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CROXLEY RAIL LINK  
ORDER

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Appendices

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# Contents

- Figure 1 Extract from Three Rivers Local Plan 1996 – 2011 - Proposals -Map to show Policy T3 Croxley Rail Link
- Figure 2 Extract from Three Rivers District Council Core Strategy - Key Diagram adopted 17th October 2011
- Figure 3 Extract from Three Rivers Site Allocations DPD Pre-Submission (Preferred Options) Consultation January 2012: Housing allocation H14, 33 Baldwins Lane, dwelling capacity 15
- Figure 4 Extract from Three Rivers Site Allocations DPD Pre-Submission (Preferred Options) Consultation January 2012: School allocation S(d) Proposed secondary school north east of Baldwins Lane (12.3 ha)
- Figure 5(a) Extract from Three Rivers Site Allocations DPD Pre-Submission (Preferred Options) Consultation January 2012:  
Open space allocation OS(g) Croxleyhall Wood, Croxley Green
- Figure 5(b) Extract from Three Rivers Site Allocations DPD Pre-Submission (Preferred Options) Consultation January 2012:  
Open space allocation OS(h) Buddleia Walk, Croxley Green
- Figure 6 Extract from Site Allocations Development DPD Pre-Submission (Preferred Options) Consultation January 2012 to show public open space proposed by Three Rivers District Council at Croxley Green and replacement public open space proposed by the Applicants at Lavrock Lane, Croxley Green
- Figure 7 Extract from Watford District Plan 2000 - Proposals Map to show Croxley Rail Link
- Figure 8 Extract from Watford Borough Council Core Strategy Publication Significant Changes Consultation - Key Diagram submitted 28th February 2012
- Figure 9 Extracts from Three Rivers Local Plan 1996 – 2011 Proposals Map and Watford District Plan 2000 Proposals Map to show alignment of the proposed Croxley viaduct in relation to the Green Belt
- Figure 10 Plan to show land to be acquired from and offered to Three Rivers District Council at Cassiobridge Recreation Ground

- Figure 11 Plan to show the replacement open space proposed at Lavrock Lane.
- Figure 12 Cassio Wharf – Proposed Railway Viaduct and construction Worksite in relation to existing moorings
- Figure 13 Cassio Wharf – Temporary mitigation measures to re-locate residential narrow boats during construction
- Figure 14 Location of Proposed Environmental Barriers – Mouchel Drawing No. 1044118 – NB1

## Appendices

- Appendix 1 Three Rivers Core Strategy October 2011 Policies that are material to the application for planning permission for the Croxley Rail Link
- Three Rivers District Plan Retained policies that are potentially material considerations in relation to the discharge of planning conditions for the Croxley Rail Link
- Appendix 2 Extracts from Schedule D – Watford’s Local Plan Core Strategy Main Proposed Changes (Post Hearings) July 2012. (Pages 1 – 6)
- Appendix 3 Saved Policies of the Watford District Plan 2000 that are potentially material considerations in relation to the application for deemed planning permission and the discharge of planning conditions for the Croxley Rail Link

## **Appendix 1**

### **Three Rivers Core Strategy Policies that are material to the application for planning permission for the Croxley Rail Link**

- SI To ensure that development in Three Rivers recognises the District's distinctive countryside and Green Belt, through sustainable patterns of development.
- S2 To make efficient use of previously developed land.
- S3 To reduce impacts on the environment by reducing waste, pollution and energy consumption, by promoting the use of renewable energy, and the conservation of water resources and by designing development to take into account future changes to the climate.
- S6 To facilitate the provision of services and infrastructure to meet the needs of existing development and new development by working on cross boundary issues with adjoining authorities, service providers and the development industry.
- S7 To deliver improved and more integrated transport systems and reduce the need to travel by locating development in accessible locations.
- S9 To conserve and enhance the countryside and the diversity of landscapes, wildlife and habitats in the District within a coherent network of Green Infrastructure to support the natural environment and human health.
- S11 To provide accessible and varied opportunities for leisure, arts, sport and recreational activities in order to promote healthy lifestyles.
- S12 To promote security as a high priority in the design of new developments in order to create attractive and safe places in which to live, work and play.

