Watford's Local Plan

Part 1 - Core Strategy 2006 - 31

Adopted 30 January 2013

WATFORD
BOROUGH COUNCIL

Planning for a Better Watford

Contents

List of Figures and Tables 1

1 Introduction 2
1.1 The Core Strategy Process 4

2 Watford Today 5
2.1 Watford's Strategic Planning Context 6
2.2 Watford's Environment 7
2.3 Watford's Residents 8
2.4 Watford's Economy 8
2.5 Education, Skills and Training 10
2.6 Living in Watford 10

3 Watford in 2031 12
3.1 Our Vision for Watford 12
3.2 Strategic Objectives 13

4 Watford's Spatial Strategy to 2031 15
4.1 Spatial Strategy 15
4.2 Delivery 21
4.3 Monitoring 21

5 Special Policy Areas and Infrastructure Projects 22
5.1 Special Policy Areas 22
5.2 Infrastructure Projects 38

6 Sustainable Development 41
6.1 Water and Wastewater 42
6.2 Climate Change 44
6.3 Waste 48

7 Town and Local Centres 49
7.1 Retail Hierarchy 49
7.2 Town Centre 53
7.3 Neighbourhood Centres 60
7.4 Out and Edge of Centre Leisure and Retail Provision 62

8 Housing 65
8.1 Housing Delivery Target 65
8.2 Housing Mix 69
8.3 Affordable Housing 72
8.4 Gypsies and Travellers 74

9 Economic Development and Employment 76
9.1 Economic Development Objectives 76
9.2 Employment Growth 77
9.3 Employment Land 79
9.4 Monitoring 81

Contents

10	Transport	84
	10.1 Transport Objective	**84**
	10.2 Transport Proposals	**85**
	10.3 Location of New Development	**86**
	10.4 Accessibility	**87**
	10.5 Transport Assessments	**88**
	10.6 Providing New Infrastructure	**88**
	10.7 Car Parking Strategy	**90**
11	Infrastructure Delivery	91
	11.1 Introduction	**91**
	11.2 Infrastructure Need	**91**
	11.3 Planning Obligations	**93**
	11.4 Infrastructure Policy	**94**
12	Urban Design and Built Heritage	97
	12.1 Urban Design	**97**
	12.2 Built Heritage	**99**
13	Green Infrastructure, Sport and Recreation	101
	13.1 Green Infrastructure	**101**
	13.2 Green Belt	**106**
	13.3 Biodiversity	**106**
	13.4 Sports and Recreation	**108**
14	Monitoring and Delivery	110
	14.1 Monitoring	**110**
	14.2 Joint Working and Delivery	**110**
	14.3 Review of the Core Strategy	**111**
	Appendices	
A	Glossary	113
B	Relationship between Core Strategy Policies and Objectives, the One Watford Sustainable Community Strategy and Watford Borough Council's Corporate Objectives	121
C	Evidence Base	124
D	Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted	137
E	Monitoring Framework	143

List of Figures and Tables

Figures

Number	Title	Chapter	Page
Figure 1	Watford Location Map	2	5
Figure 2	Hertfordshire District Boundaries	2	7
Figure 3	Key Diagram	4	20
Figure 4	Watford Energy Opportunities Plan	6	47
Figure 5	Retail and Commercial Leisure Hierarchy Map	7	52
Figure 6	Town Centre Primary Shopping Area	7	54
Figure 7	Housing Trajectory	8	67
Figure 8	Employment Locations	9	83
Figure 9	Proposed Green Infrastructure Network	13	104

Tables

Number	Title	Chapter	Page
Table 1	Core Strategy Production Process	1	3
Table 2	Retail Hierarchy	7	50
Table 3	Estimated Floor Space Needed to Meet Forecast Demand	7	57
Table 4	Leisure and Cultural Needs	7	58
Table 5	Access to Local Facilities	7	60
Table 6	Existing Out of Centre Leisure and Retail Provision	7	63
Table 7	Housing Targets and Supply Summary (as at March 2012)	8	65
Table 8	Size Mix of Housing Requirement 2007-21 (Watford)	8	70

1 Introduction

1.0.1 Watford Borough Council's Core Strategy sets out the key elements of the council's planning vision and spatial strategy for the borough. The Core Strategy is the central part of the Local Plan, and establishes the direction for other documents that will set out our planning strategy and policies in more detail. All other Local Plan documents must be consistent with the Core Strategy.

1.0.2 The Core Strategy contributes to achieving the vision and objectives of Watford's Sustainable Community Strategy (SCS) and helps the council's partners and other organisations deliver relevant parts of their programmes. Appendix B shows the relationship of policies to the SCS and the Council's Corporate Plan. Policies in the Core Strategy will replace some of the Watford District Plan (2000) policies as detailed in Appendix D. Other policies will be replaced in subsequent Local Plan documents.

1.0.3 The Core Strategy forms Part 1 of the Local Plan for Watford. Part 2 will include:

- Development management policies - which will support the Core Strategy by setting out additional planning policies that the council will use when making decisions on applications for planning permission;
- Site allocations - which will provide more detail on site specific matters and allocate sites for different land uses; and
- Town centre policies - which will provide more detailed town centre policies and strategy. The intention is that these policies will be integrated into the development management policies and site allocations documents.

1.0.4 We will supplement these with other documents including:

- Supplementary Planning Documents (SPDs) – these will give detailed guidance on how the council's planning strategy and policies will be implemented for specific topics, areas or sites.
- Site specific development briefs.
- A Community Infrastructure Levy (CIL) Charging Schedule.

1.0.5 The Authority's Monitoring Report (AMR) provides an assessment of the progress made against targets and the performance of policies in the Local Plan.

1.0.6 Local Plan documents forming part of the statutory development plan must be tested through the process of Sustainability Appraisal (SA) to ensure that they are compatible with the aims of sustainable development, and that economic progress is balanced with social and environmental needs. For the more strategic documents a Strategic Environmental Assessment (SEA) is integrated into the SA process to ensure that the likely cumulative and secondary effects of policies on the environment are considered. Environmental Reports have been published at each stage of the plan preparation process.

1.0.7 The Local Plan must be based on a robust and credible evidence base. The evidence base used for the Core Strategy is set out in Appendix C.

1.0.8 In July 2010 the government announced its intention to abolish regional spatial strategies. This was not enacted until 3rd January 2013, after the conclusion of the examination into this Core Strategy, and receipt of the Inspector's report. References to the

East of England Plan therefore remain in this document, as it was part of the development plan at the time of the examination. In March 2012 the government published the National Planning Policy Framework (NPPF) which replaces previous planning policy guidance. This Core Strategy is consistent with the NPPF.

1.0.9 The government is introducing a new, albeit optional, tier of plans at the neighbourhood level. Such plans would have to be consistent with the Core Strategy and other Local Plan documents, should a particular group choose to take a neighbourhood plan forward.

1.0.10 In the interest of sustainable development all development proposals will be considered against the Core Strategy in its entirety, and against subsequent Local Plan documents when they become available. Policies in this Core Strategy (and subsequent Local Plan documents) take precedence over saved policies from the Watford District Plan 2000 where there is a conflict.

Policy WBC 1

Presumption in favour of sustainable development.

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.

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.

1 Introduction

1.1 The Core Strategy Process

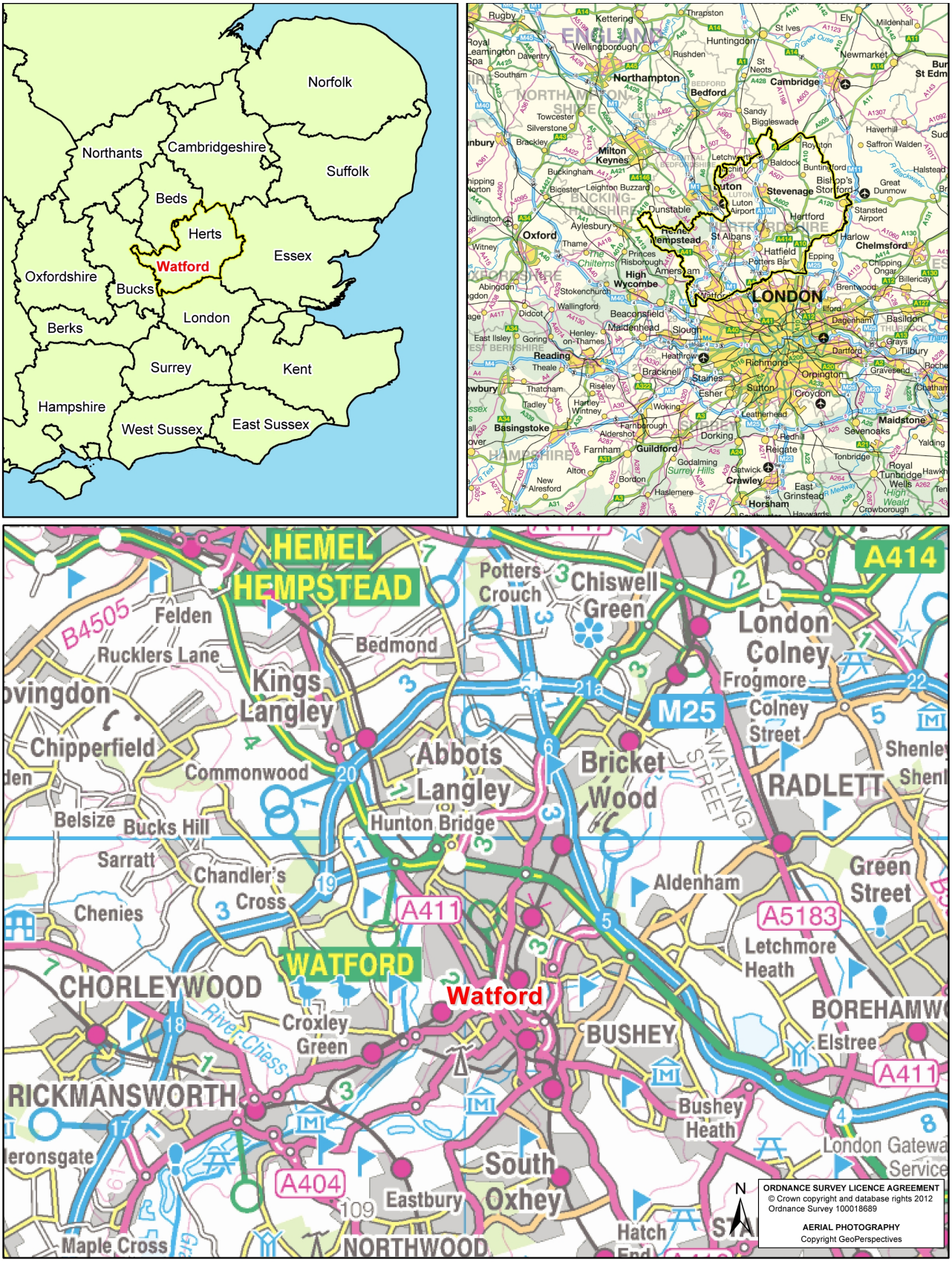
1.1.1 The following table illustrates the process for preparing the Core Strategy.

Table 1 Core Strategy Production Process

Issues And Options December 2005 – January 2006	Public consultation on the issues and options started in 2005, and was followed by ongoing consultation with stakeholders. The comments received were used to inform the Core Strategy Preferred Options document.
Preferred Options February – March 2008	Consultation on the Core Strategy preferred options took place in February 2008. The outcome of this revealed a need for further work to be done on the evidence base which was subsequently undertaken. Further consultation workshops were held in April and May 2009 and Dec 2010. A consultation shop event took place in July 2010.
Publication May - June 2011	The Core Strategy and final Sustainability Appraisal report was published for consultation for six weeks. All comments received at this stage were submitted to the Examination, together with a summary of the main issues raised.
Significant Pre-submission changes Nov - Dec 2011	This additional 6 week consultation took place to allow people to comment on the impact of proposed changes (made in the light of comments received on the pre-submission consultation) on the legality and soundness of the Core Strategy. All comments received at this stage were submitted to the Examination, together with a summary of the main issues raised.
Submission February 2012	The Core Strategy was submitted to government for independent examination.
Public Examination Mar - Nov 2012	Examination was carried out by an independent Planning Inspector, including hearing sessions during June followed by consultation and sustainability appraisal of further changes. The Inspector assessed the 'soundness' of the Core Strategy, and considered all comments received in order to produce a report with recommendations for the council.
Adoption January 2013	On adoption the Core Strategy becomes part of the Local Plan for Watford Borough.

2 Watford Today

Figure 1 Watford Location Map



2 Watford Today

2.0.1 Watford is an urban borough in South West Hertfordshire, on the edge of the East of England region, and to the north-west of London. It covers 2,142 hectares (8.3 square miles), and is the only non-metropolitan borough wholly contained within the M25.

2.0.2 The borough has excellent transport links with mainline rail connections to London, Gatwick Airport, the Midlands and the North, Underground and Overground connections to London, its north-west suburbs and the rural Chilterns, community rail connections to St Albans, coach services to Heathrow airport, bus services to Luton airport, and convenient road connections via the M1, M25 and A41.

2.0.3 A long established urban centre, with a market charter dating to the 12th century, Watford expanded rapidly from its linear layout along the historic High Street during the nineteenth century with the coming of the railway line. Much of Watford's character is formed by the streets of terraced Victorian housing, which were followed by an extensive variety of planned housing estates during the twentieth century. These estates, along with their associated employment areas, reflect the styles of design that predominated at the time of their construction, with the resulting diversity of urban character visible across the borough.

2.0.4 Watford is the centre of a sub-region serving around 500,000 people, living within a 20 minute travelling time catchment. As part of the London commuter belt Watford is strongly influenced by London; and whilst this brings the benefits of a buoyant economy, it also brings significant environmental pressures such as high levels of traffic congestion, high house prices and, with limited land available for development, pressure on all land, including the green belt.

