LGPS MS AL-0-48 PL10 – November 2017
 - Proposed Site Plan Building Development Area Plan – 440 CPCC LGPS AL-0-40 PL10 – November 2017
 - Proposed Site Clerestory Plan – 440 CPCC LGPS AL-0-43 PL10 – November 2017
 - Proposed Site Roof Plan – 440 CPCC LGPS AL-0-46 PL10 – November 2017
 - Proposed Site Plan Temporary Works – 440 CPCC LGPS AL-0-32 PL10 – November 2017
 - Proposed Site Plan Including External Landscaping – 440 CPCC LGPS AL-0-31 PL10 – November 2017
 - Proposed South Extension Elevations & Sections – 440 LGPS MS AL-0-52 PL10 – November 2017
 - Existing Site with Proposed Tree Strategy – 440 CPCC LGPS AL-0-30 PL 11 – April 2017
 - Tree Constraints Plan – PJC/4329/17/A – 22/02/2016
 - Arboricultural Impact Assessment & Preliminary Method Statement – 4329/17-02 R1 – December 2017
 - Bat Roost Inspection Survey – August 2016
 - Design and Access Statement – January 2018
 - Travel Plan – November 2016

- Flood Risk Assessment – 26806 Version 2 – February 2018
- Preliminary Ecological Appraisal – September 2016
- Sustainability Report – 175501 – 13/03/17
- Transport Statement – 2872 – July 2017
- Updated Bat Assessment – 162642/3 – October 2017

Reason: to ensure that the Site is properly restored in accordance with the planning application documents.

Highways

3. No part of the development hereby permitted shall be occupied prior to the implementation of the approved Travel Plan Reference Leavesden Green JMI School Travel Plan, dated 2016. Those parts of the approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

4. Prior to occupation of the new classroom development a detailed scheme for the offsite highway improvement measures for the protection of the footway associated with the RAB (Highway technical term referring to the footpath in the vicinity of the roundabout) of High Road and Haines Way are submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and subsequently be implemented in full.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

5. Prior to occupation of the new classroom development a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose the scheme should meet minimum WBC parking standards and be suitably located for the sites users.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

6. Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. Thereafter the construction of the development

shall only be carried out in accordance with the approved plan. The Construction Traffic Management Plan shall include details of: a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities to avoid school pick up/drop off times; h. The management of crossings of the public highway and other public rights of way; i. Post construction restoration/reinstatement of the working areas.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

Ecology

7. All ecological mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the ecological reports (Preliminary Ecological Appraisal (Keystone, September 2016), Bat Roost Inspection Report (Keystone, August 2016) and Updated Bat Assessment (Keystone, 18 October 2017) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that biodiversity objectives and long term maintenance are realised.

8. Prior to occupation of the new classroom development a Biodiversity Enhancement Strategy (BES) addressing mitigation and enhancement has been submitted to and approved in writing by the local planning authority. The BES shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter

Reason: To ensure biodiversity objectives and long term maintenance are realised.

Landscaping

9. Within six months of the date of this permission, a plan showing detailed landscaping, shall be submitted to and approved by the Local Planning Authority. The approved plan shall be implemented in full within the first planting season following completion of the site.

Reason: In order to protect the character, appearance and amenity of the site and the surrounding area and to enhance biodiversity at the site.

Flood Risk

10. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) ref 26806 V2 dated February 2018, prepared by Price & Myers and the following mitigation measures as detailed with the above mentioned report. The scheme must provide a minimum of 95m³ attenuation volume within the permeable paving to ensure the system can cope with the volume of water generated by the new development during all storms up to and including the 1 in 100 year storm event + 40% allowance for climate change. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as many subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

Playing Field

11. The contractors' compound shall be removed before first occupation of the development and the playing field land within the area outlined in blue on plan 440 CPCC LGPS AL-0-32 shall be reinstated to playing field within 6 months of occupation to quality equivalent to the surrounding playing field.

Reason: To ensure the site is restored to a condition fit for use as a playing field.

Background information used by the author in compiling this report

Application documents
NPPF 2012
Neighbour representations
Consultee responses
Watford District Plan 2000
Watford Local Plan Part 1 Core Strategy 2006-2031