#### **Core Policies**

- CP1 Overarching Policy on Sustainable development
- CP6 Employment and Economic Development
- CP8 Infrastructure and Planning Obligations
- CP9 Green Infrastructure
- CP10 Transport and Travel
- CP11 Green Belt
- CP12 Design of Development
- CP13 Monitoring and Delivery

**Three Rivers District Plan Retained policies that are potentially material considerations in relation to the discharge of planning conditions for the Croxley Rail Link**

GEN 3	Compliance with Design and Access Standards
GEN 4	Potentially Hazardous or Polluting Development
GEN 5	Development and Unstable Land
GEN 7	The Need for Environmental Impact Assessment
N 1	Nature Conservation
N 3	Protected Species
N 4	Protection of Water Resources
N 5	Flood Protection and River Corridors
N 9	Use of Reclaimed Materials in New Development
N 12	Air Quality
N 15	Trees, Hedgerows and New Development
N 16	Protection of Trees and Hedgerows During Development
N 17	Replacement Planting
N 18	Landscape Management
N 20	Protection of Chilterns AONB
N 23	Landscape Regions
N 24	Telecommunications Apparatus
C 14	Archaeology and Development
GB 1	Development within the Green Belt
D 1	Design Statements
D 4	Pedestrian and Cycle Routes
D 6	Landscaping
D 7	Design for Water Conservation
H 17	Residential Moorings
T 10	Cycling
L 9	Protection of Existing Amenity and Children's Play Space
L 11	Design of Open Space

**Appendix 2**  
**Extracts from Schedule D – Watford's Local Plan Core Strategy Main Proposed Changes (Post Hearings) July 2012.**  
**(Pages 1 – 6)**

**Schedule D – Watford's Local Plan Core Strategy**

**Main Proposed Changes (Post Hearings) July 2012.**

Please note paragraph and figure/table numbering may be subject to further changes.

Throughout the document references to the 'Local Development Framework' have been changed to 'Local Plan' and references to 'DPD' have been change to 'document'. References to the 'Annual Monitoring Report' have been changed to 'Authorities Monitoring Report' to reflect the change in terminology by Government.

1. Introduction			
Ref no:	Policy/ para	Suggested change	Reason/suggested by:
D1	1.04	Add new bullet point: A Community Infrastructure Levy (CIL) Charging Schedule	To accurately reflect the intention to produce a CIL charging schedule set out in the infrastructure chapter.
D2	1.0.10	Add new sentence: Policies in this Core Strategy (and subsequent Development Plan Documents) take precedence over saved policies from the Watford District Plan 2000 where there is a conflict.	For avoidance of doubt and in response to points made by HSBC.
D3	After para 1.0.10	<b>Add:</b> <b>Policy WBC1: Presumption in favour of sustainable development</b>  When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions for development that help to improve the economic, social and environmental conditions in the area. Proposals in line with the Council's Local Plan documents will be brought forward, assessed and approved wherever possible, unless material considerations indicate otherwise.	This model policy is recommended for inclusion in Local Plans by Government, to help make a plan sound, and has been reiterated by the Inspector. This is in order to reiterate the presumption in favour of sustainable development. The model wording has been modified slightly without changing the

		Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise. The Council will take into account whether any adverse impacts of granting permission would demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or where specific policies in the NPPF indicate that development should be restricted.	Overall meaning.
<b>4. Watford's Spatial Strategy to 2031</b>			
<b>Ref no:</b>	<b>Policy/ para</b>	<b>Suggested change</b>	<b>Reason/suggested by:</b>
D4	Para 4.1.3	Amend as indicated: The council <del>its</del> plans for a <del>expected that between 2006 and 2034 around</del> minimum of 6,500 new homes to <del>will</del> be built in Watford between 2006 and 2031 to provide for an increasing population. This is an average of 260 per year. <del>Over 2,000</del> Nearly 2,500 of these had already been built by 20121, <del>reducing the average required to 224 per year.</del> <del>Around</del> minimum of 7,000 additional jobs are <u>is</u> planned for, to accompany the population growth and maintain Watford's role as a regional centre.	To clarify that 6,500 is a minimum target in line with the Regional Spatial Strategy, and with the government approach to ensuring housing delivery, and to update housing completions to show the latest available data..
D5	After 4.1.3	Insert new para: 4.1.4. Capacity has been identified for around 40,000sqm (net) comparison and 4,500sqm (net) convenience retail floorspace by 2026 (GVA Retail Study as updated – see Chapter 7 Table 3). These figures provide broad guidance of the scale of retail required and will be subject to regular review. Within the next 5 years the council seeks delivery of an additional 10,000sqm comparison floorspace at Charter Place in the town centre, and 2,500 sqm (net ) convenience floorspace in the form of a supermarket at Ascot Road, within SPA6 Western Gateway (to cater for a distribution imbalance of supermarket provision in the Borough).	To provide additional information on retail capacity.
D6	After new 4.1.4	4.1.5 The housing and other figures will be kept under review in the light of new evidence and joint working with neighbouring authorities and other partners in line with the council's duty to cooperate and to keep the Core Strategy under review.	To clarify that all figures will be kept under review and that joint working will continue, further to representations from Stevenage .
D7	SS1	Amend as indicated: <b>Spatial Strategy</b> The Core Strategy seeks to deliver a minimum of 6,500 additional homes and 7,000	Housing and employment targets are expressed as minima to