2.1 Watford's Strategic Planning Context

2.1.1 Watford Borough is surrounded on three sides (North, South and West) by Three Rivers District, which has some existing residential communities immediately adjacent to the Watford urban area and borough boundary.

2.1.2 A mixed use development including around 400 new homes and a hotel, together with retail and community facilities is proposed on Green Belt land at Leavesden to the north of Watford, within Three Rivers District, and adjacent to Watford’s boundary. This is close to the existing Warner Bros film studios and an existing employment area. This proposed development will have an impact on Watford in terms of increasing demand for school places, community facilities, infrastructure needs as well as traffic impacts.

2.1.3 A Harry Potter studio tour opened at the Warner Bros site in 2012 which will also have an impact on the transport network in the Leavesden area and the need for supporting facilities in the Watford area such as hotels. Other developments that may impact on Watford include potential secondary school sites in Croxley Green and Mill End/Maple Cross, which could serve pupils within Watford.

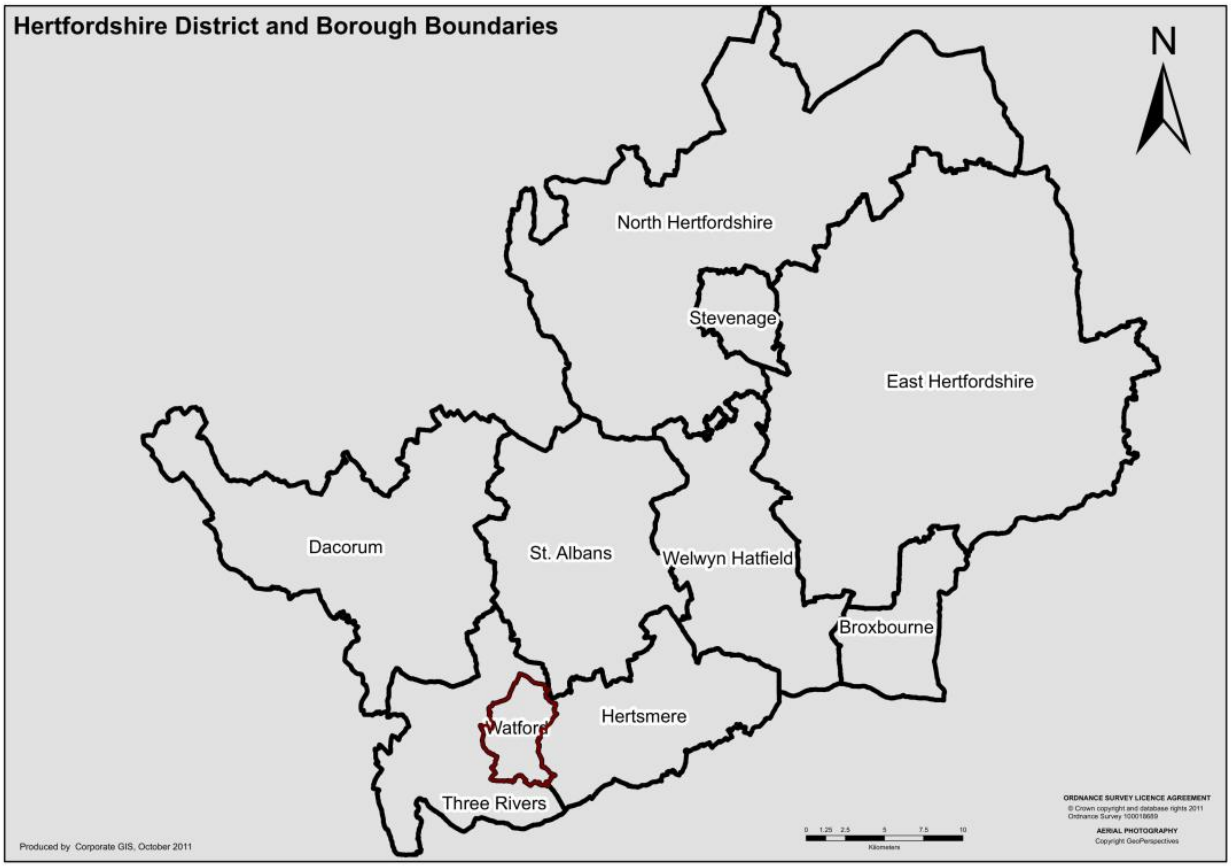
2.1.4 Public transport links are likely to improve, with the proposed Croxley Rail Link running through Three Rivers District into Watford. Croxley Business Park and Tolpits Lane employment areas are both close to Watford and provide employment for Watford residents. Many residents from Three Rivers and other nearby districts commute into Watford to work, as well as for shopping, leisure and other facilities.

2.1.5 To the east of the borough, is Hertsmere District, which also has some existing residential communities adjoining Watford in the Bushey area. There is a traffic confluence at Bushey Arches to the south of the town centre that has been the location of a number of recent development proposals for residential development and local retail facilities.

2.1.6 St Albans District also has a small common boundary to the North East, at Bricket Wood. The nearby Building Research Establishment is an important local employer and also a site that has been proposed for some housing development via the St Albans District Core Strategy process.

2.1.7 Not adjoining but also nearby are Dacorum Borough and the London Borough of Harrow, both of which are linked to Watford by the West Coast Main Line, which extends through Milton Keynes, to Birmingham and beyond.

Figure 2 Hertfordshire District and Borough Boundaries



2.2 Watford's Environment

2.2.1 Although Watford is predominantly urban, 20% of its area is Metropolitan Green Belt, (Local Planning Authority Green Belt Statistics, England 2009/10, published 23 April 2010, www.communities.gov.uk) and this is supplemented by a variety of open spaces within the urban area.

2.2.2 Hertfordshire's overall CO_2 emissions decreased by 2% between 2006 and 2007 and Watford has one of the lowest set of emissions in the county in all three sectors of industry and commercial, domestic and road transport (www.defra.gov.uk).

2 Watford Today

2.2.3 The Rivers Colne and Gade and the Grand Union Canal give structure to the main open areas, which include the Colne Valley Linear Park/Watling Chase Community Forest and Cassiobury Park: a historic park with a Green Flag award, the national standard for quality parks and green spaces.

2.3 Watford's Residents

2.3.1 Watford's population of 83,800 (Office for National Statistics (ONS): 2009 mid year estimate published June 2010) equates to around 39 persons per hectare, making it one of the most densely populated non-metropolitan district councils in England. There are currently over 36,000 dwellings in Watford. Between 2001 and 2010, 80% of all new homes developed in the borough were flats, increasing the proportion of flats to just over 31%.

2.3.2 The population is diverse with around 18% of residents classifying themselves as other than white, compared with 12% nationally and 8% in the region (ONS 2007 resident population experimental estimates). The population is also young, with an average age of 36.7 years and the proportion over retirement age (15.2%) is below the regional (20.5%) and national averages (19.3%) (ONS 2009 population estimate).

2.3.3 The average household size in Watford is estimated at 2.38 (DCLG 2008-based household projections, published November 2010), having decreased from the 2001 census figure recorded of 2.43. It is expected to continue to fall as the number of one person households increase, as is forecast across the country, but remaining higher than the Hertfordshire, regional and national averages. The volume of migration per 1,000 population gives an overall indication of the total amount of migration for the area. In terms of international migration, ONS data estimates Watford to have the highest volume in the county at 28 per 1,000, compared to Hertfordshire at 14 per 1,000; and relatively high 'all' migration, at 154 per 1,000, compared to Hertfordshire at 92 per 1,000. (See ONS: Internal and International Components of Change between the mid 2008, revised and mid 2009 population estimates for Hertfordshire and the districts).

2.3.4 According to the NHS Health Profile 2009, the overall health of Watford is generally slightly better than the England average, although poorer than the Hertfordshire average. Over the past ten years rates of deaths from all causes, early deaths from cancer and early deaths from heart disease and stroke have improved and remain similar to the England average. However, new cases of tuberculosis and hip fracture in the over 65s appear significantly worse than the England average, and health priorities are indicated to include reducing smoking prevalence, childhood and adult obesity and alcohol misuse.

2.4 Watford's Economy

2.4.1 Originally a market town, known for traditional industries including printing, Watford has successfully diversified into an attractive and popular regional shopping and business centre and a focus for culture and recreation.

2.4.2 There is a multitude of shopping choices - the town centre includes the pleasant, mainly pedestrianised Parade and High Street with its growing outdoor cafe society, together with the bright and airy Harlequin Shopping Centre, and the lively, friendly atmosphere of the market in Charter Place. Various large supermarkets are located within the borough and there are also many smaller scale neighbourhood centres, which cater for more local needs.

2.4.3 Large numbers of people travel both into and out of Watford to work. The 2001 census showed that gross in-commuting of 28,636 outnumbered the gross out-commuting of 20,912, resulting in net in-commuting of over 7,700, reflecting the importance of Watford as an employment centre. Fifty-eight percent of people working in Watford came from outside the borough. Although the figures are likely to have changed since 2001, it is expected that Watford continues to provide employment for people living outside the borough boundaries.

2.4.4 Watford has a relatively high proportion (55.5%, ABI 2008) of its employees in knowledge intensive sectors, which is a good measure of economic competitiveness. Watford's economy has shifted in line with national trends towards the service industries, with 29% of employee jobs being in the 'distribution, hotels and catering' sector, which includes retail, and 31% in banking, finance and insurance sectors. The high proportion in the latter has helped Watford establish a viable office market, concentrated around Clarendon Road between the town centre and Watford Junction station. However, there are presently high vacancy levels in this area which will need to be addressed.

2.4.5 The borough's proximity to the nationally important Leavesden Studios, in Three Rivers District, also makes Watford a popular location for filming and part of the wider Hertfordshire film and media cluster. The recent purchase of the film studios by Warner Bros. is an indication of the continued growth and economic contribution of this industry sector. A Harry Potter Studio attraction opened at the Warner Bros site in 2012 which will also have an impact on the transport network in the Leavesden area and the need for supporting facilities in the Watford area such as hotels.

2.4.6 VAT registrations and de-registrations are the best official guide to the pattern of business start-ups and closures. They are an indicator of the level of entrepreneurship and of the health of the business population. Watford’s net stock of VAT registered businesses increased in 2007 from 3,030 to 3,175 (BERR - vat registrations/deregistrations by industry 2007).

2.4.7 High job densities are where there is at least one job for every working-age resident (e.g. 1.0). Historically, Watford has a high job density, rising from 1.08 in 2003 to 1.14 in 2006. However, the recession has had an effect and Watford has seen a decrease to 1.10 in 2007 and 1.04 in 2008, although this remains higher than the region (0.77) and Great Britain (0.79). (ONS Jobs Density 2008, revised).

2.4.8 In Watford, the Annual Business Inquiry 2008 shows that employee jobs, 51,500, decreased by 1000 (1.9%) since the previous year, following a fall of 900 jobs in 2007. The decrease was mainly attributed to the falls in Construction (11.8%), Transport (10.7%) and Manufacturing (8.3%). Conversely, although some housing developments have slowed down since 2008, Watford has consistently been meeting and exceeding the housing completion requirement for several years; there were 516 new dwellings completed during 2009/10, almost half of which were affordable homes.

2.4.9 Unemployment data shows that the claimant count (i.e. those claiming Jobseeker’s Allowance) in Watford for October 2010 has almost doubled in the two years since October 2008, from 853 to 1,704. However, Watford’s figures show an improvement of 11% since the high of 1,920 recorded in February 2010 and this trend of a fall in claimant count is generally reflected nationally and in the majority of surrounding authorities. To place this in

context, the proportion of Watford's resident working age population claiming Jobseeker's Allowance is 3%, as against the highest proportion across the county of 3.7% in Stevenage, the county average of 2.4% and a proportion of 4% in Greater London.

2.5 Education, Skills and Training

2.5.1 In 2008/9, 76.8% of pupils in Watford achieved 5 or more GCSEs graded A* to C compared to the England average of 69.8%.

2.5.2 Watford has a skilled working population; the number of people of working age in Watford holding NVQ4 or above (HND, Degree and Higher Degree level qualifications) at 29.7%, is higher than the regional average (27.3%) and in line with the national average (29.9%).

2.5.3 The number of people in Watford with higher education qualifications has fallen compared with other districts in Hertfordshire but Watford has a significantly higher proportion of people with “other qualifications” (15.6%) including foreign qualifications and some professional qualifications (ONS, Annual Population Survey, January 2009-December 2009).

2.5.4 West Herts College opened a brand new, state of the art campus close to the town centre in September 2010, fully equipped with the latest technology and teaching tools. The glass wall design of the building showcases the ground floor facilities and social areas, including the training restaurant, café, spa, salon and shop, which are open to the public as well as the students.

2.6 Living in Watford

2.6.1 Watford is a sought after place to live, work and visit and is a prosperous borough by national standards. There are many cultural attractions including:

- the Palace Theatre, showing theatre productions and films;
- the Pump House Theatre, catering for fringe and amateur productions, jazz and a film club;
- the Colosseum, providing a broad programme of performances, events and functions; due to its exceptional acoustics, the Colosseum is home to the BBC Concert Orchestra for 90 days a year and is where major film soundtracks, including those for the Lord of the Rings, have been recorded; over £5.5million has been invested in a major refurbishment to ensure that Watford Colosseum is a world class venue, with building works completed in August 2011.
- the Watford Museum, which is housed in the former Benskins Brewery Mansion, has displays of local history and industry, including Watford Football Club memorabilia and the Cassiobury collection of fine art.

2.6.2 Sports and leisure attractions include the Vicarage Road football stadium, home to Watford Football Club; a wide variety of local sports clubs and pitches such as tennis, cricket, rugby, football and bowls; skate parks and nearby golf courses. Many residents are already enjoying the new Council owned eco-friendly leisure centres, Woodside and Watford Central, which have top quality facilities including swimming pools, sports courts, dance studios, gymnasiums, crèches and cafés and in the latter, a climbing wall. Woodside also has an

Athletics Stadium which provides a venue for top athletics events and also the amateur enthusiast. Ten pin bowling, a children's play centre and an eight screen cinema are contained within the nearby Woodside Leisure Park complex.

