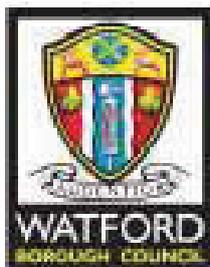


# Watford's Local Development Framework



Core Strategy  
Publication – Significant Changes  
Consultation

November 2011



Planning for a Better Watford





## 5 Special Policy Areas and Infrastructure Projects

As Watford Borough Council is the main landowner in this area, consideration will be given to preparing a master plan for this area to assist in its regeneration and environmental enhancement. The Council will continue to work with the landowners and developers of the Ascot Road site in order to deliver the aspirations set out in this policy.

### 5.2 Infrastructure Projects

#### Croxley Rail Link

**5.2.1** Croxley Rail Link (CRL) is a scheme to extend the London Underground Metropolitan line from Croxley to Watford Junction, via Watford High Street. Hertfordshire County Council is the lead promoter, and the proposals are currently in the design phase and are being developed with the aim of having trains running along the new track by ~~2015~~2016.

**5.2.2** It is anticipated that two new stations will be opened along the route. Ascot Road station (part of the Western Gateway SPA6), where it is planned to have car parking facilities, will serve the local community and provide a valuable new transport link for businesses in the area. A second station will be sited on Vicarage Road to serve the existing Watford Hospital, the football ground and the planned Health Campus. ~~The Watford Met Station will close.~~ The Comprehensive Spending Review has stated that further feasibility work is required for the Croxley Rail link. This work, along with a bid for funding the CRL, project is now in was submitted to the Department for Transport (DfT) in January 2011, with a subsequent Best and Final Bid submitted in September 2011. A decision from DfT is expected by December 2011. ~~Development Pool, for which best and final bids are required before the end of 2011.~~

#### Policy IP 1

##### Croxley Rail Link

- The council will work alongside Hertfordshire County Council, DfT and other major stakeholders involved in this infrastructure project in order to maximise the chances of the project's delivery at the earliest possible date.
- The council will seek to maximise the benefits to the community by actively engaging in discussions regarding detailed design and operational issues, and seeking to influence outcomes for the benefit of the community.

#### The Abbey Flyer

**5.2.3** The Abbey Flyer Line runs between Watford Junction and St Albans, and the proposal is to change from a heavy rail link to a light rail link using new rolling stock such as trams. The primary aim of this joint HCC and DfT project is to increase the frequency of services on the line, facilitated by the construction of one or more passing loops to allow more trams to operate on it. It is hoped that the increased frequency of operation will improve the attractiveness of the route, and increase the number of journeys facilitated by the line from

## 10 Transport

### 10.1 Transport Proposals

**10.1.1** There are three key transport improvement schemes planned for Watford. These will improve the accessibility of the town by sustainable means of transport and will promote the town's role as a regional transport node.

#### Policy T 1

##### Regional Transport Node

Watford is a significant local and regional transport node. The Borough Council in conjunction with the County Council and other partner bodies will promote and implement the necessary transportation infrastructure and interchange improvements to support and enhance Watford's current transport role. These are the:

- Croxley Rail Link;
- Watford Junction Interchange;
- Conversion of Abbey Flyer from Heavy Rail to Light Rail.

**10.1.2** Watford has a key transport role as a busy rail interchange. The provision of improvements to the range of public transport options will enable Watford's role as a regional transport node to be strengthened and enhanced. This will result in improved accessibility to jobs, services and other destinations within and beyond the borough boundaries. These transport projects will also help to reduce road congestion by enhancing the public transport option.

##### Croxley Rail Link

**10.1.3** Croxley Rail Link is a proposed diversion of the Watford branch of the Metropolitan Line to Watford Junction via Watford High Street.

**10.1.4** Croxley Rail Link directly links all stations between Baker Street and Watford Junction, including Croxley Business Park, the Watford Health Campus SPA and Watford Business Park SPA.

**10.1.5** The Croxley Rail Link is a key scheme which will contribute to the future prosperity of Watford and South-West Hertfordshire by improving the accessibility of the town and key facilities. In particular, it will provide improved access to Watford General Hospital and the Vicarage Road stadium.

**10.1.6** Other benefits include reduction in crowding on the national rail and underground network, and improving links to and from London including links to Wembley Stadium.

**10.1.7** The scheme has the potential to be delivered by ~~2015~~2016, and would also have the potential to be expanded to improve rail links to the town from Chesham and Amersham in the longer term.

## Schedule C: Proposed Further Minor Changes to the Watford Core Strategy (after Significant Changes Consultation).

### List of Figures and Tables – updated

Page numbers will be subject to change in the final version when track-changes have been removed.

#### Figures

Number	Title	Chapter	Page
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#### 1. Introduction

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	Table 1 Core Strategy Process	Remove yellow shading from “Significant Pre-submission changes” box and replace “is taking” with “took” and “will also be submitted” with “were submitted”	Update
	Table 1 Core Strategy Process	Amend submission date to “2012”. Amend wording of box describing submission stage to “The Core Strategy was submitted to Government for independent examination”	Correction and update.