	<p>additional jobs between 2006 and 2031, along with around 7,000 additional jobs and other supporting services and facilities.</p> <p>These additional development homes and jobs will be focused on the SPA locations which have with good access to public transport and local facilities, and are most able to accommodate development without serious harm to character or amenity.</p> <p>Most development will take place on previously developed land. There will be a general presumption against inappropriate development in the Green Belt (subject to the delivery of policy HS4).</p> <p>Areas at risk of flooding will be avoided unless appropriate mitigation measures can be put in place.</p> <p>High standards of sustainability and design and a positively integrated approach to development will be expected, as set out in Chapter 6 on sustainable development and Chapter 12 setting out design criteria. High standards of sustainability and design will particularly be sought through the development and change occurring in the Special Policy Areas, which will include the consideration of social inclusion issues.</p> <p><b>Special Policy Areas</b></p> <p>Special Policy Areas have been identified for key parts of the borough for which more location specific policies are useful, either because of planned regeneration or other issues to be addressed such as the need for physical enhancement and environmental improvement.</p> <p>Much of the new development will be focused on those Special Policy Areas identified as most suitable for high density development, in order to help protect the residential character of the rest of the borough. These are:</p> <ul style="list-style-type: none"> <li>• Town Centre SPA – The Town Centre will be the focus for shopping, leisure</li> </ul>	<p>reflect the RSS (and NPPF aspiration to increase housing delivery) and additional information in employment chapter which shows 7,000 as the lower end of job potential.</p> <p>An addition is made after Green Belt to recognise an exception is required due to the location of the area of search identified for gypsy and traveller pitch provision.</p> <p>Additional detail has been added to provide more certainty about the type and scale of development to take place in the SPAs, as discussed at the examination hearings.</p> <p>The priority to be given to the town centre is clarified.</p> <p>Commitment to introducing CIL is confirmed by the addition of a target date.</p> <p>A local threshold for retail impact is proposed in the retail section of SS1. The NPPF's default threshold of 2,500 sqm for retail impact testing outside of town</p>
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	<p>and cultural activities, with office uses focused along Clarendon Road. Some residential use will also be appropriate. A Town Centre Area Action Plan will be produced, which will provide a more detailed policy framework for the wider town centre <del>include a review of the town centre boundary</del>. In order to meet the strategic objectives of this Core Strategy the council expects around half of all additional jobs to be provided within the wider town centre, as shown in Figure 6 (in the order of 3,300 to 4,200 jobs). Significant town centre type development proposals (as set out in the NPPF) in other SPAs or out-of-town locations should not undermine the vitality and viability of the town centre or the planned investment at Charter Place in accordance with SPA1.</p> <ul style="list-style-type: none"> <li>• Watford Junction SPA – a high density mixed use scheme including a major transport interchange, 1,500 new homes, employment, retail, and leisure and social and community infrastructure including a primary school in the area. The council expects this SPA to provide in the order of 1,350 to 2,350 jobs.</li> <li>• Health Campus SPA - a mixed use scheme including a new hospital, at least 500 new homes, employment space, and local shops and a primary school on a site including the current Watford General Hospital. The council expects the Health Campus to provide in the order of 1,000 to 1,900 new jobs.</li> <li>• Western Gateway SPA - an area <del>in transition</del> focused on Watford Business Park, an underperforming employment area in need of upgrading. Additional employment will be provided <del>here</del>, with a wider mix of uses <u>including a supermarket, a primary school and 300 homes in sustainable locations close to the proposed new Croxley Rail Link station and the road interchange at Ascot Road</u>. The council expects this SPA to provide in the order of 700 to 2,000 additional jobs in the business park with an additional 150 retail jobs at Ascot Road.</li> </ul> <p>Higher density <del>around 2000</del> homes will be delivered in the Town Centre, at the Watford Junction SPA <del>and at the</del> and Health Campus SPAs and to a limited extent</p>	<p>centres is not considered appropriate for Watford. This is because whilst retail development is accepted in principle in five of the six SPAs, the quantum of retail floorspace appropriate for each is not yet determined. Therefore further control on retail scale and impact is required in the SPAs, and setting a local threshold of 1,000 sqm is considered to be an appropriate mechanism to achieve this. Any retail development above 1,000 sqm is likely to have an impact greater than at the local level, and so should be assessed for impact at the time of the application.</p> <p>Other changes are to improve clarity, and to ensure consistency with other policies.</p>
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		<p><u>around the proposed new station at Ascot Road.</u></p> <p>In the rest of the borough the focus will be on low to medium density residential development, with a preference for family housing with gardens.</p> <p>Other Special Policy Areas are not necessarily suitable for significant development – the individual policies set out what is appropriate in each area:</p> <ul style="list-style-type: none"> <li>• Lower High Street SPA – an existing retail and mixed use area in need of physical and environmental improvement suitable for a variety of land uses.</li> <li>• Dome Roundabout SPA – <u>an existing out-of-town retail area for physical and environmental improvement and diversification of land uses, which could include some additional residential use.</u></li> </ul> <p><b>Neighbourhood Local Centres</b></p> <p><u>North Watford/St Albans Road District Shepping Centre</u> and a network of neighbourhood centres will continue to provide a range of services and facilities to meet the day-to-day needs of their local communities. Medium density residential development may be appropriate close to these locations, where they are well served by transport links and local infrastructure.</p> <p><b>Employment</b></p> <p>An increase of <u>at least around 7,000 jobs</u> is planned for. Many of these will be office, <u>retail and service sector jobs</u> located in the <u>wider town centre</u>, including Clarendon Road. Employment opportunities will be focused on the town centre, Watford Junction, Health Campus and Western Gateway SPAs and allocated employment areas. Improvements to allocated employment areas will be encouraged to meet modern business needs--in particular to attract high quality office occupiers to Clarendon Road, and improvements to Watford Business Park as part of the Western Gateway SPA.</p> <p>Health related businesses will also be encouraged, particularly linked to the Health Campus SPA. More detail is set out in the Economic Development and Employment chapter and the council's Economic Development Strategy.</p>	
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	<p><b>Infrastructure</b></p> <p>Infrastructure delivery will focus on prioritise:</p> <ul style="list-style-type: none"> <li>• Additional school provision capacity (with new primary schools to be included at the Health Campus and Western Gateway SPAs, and provision either on the site of, or in the vicinity of the Watford Junction SPA);</li> <li>• New healthcare facilities, including an enhanced hospital at the Health Campus;</li> <li>• New transport infrastructure to support major regeneration initiatives and green travel;</li> <li>• New and improved green infrastructure;</li> <li>• New cemetery capacity; and</li> <li>• Utilities infrastructure including water and sewerage; and</li> <li>• Other localised deficits of necessary social infrastructure identified from time to time in the IDP.</li> </ul> <p>The Community Infrastructure Levy (CIL) will be introduced by April 2014. Section 106 funds will continue to deliver project related infrastructure needs and affordable housing.</p> <p><del>Section 106 guidance will be reviewed to ensure that the range and level of contributions towards these local infrastructure needs are maximised, and the proposed Community Infrastructure Levy is adopted at the local level.</del></p> <p><b>Transport</b></p> <p>The strategy for transport is focused on providing improvements to the public transport network to deliver significant modal shift; and encouraging cycling and walking. Major transport projects include:</p> <ul style="list-style-type: none"> <li>• Improvements to the rail interchange at Watford Junction Station</li> <li>• Croxley Rail Link</li> <li>• Abbey Flyer upgrade to light rail</li> <li>• Improved road access into Watford Junction and Health Campus SPAs</li> <li>• Implementation of intelligent transport systems</li> </ul>	
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### **Appendix 3**