2.6.3 There are three parks in the borough with Green Flag accreditation – Cassiobury Park, Woodside Playing Fields/Alban Wood and Cheslyn Gardens. Watford was ranked first in the country in 'satisfaction with sport and leisure facilities' in the Place Survey 2008-09. Ensuring that our leisure centres and our parks and open spaces are maintained to a high standard all contributes to a potentially healthier town.

2.6.4 The town centre is the focus for a thriving nightlife attracting large crowds, particularly at weekends, placing additional pressures on local services. Although the night-time economy and high visitor numbers may provide employment and bring money into the borough, they may also bring associated problems of anti-social behaviour, noise and environmental crime. Crime figures for central Watford are generally higher than the rest of Watford and Hertfordshire.

2.6.5 House prices in Watford reflect its prosperity. While prices are lower here than the Hertfordshire average, they have been historically higher than the regional and national averages, and this prevents many local people from being able to get into their local housing market. Also, mortgage lenders have become more prudent with their lending as a result of the current financial situation, making it harder for many to get a mortgage approved even though prices started to fall in 2008. However, house purchase has become relatively more affordable; in Watford, the ratio of median house prices to median earnings reduced from a high of 9.49 in 2007 to 7.47 in 2009 (Table 577, www.communities.gov.uk). Although there were signs of house price recovery during 2010, the housing market remains weak.

3 Watford in 2031

3.0.1 The Watford Today chapter sets out the key characteristics of Watford, what is important to local people, the good things to be maintained and improved upon, and the challenges to be addressed.

3.0.2 The description shows that Watford is a young, lively and vibrant town, offering a range of quality services, facilities, employment, education and leisure opportunities. Watford is also a sustainable location, with relatively low CO_2 emissions and good public transport links. The vision described in this chapter sets out a desire to maintain, and further improve these qualities.

3.0.3 On the other hand, the borough does face challenges. These include limited space to accommodate development to meet future needs, and traffic congestion (and the associated impact on air quality in parts of the town). There are also specific health issues to be addressed. Employment levels, although still strong, have been falling over the last decade and both in and out commuting levels are high.

3.0.4 Our vision looks ahead and sets out the aspirations for what Watford should be like by 2031. It seeks to retain all the good things about Watford, the things that are important to local people, and to address the challenges. It also addresses the vision of the Sustainable Community Strategy and has evolved through the consultation stages of the Core Strategy preparation . The Sustainable Community Strategy sets out a vision for Watford to be:

“ A town to be proud of, where people will always choose to live, work and visit”

3.0.5 The Sustainable Community Strategy objectives associated with this are:

1. A well planned town, with homes to suit all needs
2. A well informed community where everyone can contribute
3. A healthy town
4. A prosperous and educated town
5. A town that protects its environment and heritage
6. A safer town.

3.1 Our Vision for Watford

3.1.1 *Watford will offer a modern highly sustainable environment providing easy access to jobs and services and where development meets high standards of urban design that respects the town’s distinctive character and heritage.*

3.1.2 *Watford will be a place where people from all backgrounds can feel they belong, feel safe and secure and have the opportunity to be involved in their local community.*

3.1.3 *Sustainable transport links will be developed and improved with the conversion of the Abbey Flyer line from St Albans to Watford into a light rail link, and the Croxley Rail Link, which extends the Metropolitan Line to Watford Junction mainline station.*

3.1.4 *Watford town centre will strengthen its regional role by developing further its vibrant mix of shops, offices, leisure and cultural activities, within a highly accessible pedestrian and cycle friendly environment. By 2031 the town will have extended its range of services and facilities further to provide activities for all age groups; a 'family-friendly town centre' at all times.*

3.1.5 *Watford town centre will have a series of sectors where commercial, shopping, leisure, recreation and cultural activities support each other in well designed surroundings. Further high quality town centre housing will be developed, providing safe and attractive accommodation of various types, including family units, in good proximity to the railway stations at Watford Junction and Watford High Street*

3.1.6 *Watford's existing local centres will be improved to provide our communities with strong neighbourhood centres with a wide range of services, including schools and retail facilities with good access to public transport. There will be an appropriate mix of housing suitable for all, including affordable housing. The new housing will lead the way in sustainable construction and technology.*

3.1.7 *Watford's employment areas will be improved to offer the quality accommodation required by modern businesses, with access to facilities to help employees and businesses function effectively. Watford's excellent educational offer will be maintained and improved by supporting existing top class facilities such as West Herts College and improving the quantity and quality of our schools.*

3.1.8 *Key elements in the high quality of life enjoyed by Watford's residents and visitors are the open spaces and parks within the borough, and its extensive range of recreational, sports and leisure facilities. These recreational, leisure and sports assets will be protected and enhanced for use by all age groups.*

3.1.9 *Residents will have the opportunity to choose healthier lifestyles with access to a range of leisure opportunities, as well as more opportunity to walk or cycle. There will also be improved access to quality healthcare, with an enhanced new hospital and neighbourhood GP surgeries.*

3.2 Strategic Objectives

Strategic Objective 1: A family-friendly town centre

3.2.1 To create a town centre, accessible by a range of transport modes, with a variety of services and facilities that provide for the needs and aspirations of residents and visitors of all ages, interests and backgrounds including high quality shopping and leisure and cultural activities supported by restaurants, cafés and bars, and an attractive accessible and safe environment.

Strategic Objective 2: Sustainable neighbourhoods

3.2.2 To promote attractive, safe and distinctive residential neighbourhoods with good quality of life and a strong sense of community engagement, in which people can meet their day-to-day social, health, educational, recreational and convenience shopping requirements without needing to travel long distances, but with a range of safe and convenient means of sustainable transport to meet other needs.

3 Watford in 2031

Strategic Objective 3: Enhance Watford's regional economic and transportation role

3.2.3 To develop Watford's role as a centre of regional economic significance and a major transport interchange in a manner which enhances Watford's local identity, promotes sustainable development and regeneration and creates new sustainable transport solutions. This includes a number of major town centre and edge of centre regeneration proposals, improved and enhanced transport links and intelligent transport systems. Employment opportunities will be enhanced by improving the quality and diversity of employment space across the borough.

Strategic Objective 4: Enhance Watford's regional health, recreational, educational, cultural and social role

3.2.4 To improve the health and wellbeing of Watford's residents. This includes making improvements to the hospital which serves both the local population and the wider area, and providing an enhanced range of medical and health facilities. Access to health care and other recreational and sports facilities will be enhanced. Opportunities will be sought to maintain the success and enhance the role of education providers such as West Herts College, such as by encouraging links with the wider community, including local businesses. Watford's cultural facilities including its theatres, museums, restaurants and cafés will continue to be enhanced.

Strategic Objective 5: Enhance Watford's environment, green infrastructure and heritage assets

3.2.5 To protect and enhance the quality of the environment generally, and in particular Watford's open space and recreational assets including Cassiobury Park, the Grand Union Canal, Whippendell Woods, the Colne Valley Park and Watford's urban green areas. Furthermore, to maintain and enhance Watford's heritage assets, including its locally listed buildings, statutorily listed buildings, conservation areas and its archaeological assets. Watford's peripheral area of Green Belt will continue to be protected.

4 Watford's Spatial Strategy to 2031

4.1 Spatial Strategy

4.1.1 The spatial strategy sets out where development should be located across Watford to deliver the vision and objectives. As a largely urban borough it is expected that most development will take place on previously developed land. There will be a general presumption against inappropriate development in the Green Belt. The extent of the Green Belt will be retained although minor boundary changes will be made in the Site Allocations document to reflect existing anomalies.

4.1.2 The broad approach is to meet a significant proportion of Watford's future development needs in the Town Centre, Watford Junction, Health Campus and Western Gateway Special Policy Areas to help protect the residential character of much of the borough. Special Policy Areas (SPAs) have also been identified for other parts of the town with particular issues to address, although these are not all locations for significant development. The SPAs are illustrated on the Key Diagram which shows the indicative locations of SPAs only - allocations will be made in the separate Site Allocations document.

4.1.3 The council plans for a minimum of 6,500 new homes to be built in Watford between 2006 and 2031 to provide for an increasing population. This is an average of 260 per year. Nearly 2,500 of these had already been built by 2012. A minimum of 7,000 additional jobs is planned for, to accompany the population growth and maintain Watford's role as a regional centre.

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).

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.

4.1.6 Other policies in the Core Strategy support delivery of the spatial strategy and will interact to ensure development takes place in a sustainable way. In particular policies relating to sustainable development, urban design, transport and infrastructure should be considered alongside policy SS1 for all new development and the SPA policies will ensure that a positive, integrated and comprehensive approach to new development will be maintained in these key areas.

4 Watford's Spatial Strategy to 2031

Policy SS 1

Spatial Strategy

The Core Strategy seeks to deliver a minimum of 6,500 additional homes and 7,000 additional jobs between 2006 and 2031, along with other supporting services and facilities.

The additional development will be focused on the SPA locations which have good access to public transport and local facilities, and are most able to accommodate development without serious harm to character or amenity.

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).

Areas at risk of flooding will be avoided unless appropriate mitigation measures can be put in place.

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.

Special Policy Areas

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.

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:

- Town Centre SPA – The town centre will be the focus for shopping, leisure and cultural activities, with office uses focused along Clarendon Road. Some residential use will also be appropriate. Town centre policies in Part 2 of the Local Plan will provide a more detailed policy framework for the wider town centre area. 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.

- Watford Junction SPA – a high density mixed use scheme including a major transport interchange, 1,500 new homes, employment, retail, 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.

- Health Campus SPA - a mixed use scheme including a new hospital, at least 500 new homes, employment space, 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.

- Western Gateway SPA - an area focused on Watford Business Park, an underperforming employment area in need of upgrading. Additional employment will be provided, with a wider mix of uses 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. 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.

Higher density homes will be delivered in the town centre, at the Watford Junction and Health Campus SPAs and to a limited extent around the proposed new station at Ascot Road.

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.

Other Special Policy Areas are not necessarily suitable for significant development – the individual policies set out what is appropriate in each area:

- 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.

- Dome Roundabout SPA – an existing out-of-town retail area for physical and environmental improvement and diversification of land uses, which could include some additional residential use.

Local Centres

North Watford/St Albans Road District Centre 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.

Employment

An increase of at least 7,000 jobs is planned for. Many of these will be office, retail and service sector jobs located in the wider town centre, 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. 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.

4 Watford's Spatial Strategy to 2031

Infrastructure

Infrastructure delivery will prioritise:

- Additional school provision (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);
- New healthcare facilities, including an enhanced hospital at the Health Campus;
- New transport infrastructure to support major regeneration initiatives and green travel;
- New and improved green infrastructure;
- New cemetery capacity;
- Utilities infrastructure including water and sewerage; and
- Other localised deficits of necessary social infrastructure identified from time to time in the IDP.

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.

Transport

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:

- Improvements to the rail interchange at Watford Junction Station
- Croxley Rail Link
- Abbey Flyer upgrade to light rail
- Improved road access into Watford Junction and Health Campus SPAs
- Implementation of intelligent transport systems

Retail, Leisure and Culture

Retail, leisure and cultural facilities to support Watford's regional role will be focused in the town centre with an appropriate level of additional facilities in the Special Policy Areas (as defined in the Special Policy Area policies) and in neighbourhood centres.

Within the next 5 years the council seeks delivery of a net additional 10,000 sqm comparison floorspace within the town centre at Charter Place, and a 2,500 sqm (net convenience floorspace) supermarket at Ascot Road within SPA6 Western Gateway.

New retail floor space of all types in excess of 1,000 sqm (and in excess of 2,500 sqm net convenience floorspace in SPA6) and extensions to existing stores in excess of 200 sqm will only be permitted outside the primary shopping area of the town centre if:

a. (other than in relation to proposals set out in the policies for SPA2, SPA4 and SPA6) the proposal complies with the sequential test and