#### 2. Watford Today

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

#### 3. Watford in 2031

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

#### 4. Watford’s Spatial Strategy to 2031

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

#### 5. Special Policy Areas and Infrastructure Projects

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	<b>SPA2</b>	Under “Proposals” remove the last bullet point from the bulleted list (making it instead a new paragraph) and amend as follows: <u>The</u>	Correction to address (Orphanage Way) and to improve clarity. Suggested by London Concrete and similar suggestion made by Mineral Products

		<u>development proposal will be required to safeguard the existing Orphanage Way Road and rail aggregates depot and associated facilities, all we provide a comparable facility on site, which will also be subject to safeguarding, or ensure re-provision of a comparable facility within the local area, via liaison with Hertfordshire County Council and the operator.</u>	Association.
	5.2.2	Delete text from “The Comprehensive Spending Review” to end of paragraph and replace with: “Following the funding approval for the Croxley Rail Link, issued by the Department for Transport in December 2011, Hertfordshire County Council and London Underground Limited have jointly applied to the Secretary of State for Transport under Section 6 of the Transport and Works Act Order (TWAO) 1992 for an Order authorising the construction, maintenance and operation of a new railway comprising the extension of London Underground’s Metropolitan Line to Watford Junction.”	Update

## 6. Sustainable Development

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

## 7. Town and Local Centres

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

## 8. Housing

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	Figure 7	Housing Trajectory updated	Updated housing trajectory in line with the most recent

			AMR.
	HS3	'35% of all new dwellings to be affordable housing (1,792 dwellings between 2011-2031' . Change to 'A rate of 35% affordable housing on 10 residential units and above or sites of more than 0.5 ha. (1,570 dwellings between 2011-2031)	Policy team. Updating information and consistency with policy.
	HS4	Clarify that the criteria in policy HS4 also relate to the assessment of planning applications.	In response to National Gypsy Federation add in clarification. 'When allocating sites <u>and considering planning applications</u> the council will..'

### 9. Economic Development and Employment

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	Figure 8	Boundary of SPA6 to be amended to match that in Key Diagram (as amended in Schedule B)	Consistency and in response to comment from Three Rivers DC

### 10. Transport

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	10.0.4	Expand proposed new para to read:" Evidence for transport proposals and policies has largely derived from the Local Transport Plan, its supporting documents, such as the South West Herts Cycling Strategy and from the South West Herts Transport Plan – Review and action Plan; and takes into account the department for Transport Circular 02/2007 Planning and the Strategic Road Network."	Factual update on evidence base. Highways Agency
	T4	Add after Highways Authority", "and the Highways Agency as the Strategic Highways Authority, where appropriate"	To correct omission. Highways Agency

### 11. Infrastructure Delivery

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	11.2.10	Replace para with: Based on current pupil forecasts, the County Council recommends that two sites be allocated and reserved for secondary education in SW Herts across the plan period. Given the geographic spread of existing schools in South West Hertfordshire and growing pressure from both the Rickmansworth and Watford areas, the County Council suggested	Factual update information suggested by TRDC

		securing two sites within Three Rivers District, one in the east and one in the west. In 2010, Three Rivers District Council (TRDC) consulted on five potential options for secondary school sites, three in the Croxley Green area and two in Mill End/Maple Cross. Following further technical work by the County Council on the potential sites, TRDC will be consulting on preferred sites for allocation to meet secondary education needs in January/February 2012.	
	11.4.1	Add to end of paragraph: “The list of infrastructure types in the policy is not intended to be exhaustive and the delivery of other forms of infrastructure may be required. This will be informed by the Infrastructure Delivery Plan and input from infrastructure providers”	To make it clear that the lack of specific inclusion of policing, places of worship and other infrastructure types does not mean they are not considered important. Comments from HCC and Herts Police Authority, Jehovah’s Witnesses and Paul Tuffin
	11.2.18	Change first sentence to: The Orphanage Road Way rail aggregates depot, including land approximately 250m around it, is classified as a <u>railhead</u> minerals consultation area in the County Council’s Minerals Consultation Area SPD 2008.	To correct omissions. As suggested by Minerals Products Association
	Policy INF 1	Add under the 1st paragraph to end of the 1 <sup>st</sup> bullet point: “ - new school capacity, <u>and other social infrastructure</u> ;	In response to comments from Herts Police Authority and Paul Tuffin add in clarification.

### 13. Green Infrastructure

Ref no:	Policy/ para	Suggested change	Reason/suggested by:
	13.1.15	After first sentence add: “ <u>The Hertfordshire Local Nature Partnership (LNP) has been established as an outcome of the NEWP and will guide and lead nature conservation, restoration and enhancement in Hertfordshire over the coming years</u> ”	Update to make reference to new partnership, suggested by HMWT.
	GI 1 Green Infrastructure	Policy incorrectly labeled as GI2. Change to GI1	Correction
	13.2.1	Amend 2 <sup>nd</sup> sentence to read “ The fundamental aims of Green Belt policy <u>are</u> to prevent urban sprawl by keeping land permanently open <u>and to prevent the coalescence of settlements</u> ”	Accuracy – suggested by CPRE
	GI2 Green Belt, point 3	Replace “where appropriate, to clarify detailed” with “ <u>to correct existing anomalies and create defensible</u> ”	Consistency / clarity – suggested by CPRE
	GI2 Green	Last para add ‘ <u>ie: development</u> ’ after ‘inappropriate development’	Clarity, in response to

	Belt		CPRE comment
	G13 Biodiversity	2 <sup>nd</sup> bullet add: ' <u>identified or endorsed by the Local Nature Partnership</u> ' after 'ecological areas'	
	13.4.1	Add ' <u>2011-14</u> ' after SDF	Clarity, comment from Community Services WBC.
	13.4.3	Last sentence: 'The SDF is based on <u>evidence and research of need relating to Watford</u> , and is...'	Clarification from Community Services WBC.

#### 14. Monitoring and Delivery

Ref no:	Policy/ para	Suggested change	Reason/suggested by:

#### Appendix A. Glossary

Ref no:	Policy/ para	Suggested change	Reason for Change

#### Appendices B - E

Ref no:	Policy/ para	Suggested change	Reason for Change
	Appendix E: monitoring framework – GI	Add monitoring in line with policy GI2 – <u>Maintain the general extent of the green belt, Target = no change.</u>	
	Appendix E: monitoring framework - GI	Biodiversity policy GI <u>3</u> not GI2	