#### **Saved Policies of the Watford District Plan 2000 that are potentially material considerations in relation to the application for deemed planning permission and the discharge of planning conditions for the Croxley Rail Link**

SE1	Making Development Sustainable
SE4	Energy Efficient Design
SE7	Waste Storage, Recovery and Recycling in New Devt
SE9	Green Belt: New Development
SE12	Visual Amenity of the Green Belt
SE19	Grand Union Canal Corridor
SE20	Air Quality
SE21	Air Quality Management Areas
SE22	Noise
SE23	Light Pollution
SE24	Unstable and Contaminated Land
SE25	Potentially Hazardous or Polluting Devt
SE26	Watercourses
SE27	Flood Prevention
SE28	Groundwater Quality
SE29	Utilities Infrastructure
SE30	Surface Water Run-Off, Water Conservation and Sustainable Drainage
SE32	Sites of Nature Conservation Importance
SE33	Nature Conservation and Biodiversity Enhancement
SE36	Replacement Trees and Hedgerows
SE37	Protection of Trees, Woodlands and Hedgerows
SE39	Tree and Hedgerow Protection in New Development
SE40	Landscape Character Assessment
SE41	Green Zones
T1	South West Hertfordshire Transportation Strategy
T2	Area Based Strategies
T4	Transport and New Development
T6	Pedestrian Facilities
T7	Pedestrian Facilities in Development
T9	Cycling

T10	Cycle Parking Standards
T15	Taxi Provision
T16	Rail Use
T20	Transport Proposals
T21	Access and Servicing
T22	Car Parking Standards
T23	Non-Residential Development
T27	Car Park Location and Design
T29	Powered Two-Wheelers
E1	Employment Areas
L4	Open Space Protection
L9	Children's Play Space
L12	Allotments
U1	Quality of Design
U2	Design and Layout of Development
U3	Integration of Character
U4	Community Safety
U5	Access (In developments for the disabled)
U6	Landscape Design
U25	Advertisements and Signs
U26	Telecommunications – Submission of Applications
U27	Telecommunications – Siting Considerations
U28	Temporary Buildings
IMR2	Planning Obligations

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