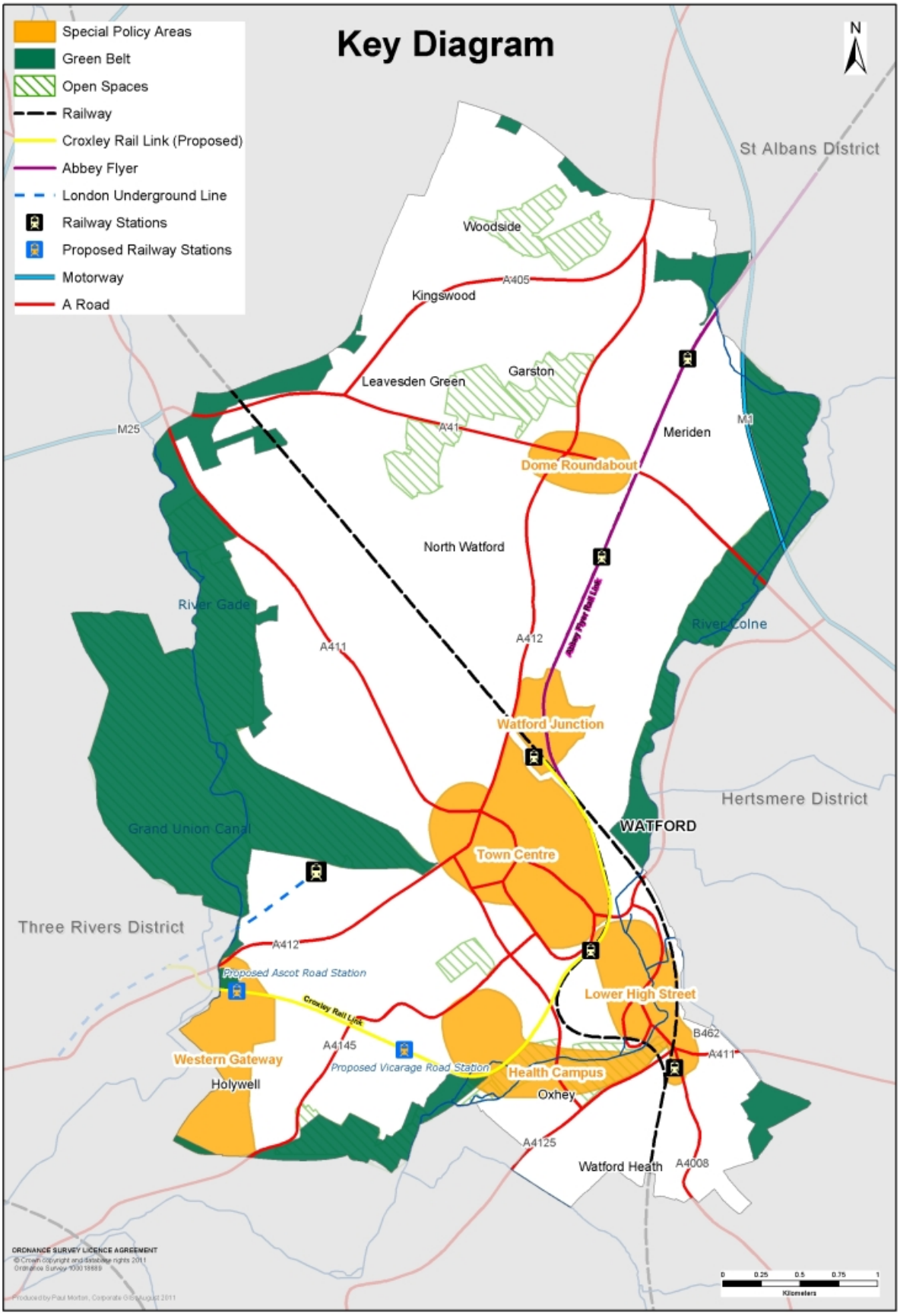
b. (in relation to all proposals) it does not have a significant adverse impact on the vitality and viability of the town centre or the planned Charter Place investment in the town centre.

Other Areas

Outside of the areas covered by specific policies, the emphasis will be on making sure that new development protects residential amenity, protects and enhances the character of the area, maintains and enhances the quality of our open spaces and green infrastructure and protects our built heritage.

4 Watford's Spatial Strategy to 2031

Figure 3 Key Diagram



4.2 Delivery

4.2.1 Delivery of the spatial strategy will be supported by policies set out in the rest of this Core Strategy and in other Local Plan documents.

4.3 Monitoring

4.3.1 Implementation of the spatial strategy will be monitored by measuring the numbers of new homes and jobs delivered overall and by location as detailed in the policy. The amount of development on previously developed land, and properties affected by flooding will also be monitored. Much of the monitoring set out in other chapters will also be relevant. More detail about the targets and indicators is set out in Chapter 14, Monitoring and Delivery and Appendix E, Monitoring Framework.

5 Special Policy Areas and Infrastructure Projects

5.0.1 The Core Strategy identifies a number of "Special Policy Areas" (SPAs) which form an important part of the spatial strategy. These areas have special policy status due to there being a significant level of change expected in the area, or a particular need for some change, either in terms of new development and infrastructure or through wider opportunities for improvements to be made to the physical environment.

5.0.2 The Key Diagram shows the location of these SPAs as well as identifying the main transport infrastructure projects which are part of the spatial strategy – Croxley Rail Link, Abbey Flyer light rail proposal and the improvements to Watford Junction station.

5.1 Special Policy Areas

5.1.1 Each of these Special Policy Areas (SPAs) has a separate policy:

- **SPA1 Town Centre**
- **SPA2 Watford Junction**
- **SPA3 Health Campus**
- **SPA4 Lower High Street**
- **SPA5 Dome Roundabout**
- **SPA6 Western Gateway**

SPA1 - Town Centre

5.1.2 The Town Centre SPA incorporates the town centre as a whole, which includes the primary shopping area. Along the High Street, the south eastern part of the town centre is dominated by the Harlequin Centre, with a strong retail focus, while the northern part of the primary shopping area is dominated by night clubs, pubs, cafés and restaurants, with a strong commercial leisure focus. The council's corporate policies have recognised this split in town centre activity and seek a more "family friendly" approach to development in the town centre, in order to address this imbalance and ensure the town has a broad appeal. This would ideally involve some diversification of retail and leisure activities at both ends of the High Street, and encourage greater footfall in the town centre as a whole.

Policy SPA 1

Town Centre

Objective

To strengthen and consolidate Watford's position as a regional centre in the retail hierarchy given increasing competition from other centres.

To seek a more balanced provision of town centre facilities and infrastructure, including retail, leisure, entertainment and other town centre uses and access improvements, for people of all ages, interests and backgrounds along the entirety of the high street and throughout the town centre.

To redevelop the existing shopping centre at Charter Place to deliver a net gain in retail floorspace in the order of 10,000 sqm and to create a diverse and modern balanced retail offer for the town centre.

In order to deliver the strategic objectives of this Core Strategy, the council expects around 3,300 – 4,200 additional jobs to be delivered in the wider town centre area, in the retail, leisure, office, and service sectors.

Proposals

Within the Primary Shopping Area, (see Chapter 7), the main use will be retail with associated and complementary uses such as cafés and restaurants, mainly at ground floor level. On upper floors, uses which encourage a lively and vibrant town centre will be encouraged including residential, office and leisure use.

The new retail provision required to strengthen and consolidate Watford's regional position in the retail hierarchy should be delivered as a priority within the Primary Shopping Area of the town centre, as defined in Figure 6. The Charter Place redevelopment will provide in the order of 10,000 sqm (net) additional floorspace in the town centre to 2020. The further redevelopment and enhancement of retail provision and floorspace to 2031 includes sites identified in the 2005 Town Centre Study. The council will encourage mid to longer term options for redevelopment and will seek to facilitate the delivery of those options for redevelopment.

At the northern end of the Primary Shopping Area, the focus will be on improving the quality and identity of the public realm and ensuring that opportunities are provided for an increased range of retail and leisure activities for people of all age groups, interests and backgrounds.

Charter Place:
The council recognises that the existing fabric and format of the retail offer in Charter Place does not meet the present day and future aspirations for the retail offer in Watford. Its redevelopment will deliver the size and type of units to meet modern retailing requirements for which there is currently limited availability in Charter Place and the Harlequin Centre, and bring new retailers into the town. The redevelopment will also include a multi-screen cinema, restaurants, an indoor market, and car park refurbishment.

5 Special Policy Areas and Infrastructure Projects

Delivery

Town Centre Area policies will be prepared to set out a more detailed strategy for the town centre, with the Core Strategy providing the strategic direction. Development sites, transportation/access improvements and enhancement of the public realm will be identified. Figure 6 shows the town centre boundary and Primary Shopping Area for the purposes of the Town Centre policies.

At Charter Place the council will continue to work closely with its development partner to successfully deliver a new shopping centre by 2016. This will meet a significant proportion of the capacity for comparison goods to 2020 indicated in table 3. Where appropriate the council will consider the use of compulsory purchase powers to secure the land required for the redevelopment proposals.

5.1.3 The work previously undertaken in the 2005 Town Centre Study identified a number of sites within the town centre where redevelopment could be considered. Additional work on this undertaken to date suggests that there may be scope for additional floorspace in the order of 20,000 sqm gross in the town centre which could be delivered in the medium to longer term. It is expected that further sites would be identified in site allocation and town centre documents.

SPA2 - Watford Junction

5.1.4 Land in the vicinity of Watford Junction railway station is currently used for employment, station car parking and significant amounts of retail floorspace (approximately 11,000 sqm) in the form of retail warehouse units as well as for the storage and distribution of aggregates. The area also contains some vacant land.

5.1.5 The proposal in this area is for a major mixed use regeneration scheme that will improve the station transport facilities and surrounding environment resulting in an enhanced multi-modal transport interchange for train, tram, London underground, taxi, bus, cycling and pedestrians. The associated mixed-use development will deliver new residential, employment, retail and commercial leisure space with associated new physical, social and green infrastructure.

5 Special Policy Areas and Infrastructure Projects

Policy SPA 2

Watford Junction

Objective

In order to create and deliver a sustainable transport hub to meet the travelling needs of the borough the council will support a major mixed use regeneration scheme providing new residential (1,500 units), social, commercial and retail, café and leisure facilities providing in the order of 1,350 to 2,350 new jobs, enhanced rail infrastructure and other supporting facilities.

The scheme will have at least two key activity nodes; for example one focussed on the enhanced station provision and the other extending and reinforcing the role of the existing district centre. The two retail/leisure nodes will be linked by a key pedestrian route through a new mixed use neighbourhood allowing for the additional retail, café/restaurant and leisure opportunities necessary to support the new residential and commercial areas. The scheme will aim to provide new station facilities and improve the existing station facilities, provide new transport infrastructure resulting in an enhanced multi-modal transport interchange for train, tram, London underground, taxi, bus, cycling and pedestrians.

Proposals

The development scheme should include the following land uses and infrastructure items:

- New station interchange building and access bridge;
- Improvements to the existing station, including accommodating the Croxley Rail Link and Abbey Line improvements;
- Car parking and other transport / access improvements;
- Residential – approximately 1,500 units;
- Offices;
- An appropriate scale of retail (see retail criteria below), café and restaurant floor space;
- Hotel and conference facilities;
- Commercial leisure facilities;
- Social facilities such as general practitioner and adult care services;
- Primary school provision (either on the site or in the vicinity of the site in accordance with the distances indicated in Table 5) to support the new population introduced into the area;
- Other commercial uses that are considered suitable for an enhanced district centre and that do not unduly impact on the town centre;
- Communal or district heating systems with the potential to expand the system into adjoining areas; and
- Open space and links to nearby green infrastructure.

The development scheme will be required to safeguard the existing Orphanage Way rail and aggregates depot and associated facilities, or re-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. The redevelopment scheme shall be required to be sensitive to and respond to the operating parameters of the facility.

Overall retail criteria:

The amount of retail floorspace which will be appropriate for this location will be determined through demonstrating that the scheme meets the following criteria:

1. Impact:

Overall there is no significant adverse impact on the vitality and viability of the town centre or impact on planned investment in Charter Place , in accordance with the overriding policy objective to consolidate and strengthen the town centre retail function;

2. Role and Function:

- The retail element at the station node should include an appropriate type of retailing to meet the day to day needs of those using the station;
- the retail element at the St Albans Road node must support and diversify the existing district centre whilst providing retail facilities to support the residents living in the new neighbourhood. This will be achieved through the physical and functional integration with the existing district centre;
- the retail element required to support the new mixed use neighbourhood.

3. Enabling Role:

Positive consideration will be given to proposals which demonstrate a positive contribution to overall project viability and the ability to unlock infrastructure delivery.

Design and Sustainability

The development scheme should be consistent with the Watford Junction development brief, as updated from time to time and designed as far as possible with car free/limited access streets with active frontages, underground car parking/servicing and residential use above.

The development scheme should provide a high quality public realm with a linked sequence of open spaces and squares. The overall design, bulk and height of the proposal will be considered on its broad design merits.

Minimisation of energy use in the construction, use and lifespan of the redevelopment should be an underlying design principle. The development should identify how adaptation for climate change and water related issues has been accommodated within the scheme.

The development scheme should provide a good level of infrastructure, including social infrastructure to help meet the needs of the new population of the area including primary school provision in the area, care facilities and a policing facility. Open space provision and links to nearby green infrastructure such as the Colne Valley Linear Park will also be important.

5 Special Policy Areas and Infrastructure Projects

The proposal must successfully address the restricted level of road access into the area, and maximise the potential access to the site by rail, other public transport, cycling and walking. Transport modelling will be required to demonstrate an acceptable level of impact on the existing network, which should use the South West Hertfordshire transport modelling evidence base as context.

Delivery

The council will continue to work with the county council, Network Rail and the team of developers and consultants on delivering a suitable mixed use regeneration scheme for the area. Delivery of the project (in the vicinity of the station and the district centre) is expected to take place from 2014 at the earliest. Given the scale of the project, the later phases are expected to deliver on a medium to long term basis.

SPA3 - Health Campus

5.1.6 This council resolved to grant outline planning permission for the Health Campus scheme in 2008, subject to the signing of a planning obligation/Section 106 agreement. The planning obligation/Section 106 agreement was signed in 2010, and provides for a potential contribution of over £2m from the Health Campus development to substantially improve and enhance local facilities, support services within the West Watford area and improve existing transport infrastructure.

5 Special Policy Areas and Infrastructure Projects

Policy SPA 3

Health Campus

Objective

To deliver a major mixed use development project providing a new quarter for west Watford which seeks to provide new housing, jobs and community facilities with the catalyst of a significantly enhanced new acute hospital. This new quarter will be integrated seamlessly with the existing surrounding neighbourhoods, will enhance the local services and amenities for the existing local communities in west Watford and is expected to provide in the order of 1,000 to 1,900 new jobs.

Proposals

- Improved major acute hospital providing new facilities for patients and staff
- Residential development (at least 500 new homes), including affordable housing
- Commercial office development
- Local centre shops and community facilities
- Leisure facilities including the support of Watford Football Club as an important local asset
- New combined heat and power plant
- New road access arrangements to alleviate congestion on Vicarage Road and site circulation improvements to assist walking and cycling
- Traffic signalling improvements to Junction 5 of the M1 motorway
- Improved quality and quantity of green infrastructure
- A primary school

Design and Sustainability

The new development should where possible provide good physical, social and economic links into the existing west Watford community.

The new development should be of high quality design making the most of opportunities for energy conservation, renewable energy provision and water recycling.

The new development should maintain and add to open space for recreational and biodiversity purposes to further promote the health of the community.

The new development should provide local employment opportunities and affordable and key worker housing to promote a viable community and a local economy with a reduced reliance on private transport.

Development in the area will be designed to reduce flood risk.

Delivery

The procurement process for the project is ongoing. Any changes proposed to the approved outline permission should take account of the spatial strategy and infrastructure requirements set out in this Core Strategy. Any changes should positively contribute to the emerging new

neighbourhood and be complementary to the town centre. Development will start in 2013, with the new road being built in 2014. Housing delivery is expected from 2015/16 and will continue until 2022/23.

5 Special Policy Areas and Infrastructure Projects

SPA4 - Lower High Street

5.1.7 The Watford Character of the Area Study 2011 identified the Lower High Street as an area which has a weak urban form and where the physical environment needs improvement. There are some good quality buildings in this area (including several nationally and locally listed buildings) but there has been significant change in the past which has eroded the townscape quality. The area includes the part of the Colne Valley Linear Park, to which access is restricted at the moment, and part of the area lies within the flood plain.

5.1.8 There is some potential for redevelopment within the area which could be for a variety of uses including retail; part of the area is considered to be in an edge of centre location and part an out of centre location in relation to the primary shopping area. The Waterfields Park and the Tesco store lie within 300m of the primary shopping area and Century Park area (in part) falls within 500m of the edge of the primary shopping area. As such this area is considered to be an edge of centre location. The road at Dalton Way forms a barrier to the retail areas at Watford Arches and Colne Valley parks and as such these are considered to be out of centre locations.

5.1.9 Other uses compatible with this location and its constraints as land within the flood plain will be considered. The “at risk" status of Frogmore House (a Grade II* listed building) is also an issue. SPA4 includes the listed Bushey Arches railway bridge and is an area which suffers from traffic congestion and a poor quality environment, and is designated as an Air Quality Management Area.

Policy SPA 4

Lower High Street

Objective

To improve the townscape quality of this area focusing on an enhanced public realm and improved pedestrian routes to the primary shopping area. The SPA contains high value heritage assets at Frogmore House (Grade II* listed) and Bushey Arches railway bridge (Grade II listed), and the Colne River runs through the area. The intention is to encourage the enhancement of the area by focusing on proposals which present opportunities to achieve improvements to the public realm, and the heritage and green infrastructure assets of this area.

Proposals

A variety of land uses are likely to be considered acceptable in principle in this area.

- In the defined edge of centre locations extensions to existing retail units, appropriate additional retail and changes to restrictive conditions attached to planning permissions will be considered where such uses can be shown to complement the town centre offer and existing linkages are strengthened and improved. Priority will be given to mixed use schemes.
- In other locations within the SPA retail uses will remain more stable and the retail warehouse format retained.

Gas Holder Site:
It is expected that redevelopment proposals for the gas holder site will include:

- measures which will secure the restoration and future use of the Grade II* listed building;
- measures to satisfy the Environment Agency requirements regarding flood defence;
- measures required for groundwater protection; and
- measures to ensure the safe decontamination of the land.

Any net gain in retail development in the whole area will be subject to the impact test set out in SS1.

For the purposes of this policy, retail refers to A1 uses only in order to maintain the relationship with the town centre for the provision of other A class uses.

Design and Sustainability

New development will have to meet Environment Agency criteria regarding flood risk and other environmental criteria.

Contributions to opening up or providing a new pedestrian link between sections of the Colne Valley Linear Park which is currently disconnected will be sought from new development in this area.

5 Special Policy Areas and Infrastructure Projects

New development should seek to improve the quality of the pedestrian environment and improve movement around the area addressing the congestion and environmental quality issues in the area, such as poor air quality and contamination.

Delivery

Improvements will be negotiated and delivered as development and other proposals come forward in the area.

SPA5 - Dome Roundabout

5.1.10 Because of the dominance of the road infrastructure in this area, the Dome roundabout and the extensive surface level parking for the two superstores, the Watford Character of the Area Study identified this as an area where physical and environmental improvements, including to air quality, are required rather than significant additional development.

Policy SPA 5

Dome Roundabout

Objective

To provide for physical and environmental improvements including air quality improvement and additional soft landscaping which will improve the quality of the public realm in this area.

Proposals

The emphasis is on encouraging mixed use development in the area to help diversify uses in what is a predominately out of town retail area, and to improve the local environment.

Additional retail development will not normally be permitted in this out of town location.

Design and Sustainability

The potential for a mini park and ride facility in this location will be investigated by the council.

All development proposals in this area should seek to improve the quality of the environment for all users, including pedestrian and cycle users.

Delivery

Improvements will be negotiated and delivered as development and other proposals come forward in the area.

5 Special Policy Areas and Infrastructure Projects

SPA6 - Western Gateway

5.1.11 This SPA is referred to as the Western Gateway due to it being a major entry point into Watford on the Rickmansworth Road and also due to the proposed Croxley Rail Link station at Ascot Road. The Western Gateway centres on Watford Business Park (WBP), which is one of the main business parks in the borough. WBP appears run down when compared to its immediate neighbour Croxley Business Park in Three Rivers District. There is therefore a need to improve and upgrade this area to facilitate economic development and environmental improvements.

Policy SPA 6

Western Gateway

Objective

To deliver redevelopment that improves and upgrades this area from an economic development and environmental perspective, and to capitalise on the potential of the new CRL station at Ascot Road.

Proposals

The Western Gateway is an area where there is potential for major regeneration, physical and transport improvements through the redevelopment of key sites in the area and opportunities for restructuring.

The suitable land uses in this area will largely remain in the B Class employment category, with in the order of 700 to 2,000 additional jobs to be delivered by reoccupying/redeveloping vacant sites and premises in the business park.

There will be opportunities for higher density mixed use development in the more sustainable locations close to the new CRL station at Ascot Road and the existing road interchange. This should include:

- a new primary school;
- employment;
- 300 homes;
- A1 retail supermarket (net convenience sales area not exceeding 2,500sqm) and associated small scale retail units providing in the order of 150 jobs; and
- community facilities.

Convenience retail use will help to fill a strategic gap in convenience retail provision in the west of the borough, and will help to strengthen the existing local centre on Whippendell Road. With the addition of new retail, community and school facilities there is potential for the Ascot Road area to provide a local centre which could move up in the hierarchy from the modest size local centre to a new neighbourhood centre (which is defined in Chapter 7).

Where a retail proposal exceeds the 2,500 sqm net convenience floorspace identified above and/or contains more than 1,000 sqm of comparison floorspace, all of the proposed floorspace (convenience and comparison) will be subject to the impact test as set out in policy SS1.

Design and Sustainability

There is design potential for the site at Ascot Road to increase in density from the existing low density employment site.

There should be a high quality of urban design and public realm. Legibility and connections to the existing adjoining areas are important, as is the concept of the creation of a new place which knits well into the existing urban fabric.

Any development should also provide for open space and enhanced links into the wider area including the Colne Valley.

Development will be designed to reduce flood risk in the area and elsewhere. Environmental considerations such as those identified in paragraphs 11.2.14 -16 will be taken into account.

Delivery

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. The foodstore is expected to be delivered by 2015/16 with the remaining residential and commercial development expected to be delivered by 2020.

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 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 SPA), 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. Following the funding approval for the Croxley Rail Link, issued by the Department for Transport (DfT) 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. The TWAO Public Inquiry took place in October 2012. The CRL is expected to be operational from 2016.

Policy IP 1

Croxley Rail Link

- The council will work alongside Hertfordshire County Council, Department for Transport 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 the current 450,000 trips per annum. If the route stays in perpetuity as light rail, it can have crossings at grade with the road network, which will improve connectivity and allow opportunities for future tramway expansion off the existing main route. The Abbey Flyer is expected to be operational from 2013/14 at the earliest.

Policy IP 2

The Abbey Flyer

- The council will work alongside Hertfordshire County Council, Department for Transport 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 Watford Junction SPA and the wider community.
- The council will explore opportunities to improve local connectivity and future tramway expansion off the existing main route, towards Watford town centre.

Improvements to Watford Junction Interchange

5.2.4 The Watford Junction Interchange Improvement Programme comprises the redevelopment of the town’s mainline station to provide an improved transport interchange. This includes improved road access from the M1, a coach/bus interchange and improved station facilities. The accessibility of the station for pedestrians and cyclists will also be improved. The project is expected to be implemented in 2012/13.

5.2.5 The interchange will help to lever the wider regeneration project in the Watford Junction SPA. This would result in a significant number of new jobs and new homes being delivered on brownfield land.

5 Special Policy Areas and Infrastructure Projects

Policy IP 3

Watford Junction Station

- The council will work alongside Hertfordshire County Council, Department for Transport, Network Rail and other major stakeholders involved in this infrastructure project in order to aid 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 the outcome of the project for the benefit of the Watford Junction SPA mixed use regeneration project and the wider community.

Transport Infrastructure Contingency Issues

Croxley Rail Link

5.2.6 CRL is firmly part of the vision for the town. The CRL was awarded the necessary central government funding required for its construction in December 2011 following submission of the Best and Final Bid in September 2011. The TWAO Public Inquiry took place in October 2012. Assuming the station closure and TWAO processes are completed and authorised, the project remains on programme for the new line to be operational from 2016.

5.2.7 There is therefore an element of uncertainty at the current time with regard to the delivery of CRL. Whilst the CRL has clear benefits to sustainable transport in the borough and for the wider area, and also helps to link the various SPAs in the Core Strategy, delivery of the other elements of the Core Strategy can still proceed should the CRL not receive the appropriate authorisations at this stage. Future opportunities for delivery will still remain.

Abbey Line improvements

5.2.8 The Abbey Line currently provides heavy rail services between Watford and St Albans on a regular basis approximately every 45 minutes. Whilst the proposal to develop a light rail service will increase frequency to approximately every 20 minutes all the other elements of the Core Strategy will remain deliverable should this project be delayed or not go ahead for any reason, such as for project viability issues.

5.2.9 Most recently, some delay has been experienced with this project due to viability, land ownership and other legal issues arising in the procurement process. This is likely to be resolved with more time for discussions, and with additional capital funding being committed by Transport for London for the major up front costs including the passing loop(s) and maintenance buildings. The procurement process continues.

6 Sustainable Development

6.0.1 Sustainable development policies seek to achieve approaches to the location and design of development which contribute to lower energy consumption and reduced carbon emissions. Such policies encourage further reductions in carbon emissions both on-site and elsewhere, for example, reducing carbon output from existing buildings by retrofitting improvements in energy efficiency and reducing carbon emissions through the provision of green infrastructure. Policy should encourage innovative approaches to the incorporation of suitable technologies at the master planning and detailed design stages.

Policy SD 1

Sustainable Design

The council will apply the principles of the Hertfordshire Building Futures Guide[(i)]:

- minimise use and consumption of energy sources including fossil fuels;
- minimise the use and consumption of water;
- minimise the adverse effects on water quality;
- seek design that promotes the most sustainable form of development;
- seek design which utilises sustainable construction technologies;
- incorporate facilities for recycling of water and waste;
- include a commitment to climate change adaptation and mitigation that discusses water related adaptation options at design stage;
- manage and seek to reduce air, light, soil and noise pollution levels; and
- facilitate the remediation of previously contaminated land through development.

All new development will be expected to comply with the updated national standards on sustainable development, as delivered through the revised standards in the Code for Sustainable Homes and BREEAM standards for non-residential buildings.

Major development schemes will be expected to adhere to the principles of BREEAM Communities[(ii)] to incorporate sustainable principles and best practice into the design.

Monitoring

6.0.2 The progress of national standards on sustainable design will be monitored closely by the council and more ambitious local standards will be applied if evidence suggests they have become necessary. Where necessary, detailed policies will be delivered through other documents, such as the Development Management Policies document.

i www.hertslink.org/buildingfutures
ii http://www.breeam.org/page.jsp?id=372

6 Sustainable Development

6.1 Water and Wastewater

6.1.1 In order to help appraise, manage and reduce flood risk in relation to the location of new development in Watford the council commissioned a Strategic Flood Risk Assessment (SFRA), published in April 2008, to assess the nature and extent of flood risk in the borough. The SFRA[iii] shows sites that are most at risk of flooding.

6.1.2 In addition to the above guidance the Environment Agency published Water for people and the environment - Water Resources Strategy for England & Wales (published March 2009) and the Regional Action Plan for Thames Region.

6.1.3 Hertfordshire County Council have also developed a surface water management plan to help manage the risks from non-fluvial sources of flooding in Watford and St Albans.

6.1.4 Hertfordshire is classified as suffering from serious water stress and assessments for the county show that the vast majority of the rivers and groundwater in the county are over-abstracted. In Watford the average water use per person is approximately 174 litres per person per day (l/p/d)[iv]. This is well above the average for England and Wales at 148 l/p/d and the Hertfordshire average of 163 l/p/d.

6.1.5 A Water Cycle Study scoping report[v]was completed with adjoining authorities and stakeholders; this assessed the network and waste water treatment works and how it can cope with additional growth. The Water Cycle Study recommends that water consumption in new developments is reduced to 105 l/p/d.

6.1.6 The scoping report also highlights the need for upgrades to the sewerage network and Maple Lodge sewerage treatment works to accommodate development. The council will need to consult Thames Water about the phasing and planning of future development within the Maple Lodge sewerage treatment works catchment to ensure any infrastructure upgrades/improvements necessary to serve development are investigated, planned and constructed ahead of occupation. Such upgrades will be necessary to ensure that new developments do not result in sewer flooding or impacts on water quality.

iii http://www.watford.gov.uk/sfra
iv 'The Environment in Hertfordshire' Environment Agency
v http://www.watford.gov.uk/

Policy SD 2

Water and Wastewater

The council aims to minimise water consumption, surface water run-off and non-fluvial flooding whilst also protecting water quality.

To deliver these objectives the council will work with the Environment Agency, water companies and developers to:

- ensure opportunities to protect and enhance aquatic habitats and water-related biodiversity are taken;
- ensure all new developments incorporate water conservation measures and that predicted per capita consumption for any new residential development does not exceed the national standards or regional recommendations, whichever is lower;
- ensure all new developments incorporate sustainable drainage facilities;
- safeguard areas for future flood alleviation schemes and use the sequential approach to ensure only appropriate development occurs in the floodplain (map available at http://www.watford.gov.uk/sfra);
- ensure any sewerage network or wastewater treatment works upgrades required to support development are provided ahead of the occupation of development.

Monitoring

6.1.7 An objective to reduce the per capita consumption will be monitored through the average water usage use per person within Watford.

6.1.8 The number of dwellings that have been subjected to flooding will be monitored.

Delivery

6.1.9 The sustainable development policies will be delivered by:

- Working with developers to ensure climate change is addressed from the outset of the design process using tools such as the Residential Design Guide, Building Futures and the Code for Sustainable Homes.

- Working in partnership with key stakeholders such as; the Environment Agency, Affinity Water, Thames Water and neighbouring authorities, and with advisory organisations such as Building Research Establishment (BRE) and Energy Saving Trust (EST).

- Delivery will also be informed by the Infrastructure Delivery Plan and other appropriate technical studies.

6.1.10 The Residential Design Guide[(vi)] SPD provides advice on methods to manage water, including:

vi http://www.watford.gov.uk/ccm/content/planning-and-development/residential-design-guide.en

6 Sustainable Development

- energy conservation;
- water supply and drainage;
- Sustainable Drainage Systems (SuDS).

6.2 Climate Change

6.2.1 Key legislative directives aim to reduce CO_2 emissions globally by 50% by 2050. In the UK this is being driven by the Climate Change Act (2008), which has committed the Government to reducing CO_2 emissions by 26% by 2020 and an 80% reduction in all greenhouse gas emissions by 2050 (both from a 1990 baseline).

6.2.2 Buildings should be designed for the climate that they are likely to encounter, with reference to the UK Climate Impact Projections (UKCP09)[vii]. The approach to renewable energy will be guided by the council's Climate Change Strategy and specifically the climate change hierarchy – be lean, be clean, be green.

6.2.3 Waste recycling through the adoption of the waste hierarchy (reduce -> re-use -> recover -> recycle -> dispose) will be supported. Development proposals incorporating the positive use of waste will be encouraged.

6.2.4 In addition, the Hertfordshire Low and Zero Carbon Study (March 2010) identified options for delivering renewable and low carbon opportunities for Hertfordshire in line with PPS1: Delivering Sustainable Development.

6.2.5 Meeting increasingly ambitious Building Regulations and Code for Sustainable Homes[viii] targets mean that onsite renewable technologies are becoming an integral part of development. The council will, in principle, promote all measures which:

- deliver increased energy efficiency,
- reduce CO_2 emissions and
- increase the supply of decentralised renewable and low carbon energy.

6.2.6 CO_2 emissions should also be reduced through compliance with other Core Strategy policies and relevant regional and national policy requirements.

vii http://ukclimateprojections.defra.gov.uk/

viii The Code for Sustainable Homes offers a holistic approach to sustainable design and construction, including energy and CO_2 emissions, pollution, water, health and wellbeing, materials, management, surface water run-off, ecology and waste. Details at http://www.breeam.org/page.jsp?id=86

Policy SD 3

Climate Change

All new developments (and associated infrastructure) will maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation to reduce the overall energy demand and;

- reduce CO_2 emissions.
- mitigate climate change.
- adapt to the effects of climate change.
- maximise the use of previously developed land and the efficient use of land.
- in SPAs development will be expected to exceed the Code for Sustainable Homes or BREEAM standard current at the time of application.

A sustainability statement should be submitted by developers (this could be produced as part of the Design and Access statement) to show these considerations and explain what sustainable features are proposed as part of the development, such as renewable energy and water saving measures, SuDS and green roof systems and other flood risk or climate change adaptations.

With respect to energy efficiency, designs should be shown to be adaptable over time to enable future retrofitting and refurbishment projects to meet higher energy efficiency standards and to deliver or contribute to networks of decentralised community heating systems.

6.2.7 Objectives will be achieved by the minimisation of energy use in the construction, use, and lifespan of housing developments (considered at the design stage). Further advice and practical sustainable development solutions are available in the Residential Design Guide[(ix)] and Hertfordshire's Building Futures Design Guide[(x)] for use by developers, planners and the general public.

6.2.8 The Low and Zero Carbon Study identifies parts of Watford as having potential for district heating systems. These areas are identified in orange on the Energy Opportunities Plan reproduced as Figure 4. It would be desirable for development within these areas to deliver or contribute to networks of district heating to help the borough contribute to national renewable energy targets and improve energy efficiency. Further work needs to be undertaken to implement an appropriate policy response for Watford, which can be reflected through the development management and site allocations policies or the ongoing Community Infrastructure Levy work.

6.2.9 Guidance on potential District Heating Areas will be delivered through further Local Plan documents. The site allocations document will identify key sites for decentralised renewable energy and Development Briefs will be produced to set out what is expected on major sites. The development management policies document will contain detailed policies that have regard to the impact of development proposals on the environment.

ix http://www.watford.gov.uk/ccm/content/planning-and-development/residential-design-guide.en.
x http://www.hertslink.org/buildingfutures

6 Sustainable Development

6.2.10 The council will encourage, in principle, development schemes which incorporate renewable energy generating technology and efficient building design/orientation to use land efficiently and minimise energy demands.

6.2.11 This policy remains flexible for providing for higher standards expected in emerging legislation and guidance.

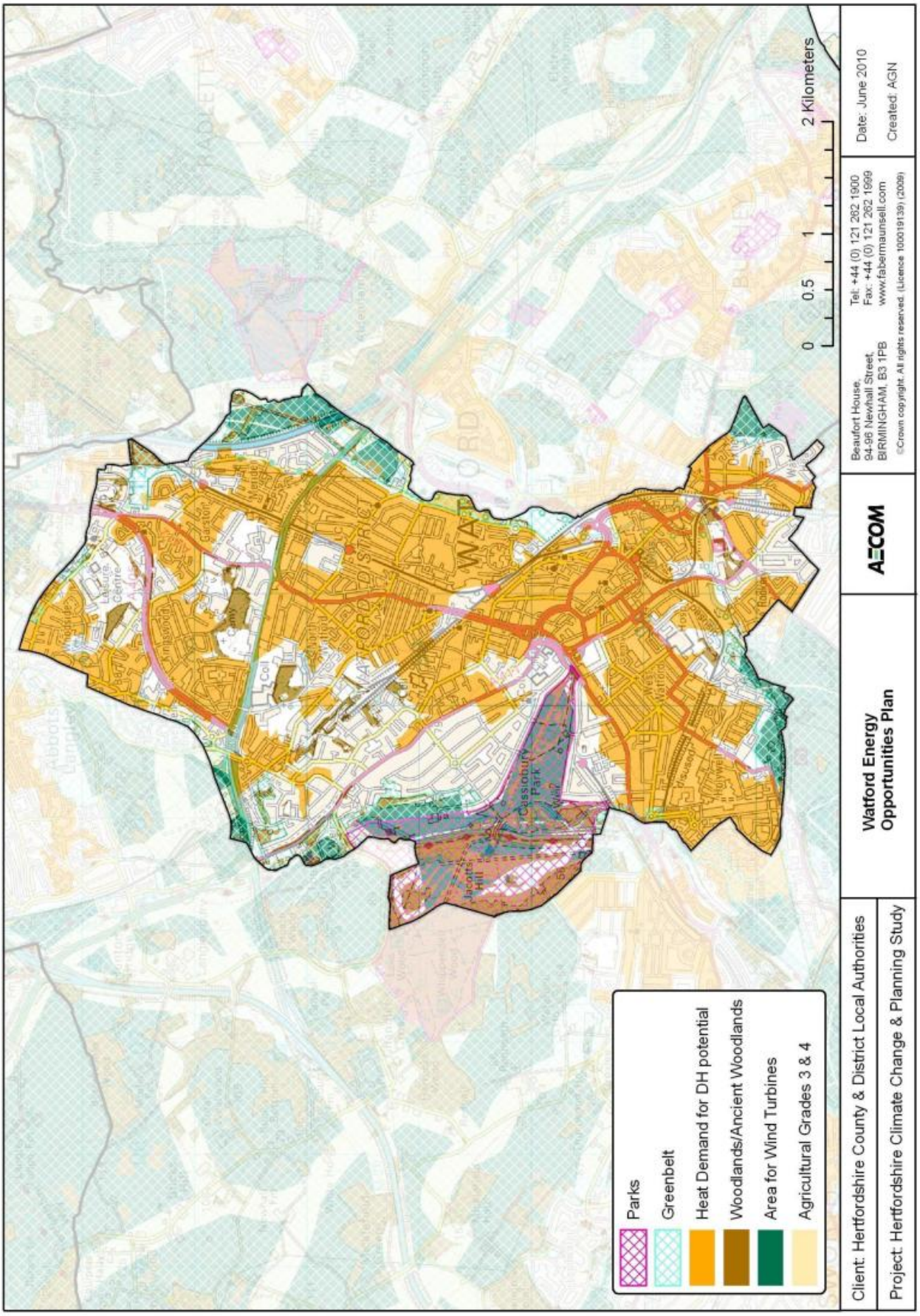
Monitoring

6.2.12 The overall target to reduce CO_2 emissions will be measured by an indicator showing per capita CO_2 emissions in Watford.

Delivery

6.2.13 The development management policies document will promote high standards of sustainable design and construction. The Hertfordshire Building Futures Guide will be used to promote the principles of sustainable development. The council will work in partnership with key stakeholders such as Hertfordshire County Council, the Environment Agency and neighbouring authorities.

Figure 4 Watford Energy Opportunities Plan



6 Sustainable Development

6.3 Waste

6.3.1 Watford Borough Council as the waste management authority will use the principles of the waste hierarchy (reduce-reuse-recycle) to promote the sustainable management of waste generated by new development, encourage the reuse of unavoidable waste where possible, and encourage the use of recycled materials where appropriate in the construction.

6.3.2 Hertfordshire County Council as waste planning authority has identified a number of areas of search for future waste management facilities within its Waste Core Strategy and Development Management Policies DPD, one of which encompasses Watford. The Waste Site Allocations DPD also identifies a number of employment land allocations that may have potential for future waste uses. Development should adhere to the principles in Hertfordshire County Council's emerging Waste and Minerals Framework.

Policy SD 4

Waste

The council will encourage the use of construction and demolition methods that minimise waste generation and reuse/recycle materials as far as practicable on site. The construction and design of new development should demonstrate efforts to minimise waste (this could be shown as part of the design and access statement).

In addition development proposals should promote well designed and efficient facilities that drive waste management practices up the waste hierarchy.

7 Town and Local Centres

7.0.1 This chapter looks at the how the retail, leisure and cultural sectors in the town may develop and sets out the network of neighbourhood centres as described in the spatial vision for the borough. At the heart of each of these neighbourhood centres is a retail centre which has a position in the retail hierarchy of the town. This chapter identifies the retail hierarchy and sets out the policies for retail and leisure development, and policies concerning neighbourhood centres. This chapter does not seek to identify sites for development but does refer to the SPAs where appropriate, as sites will be allocated as part of the site allocations document.

7.0.2 The policies have drawn on an evidence base comprising:

- Retail Capacity Studies 2005 and 2007 update prepared by CBRE
- Retail Capacity Study 2010 prepared by GVA Grimley
- Local Centre and Shops Survey 2010 prepared by Watford Borough Council
- Neighbourhood Centre Technical Paper 2011 prepared by Watford Borough Council
- Retail Technical Paper 2011 Prepared by Watford Borough Council
- Updates to the 2010 GVA Study in October 2011 and March 2012

7.1 Retail Hierarchy

7.1.1 The retail hierarchy shown in Table 2 and Figure 5 supports the management and growth of the town centre and other centres within the town. It is important that new retail development takes place in appropriate locations and at an appropriate scale.

7.1.2 Watford town centre performs the role of a regional centre and as such serves an area much wider than the borough. This benefits the residents of Watford as well as those of the wider area and the policy seeks to maintain this position.

7.1.3 Currently one district centre has been identified in North Watford/St Albans Road; it is proposed to reinforce this district centre role through additional development within the Watford Junction SPA, details of which are set out in Chapter 5, SPA2.

7.1.4 Sitting below the town and district centre, is a series of neighbourhood centres spread across the borough, which meet a range of local needs. Neighbourhood centres are those which have a larger range and amount of retail floor space (typically up to 5,000 sqm) than the local shops category (typically less than 1,000 sq m). It is expected that neighbourhood centres will contain facilities which support the retail offer such as GP clinics, dentists, dry cleaners and community facilities. The council proposes to encourage facilities which will strengthen this role and develop a more complete network of sustainable neighbourhood centres. A separate policy in relation to neighbourhood centres is set out in this chapter.

7.1.5 As well as encouraging development which will reinforce existing neighbourhood centres, where opportunities arise to develop new centres or enhance existing local shops so that they can perform as a neighbourhood centre, additional retail development may be acceptable subject to the sequential and impact tests. In this regard an opportunity has been identified in the Western Gateway SPA to create a new neighbourhood centre, so enhancing the existing provision at Whippendell Road/Ascot Road . New local shops and facilities have recently been agreed as part of new development schemes at Cassio Campus (Langley

7 Town and Local Centres

Road), Leggatts Campus (off Leggats Way) and the former JR Tagger site (opposite Bushey Station). The approved outline masterplan for the Health Campus makes provision for some new local shops to serve the needs of the proposed development and the surrounding area.

7.1.6 Local shops sit below neighbourhood centres in the retail hierarchy and are those which meet the immediate day to day needs of local communities. They are often more isolated and generally have fewer supporting uses.

Table 2 Retail Hierarchy

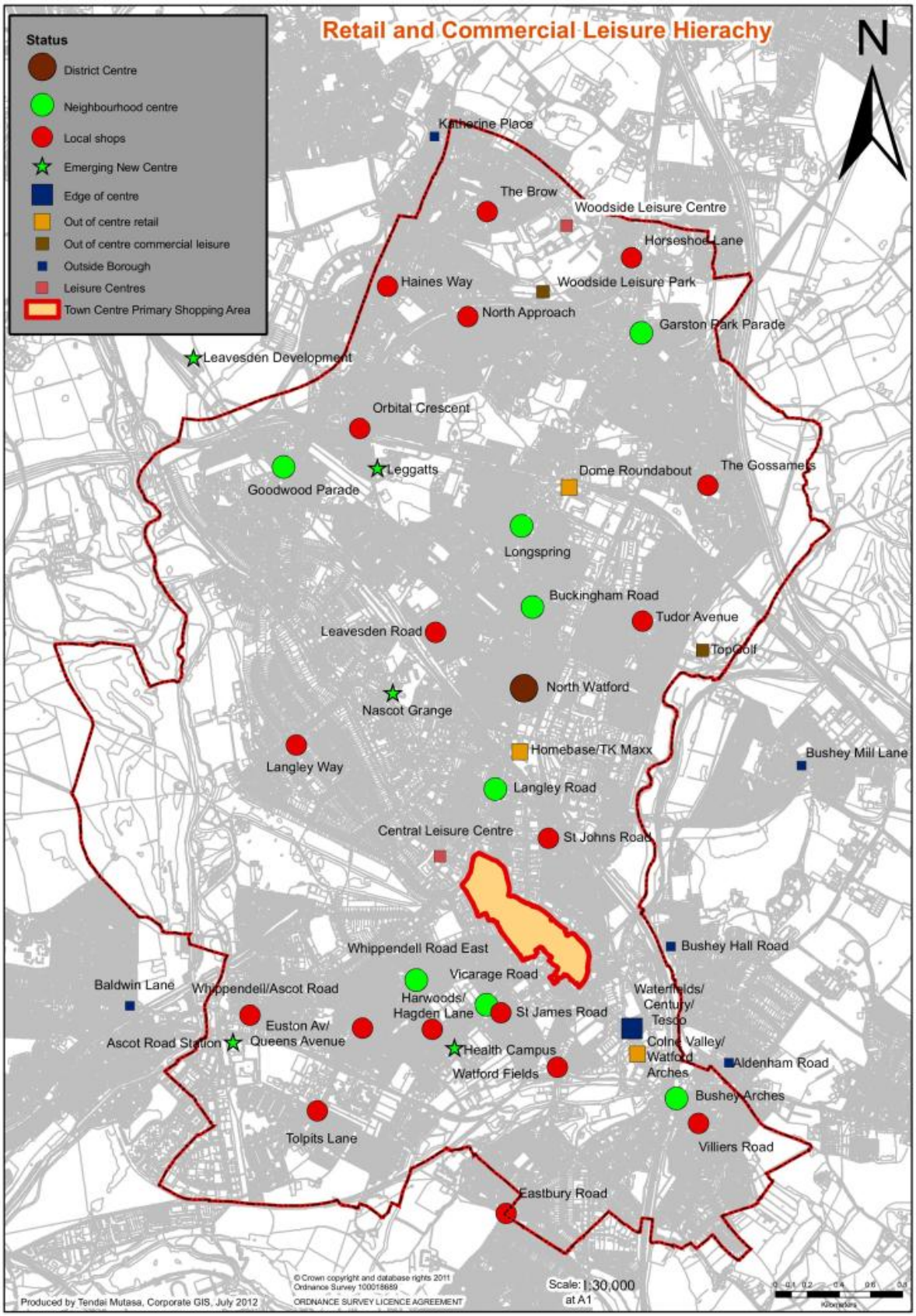
Retail Hierarchy	**Definition/Description**
Town centre • Watford Town Centre	Town centres will usually be the second level of centres after city centres and, in many cases, they will be the principal centre or centres in a local authority's area. Watford town centre performs a role as a regional centre and its catchment extends beyond the borough boundary. The centre offers a full range of retail, leisure, business, cultural, education and civic services.
District centre (100 plus units and floorspace greater than 10,000 sq m*) • North Watford/St Albans Road	District centres usually comprise groups of shops often containing at least one supermarket or superstore and a range of non-retail services such as banks, building societies and restaurants, as well as local public facilities such as a library. In comparison to local/neighbourhood centre, a district centre has a wider range and a larger number of units and other services. However, it has a smaller catchment than the town centre.
Neighbourhood centres (typical range 16-55 units and a floorspace range of 1000 -5000 sq m*) • Garston Park Parade • Goodwood parade • Longspring • Langley Road/St Albans Road • Buckingham Road • Bushey Arches • Vicarage Road • Whippendell Road East	Neighbourhood centres include a range of small shops of a local nature, serving a small catchment area. Typically, neighbourhood centres might include amongst a range of shops, a small supermarket, a news agent, a sub-post office and a pharmacy. Other facilities could include a hot-food take away; a laundrette/dry cleaner; hairdresser/beauty salon and services such as GP centre or a dentist.
Local shops (typically below 15 units and a floor space of less than 1000 sq m*) • The Brow	Small parades or group of individual shops meeting day- to-day short term needs. Local shops are often similar to those found in neighbourhood centres e.g. convenience shops

• Euston Avenue • Leavesden Road • Langley Way • Orbital Crescent • The Gossamers • Tolpits Lane • Tudor Avenue • Villiers Road • Horseshoe Lane • Whippendell Road/Ascot Road • St Johns Road • St James Road • Harwoods/Hagden Lane • Haines Way • Watford Fields • North Approach • Eastbury Road **Additional facilities planned:** **Neighbourhood centres** • Ascot Road Station Area • JR Tagger Site to enhance Bushey Arches centre **Local shops** • Health Campus • Nascot Grange development • Leggatts Campus redevelopment	and hot-food take away units. However the range and number of these shops is more limited than neighbourhood centres.
* Based on analysis of existing local centres WBC Local Shops Survey 2010: All total floor space relates to floor space in Use Class A.	

7.1.7 Under the provisions of national guidance both the neighbourhood centres and local shops are considered to fulfil the role of local centres. The split within the group arises from an assessment of the additional services and facilities that the centres have access to, along with the number and range of Class A uses the centre contains. A policy concerning neighbourhood and local shops is set out later in this chapter.

7 Town and Local Centres

Figure 5 Retail and Commercial Leisure Hierarchy



7.2 Town Centre

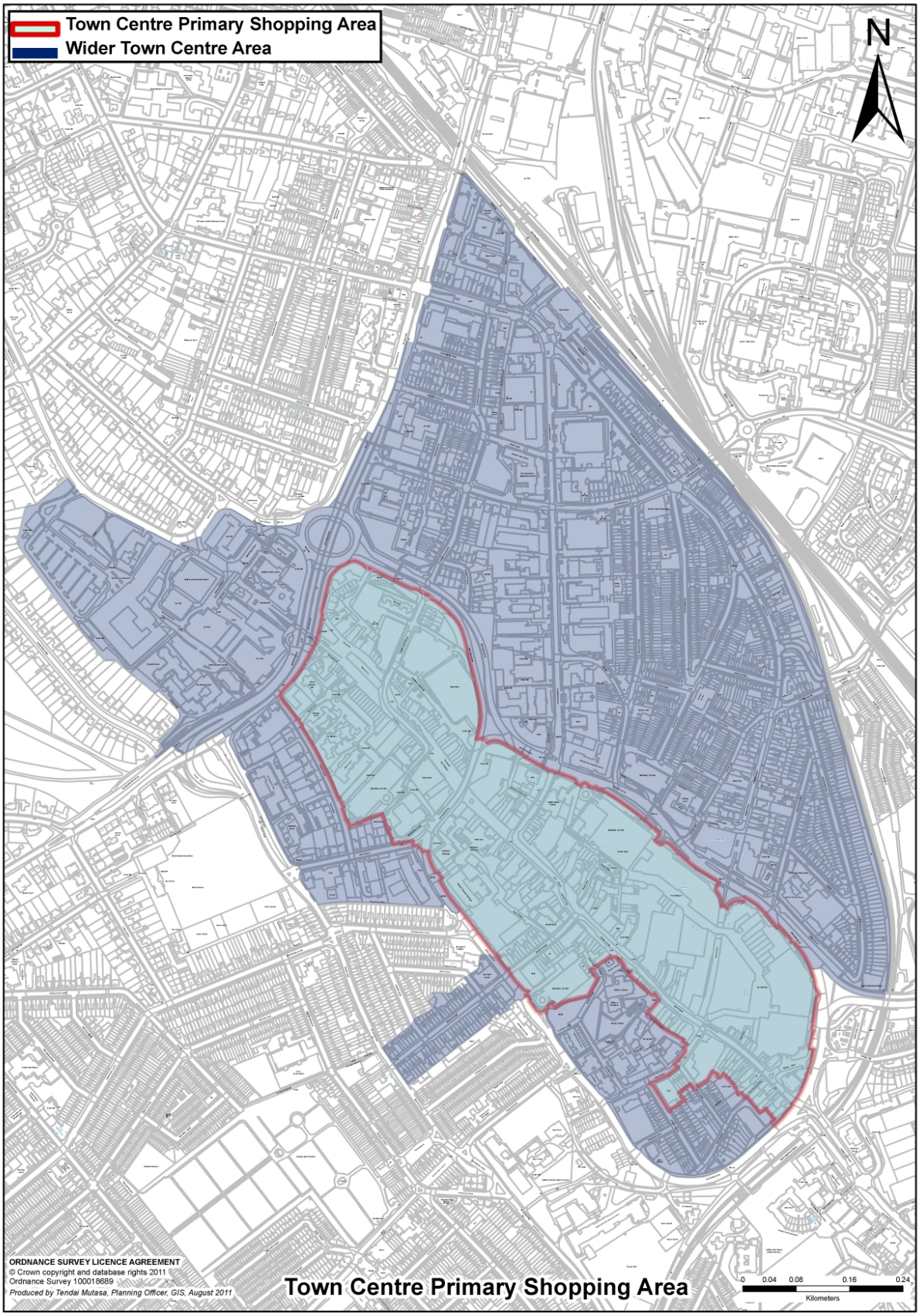
7.2.1 Watford town centre currently sits as a regional centre in the wider hierarchy of the eastern region. It has a role beyond that required to meet the needs of the residents of the town which includes an extensive range of retail, cultural, leisure and employment opportunities. The extent of the wider town centre and the primary shopping area is indicated on Figure 6.

7.2.2 The council is seeking to enhance the offer for families in the town centre and create a more balanced town centre which meets the needs of all residents and users at different times of the day and night. The council will seek to ensure that the town centre's vitality and viability are enhanced through the redevelopment of Charter Place and through encouraging additional retail and leisure development to locate in the town centre. The council will encourage proposals which demonstrate that they support and enhance the town centre offer and will meet the objective of creating a more family friendly town centre.

7.2.3 Further detail about how the town centre can deliver the improved offer will be provided through the preparation and adoption of policies relating to the town centre in the development management policies document. Town centre sites will be allocated in the site allocation document.

7 Town and Local Centres

Figure 6 Town Centre Primary Shopping Area



Information Box

Sequential Test

Currently national policy sets out a sequential test approach that should be adopted for the delivery of new retail and other town centre uses. This means that such uses should be located in central locations first to ensure the continued vitality and viability of those town centre locations. The sequential test requires town centre uses to be delivered in the following order of preference:

a. locations within the primary shopping area of the existing town centre for retail uses and town centre locations for other town centre uses;
b. edge of centre locations, with preference given to those sites which are or will be well connected to the town centre;
c. out-of-centre sites, only if sites are not available in town centre or edge of centre locations,with preference given to those sites which are or will be well connected to the town centre.

The sequential approach will be used to assess applications for new retail and other town centre uses which are not in the primary shopping area applicable for retail uses and in the town centre for other uses, or which are not in accordance with local policy; but regard will also be had to the Spatial Strategy (at SS1) and particularly the Special Policy Areas which in some cases (SPA2, SPA4, and SPA6) do allow for/envisage retail uses outside of the town centre. This requirement applies to extensions to retail uses where the gross floor space of the proposed extension exceeds 200 sqm.

Impact Assessment

Applications for town centre uses that are not located in a centre or which are not in accordance with local plan policy (set out at SS1), will be assessed for their impact. Applications will be assessed against the following impacts:

a. the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
b. the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area up to five years from the time the application is made;
c. For major schemes where the full impact will not be realised in five years the impact should also be assessed up to ten years from the time the application is made.

Retail Development

7.2.4 Watford town centre performs the role of a regional centre in the wider region and serves an area much wider than the borough. This benefits the residents of Watford as well as those of the wider area. The policy seeks to maintain and enhance the position of Watford town centre as a regional centre in the retail hierarchy of the region.

7 Town and Local Centres

7.2.5 The retail evidence base has identified that whilst the town centre is currently performing well, improvements to the quality of the offer in the town centre are necessary to maintain this level of performance. The evidence base identifies that there is capacity for both additional convenience floor space and comparison floor space over the plan period. Development proposals which will deliver this floor space within the town centre will be encouraged. Sites outside the town centre will be subject to the principles of the sequential test and impact assessment as set out in SS1.

7.2.6 The amounts of floor space that the evidence base suggests will be needed to meet anticipated demand have been affected by the recent economic recession. The amounts of convenience and comparison floor space (set out in Table 3) which are likely to be needed to meet the forecast growth over the plan period have been reduced from previous estimates.

7.2.7 The floorspace figures in table 3 are presented for guidance only, and the longer term projection up to 2020/1 and beyond should be treated with caution. The figures may be subject to change over the plan period. Estimates of the floor space capacity to meet forecast growth in comparison goods and the headroom in convenience goods, provide a guideline for the future but should not be used prescriptively.

Table 3 Estimated floor space needed to meet forecast demand

	2015/6 (sqm net)	**2020/21 (sqm net)**	**2025 (sqm net)**	**2026 (sqm net)**
Comparison Goods	1,645	18,035	35,808	39,564
Convenience Goods	2,835	3,468	4,354	4,502
Source: GVA Retail Study 2010 and subsequent updates 2012				

7.2.8 The primary shopping area will be the main focus for retail uses and the wider town centre area for other appropriate town centre uses, including leisure development. This will include the development of the new cultural area to the north of the High Street. The proposed redevelopment of Charter Place will deliver additional retail floor space and leisure facilities within the town centre. Other town centre sites will be identified in the site allocations document. If sites are not available in the town centre then the North Watford district centre, local centres, defined edge of centre locations, Watford Junction SPA and (to a limited extent for convenience retail) the Western Gateway SPA will be the preferred locations.

7.2.9 The main SPA where this will be appropriate is at Watford Junction, the preliminary scheme for which includes proposals for retail and leisure facilities to reinforce North Watford district centre. The Western Gateway SPA makes provision for additional convenience retail and community facilities to reinforce and enhance the offer at Whippendell Road/Ascot Road. The level of convenience retail provided should be of a scale to meet the existing and future needs of the local area. The convenience retail should form the focus for a wider based local centre providing a range of community facilities. As a result of such development the centre may move up the retail hierarchy to a neighbourhood centre level.

Leisure and Culture

7.2.10 Leisure and cultural uses make a significant contribution to the town centre. A review of Watford's leisure and cultural offer (PPS4 Study GVA 2010) has identified that the town centre would benefit from some additional leisure and cultural facilities (see Table 4). The main focus for the location of new leisure and cultural development will be within the wider town centre area as shown on Figure 6, and then the North Watford district centre (including the Special Policy Area at Watford Junction). This follows the sequential approach suggested by the National Planning Policy Framework as being suitable for both leisure and retail development. Figure 6 shows the primary shopping area and a wider town centre area; the detailed boundary for the wider town centre will be defined through the development of the town centre policies which will also identify primary and secondary retail frontages and character areas within the town centre.

7.2.11 Outside of these locations the northern part of the district will continue to be served by facilities at Woodside Leisure and Recreation Park (out of centre). No other locations are considered to be suitable for significant levels of new leisure and cultural provision although there is some potential for such uses as hotels and gym facilities to be located in employment areas (like at Ascot Rd for example) where they would play a supporting role to the main business functions.

7 Town and Local Centres

Table 4 Leisure and Cultural Needs

Sector	Defined need
Cinema	Need for new cinema screens is 6 by 2015 and 8.6 by 2025
Health and Fitness	Strong sector growth, especially at the budget end of provision
Leisure	Strong sector growth forecast (30%) to 2025, sufficient to support new facilities
Night Time Economy	Quantitative and qualitative need exists to improve the night time (and daytime) offer towards the family friendly objective
Restaurant/Café	Strong sector growth is forecast (43%) to 2025
Theatre/Entertainment Venues	The Colosseum refurbishment has significantly improved the live music and entertainment offer whilst the Palace Theatre and Pump House theatre offer venues for theatre productions at both sub-regional and local levels. There is no further local need envisaged, and there are good transport links to London theatre and entertainment venues.
Hotels	Limited centrally located town centre hotels, and therefore new 4 star hotels and boutique hotels are required
Source: PPS4 Commercial Leisure Study	

7.2.12 Due to the strong sectoral growth in leisure activities, we will encourage centrally located proposals. This will help to address the regional competition issue which is challenging Watford's position in the retail, leisure and cultural hierarchy.

Policy Objectives

7.2.13 The key policy objectives for the town centre are:

- To maintain and enhance and consolidate Watford’s position in the regional retail hierarchy.
- To create a family friendly and vibrant town centre with a good range of retail, leisure and entertainment options which cater for the needs of all people at different times of the day and night.
- To enhance the role of the North Watford district centre through improving the retail and leisure facilities available.

Policy TLC 1

Retail and Commercial Leisure Development

Watford town centre will remain the main focus for; comparison goods shopping within the primary shopping area, leisure, entertainment, civic and cultural activities. Development proposals within the town centre which have the principle of "family friendliness" at their heart will be encouraged.

Whilst it is expected that most of the additional floor space identified in Table 3 will be delivered on sites within the primary shopping area it is accepted that some of the floor space will be delivered at other SPAs such as at Watford Junction SPA, the Lower High Street SPA, Western Gateway SPA and the Health Campus SPA, subject to the proposals being of an appropriate scale of development and to there being no significant adverse impact on the vitality and viability of the town centre or planned investment at Charter Place.

The retail capacity forecast figures set out in Table 3 provide broad guidance only and will be updated from time to time, subject to the provisions of national policy in terms of the sequential test and impact assessment.

New leisure and cultural facilities will be acceptable in principle within the town centre. Facilities may also be acceptable at identified edge of centre locations and the Watford Junction SPA subject to there being no significant adverse impact on the vitality and viability of the town centre or planned investment at Charter Place.

To maintain and enhance existing social and cultural venues in the town centre that provide all formal and informal cultural and leisure activities: the loss of an existing facility will be resisted unless it can be demonstrated that the facility is no longer needed, or it can be established that the services provided by the facility can be served in an alternative location or manner that is equally accessible by the community.

Development in and around the town centre will need to contribute towards improving town centre accessibility and reducing the impact of the ring road.

Proposals for new retail floorspace outside the town centre will only be permitted in accordance with the impact and sequential test approach set out in SS1.

Town Centre Area

7.2.14 The primary shopping area for the purposes of national policy is shown on Figure 6 and is based on the existing definitions of primary and secondary shopping frontages within the town centre. The boundary of the wider town centre will be defined through the town centre policies along with a review of the primary and secondary shopping frontages and the identification of character areas. The wider town centre area shown on Figure 6 broadly shows the area which will be covered by the town centre policies. Detailed policies and management proposals for the town centre will be identified in the town centre policies within the development management policies document. Potential development sites will be identified in the site allocations document. The Watford Town Centre Cultural Study sets out some ideas and projects for improving parts of the cultural/leisure area and the town hall/civic area.

7.3 Neighbourhood Centres

Policy Objective

7.3.1 The overarching objective is to create a series of thriving sustainable neighbourhoods in the borough. This means that residents in all parts of the borough should be able to easily access a range of local facilities within reasonable walking distance. The local centres are split into two categories depending on the size and range of local facilities available at that centre (Table 2). The evidence base has assessed the provision of a range of facilities in terms of the standards set out in Table 5 below.

Table 5 Access to Local Facilities

Facility	**Distance**		
	Desirable	**Acceptable**	**Preferred maximum**
Local • Convenience shops • Public transport • Primary schools	200m	400m	800m
• Local play areas/open space		600m**	400m*
District • Secondary schools • GPs • Employment areas	500m	1,000m	2000m
* in line with threshold set in policy T2 ** In line with threshold applied to open space in the Open Spaces Study			

7.3.2 In areas where it is not possible to meet these standards the council will seek to meet this deficiency in the following ways:

- Where appropriate encourage and expand the range of facilities available; in particular at locations where particular gaps have been identified,
- Actively promote the provision of new facilities when new development is proposed at locations where there is an identified need,
- In areas where there is poor access to a neighbourhood centre, look at opportunities for improving the offer at an existing location for local shops and improving access routes to the centre.

7.3.3 The council will use the distances set out in Table 5 as a measure of how sustainable a centre is and will use this measure to assess new proposals for services identified on the table. The measure will be used to assess how accessible new facilities are in relation to

centres and this will indicate whether or not the proposal will contribute towards the creation of a network of sustainable local centres. The evidence base shows that, at present, most centres have either moderate or high levels of access to the wider range of facilities and services, with only Goodwood Parade showing limited access. As opportunities arise to locate new facilities within the borough, the council will seek to improve the range of facilities located at or close to local centres thus increasing the number of centres in the high category. Details of how accessible the centres are to other non-retail services and additional facilities which could be located at or close to existing centres is contained within the evidence base in the Neighbourhood Centres Technical Paper.

7.3.4 It is important to ensure that the vitality and viability of the local centres is not threatened by development elsewhere in the borough. The council will apply the sequential test and impact assessment requirements set out in national policy to proposed development which lies on sites outside the identified centres and relevant SPAs and only development which demonstrates a positive overall outcome will be acceptable.

7.3.5 It is important that the residential character of the existing neighbourhoods is maintained when new development is proposed. The Watford Character of the Area Study sets out the key components of the character of all parts of the borough. Some of the SPA's and the town centre have been identified as the key locations for significant new development (see SPA policies for details). Outside of these locations new development should enhance the existing local character and where appropriate seek to improve the existing range of local facilities and/or access to those facilities.

Policy TLC 2

Neighbourhood Centres

To promote the sustainability of neighbourhood centres, where appropriate, new residential development will be required to make a positive contribution to each neighbourhood, enhancing local character and improving the range and accessibility of local facilities. The following principles will be applied to determine the appropriate scale of development for a particular neighbourhood:

- For residential proposals within or adjacent to a neighbourhood centre, slightly higher residential densities will be allowed, to enhance the viability and integration of the centre, and to reflect its accessibility.
- All proposals will be considered as part of a design-led approach appropriate to each centre, reflecting the character and scale of each centre. The council will encourage its partners to support the network of centres in planning and delivering their own service provision, and seek improved public transport provision and provision for walking and cycling, as well as sufficient short-term parking provision.

Where opportunities exist to strengthen and enhance existing neighbourhood centres, development should contribute to meeting the future needs of the local community. Details of facilities needed to support new development in the Watford Junction and Western Gateway SPAs can be found in Chapter 5.

The vitality of neighbourhood centres will be protected and where possible enhanced; this will be achieved in the following ways:

- through encouraging a range of local facilities in the neighbourhood centres;
- to control the balance of A1 and other uses through development management policies; and
- through working with partners to manage issues around derelict and vacant properties.

Where opportunities arise to strengthen the existing neighbourhood centre network through the provision of enhanced convenience floor space proposals, which can be demonstrated do not threaten the vitality and viability of existing retail facilities, these will be encouraged.

7.4 Out and Edge of Centre Leisure and Retail Provision

7.4.1 There are a number of out and edge of centre retail locations in Watford which are well used and complement the provision made in the town centre and network of local centres. At out of centre locations the role and size of the retail offer will remain stable and significant new retail development or “significant” changes to the types of goods currently sold there will not normally be permitted at these locations in order to maintain the retail hierarchy and protect the network of neighbourhood centres.

7.4.2 At edge of centre locations identified on the table below, consideration will be given to additional retail floor space and changes to the type of goods sold, where it can be demonstrated that the proposed development would complement the town centre offer. Any

such development would be subject to sequential and impact tests. In addition, such development should demonstrate how linkages to the town centre can be enhanced through the proposed development.

7.4.3 St Albans Road retail park is located within the Watford Junction SPA. As such, when the regeneration scheme is implemented the area will change significantly and the existing retail units will be lost; the floorspace in the existing units will be accommodated into the new scheme.

Table 6 Existing Out of Centre Provision

Location	Main uses	Size
Out of Centre		
Colne Valley Retail Park	Non food - bulky goods	6,551 sqm
St Albans Road Homebase etc	Non food - bulky goods	5,430 sqm
Watford Arches Retail Park	Non food - bulky goods	8,745 sqm
Dome Roundabout Sainsburys and Asda	Food retail (some comparison in store)	11,406 sqm net
Woodside	Leisure and sport	
Bushey Mill Lane - Top Golf	Leisure	
Edge of Centre		
Century Park	Non food – bulky goods	8,363 sqm
Waterfields Retail Park Tesco store	Non food – bulky goods Food retail (some in store comparison space)	5,561 sqm 7,821 sqm
Note: edge of centre is defined as: • lying within 300m of the primary shopping area as defined in the NPPF; • and for the Lower High Street area, due to the manner in which the local area functions, within 400m of the edge of the primary shopping area.		

The figures shown in the table above are derived from Table 8 of the Appendices to the 2010 Retail Study completed by GVA; they are ground floor net sales area figures and do not take account of internal mezzanines or outdoor sales areas.

Monitoring

7.4.4 Town and local centre vitality and viability will be monitored through annual assessments of changes in floor space within the town centre use. In addition vacancy rates in retail units are recorded annually in the town and local centre shopping survey.

7 Town and Local Centres

7.4.5 The sustainability of local centres will be monitored through applying the measure set out in Table 5 to the location of new services and facilities. The council will review the sustainability ranking of local centres to measure the longer term improvement in the network of sustainable local centres.

8 Housing

8.0.1 It is important that the council identifies an adequate and continuous supply of land for housing to meet Watford's housing growth requirements in sustainable locations. It is also important that the council encourages a range of housing types and sizes, including affordable housing, to meet the requirements of all sectors of the community. New residential development, whether through new build or extensions and alterations to existing homes, should be designed appropriately for its location.

8.1 Housing Delivery Target

8.1.1 Taking various evidence into consideration, such as the ONS population projections, previous East of England Plan targets, and the potential housing development land identified in the Strategic Housing Land Availability Assessment (SHLAA), the council considers that a minimum total target of 6,500 homes from 2006 to 2031, an average delivery rate of 260 dwellings per annum, is suitable for the borough. This is the same figure that is set out in the East of England Plan and it remains appropriate for Watford. Alternative housing options were considered, however this option was determined the most realistic. A background paper detailing the options was prepared as part of the evidence base. The housing supply situation is set out in Table 7 below, which explains how we intend to meet the housing delivery rate.

Table 7 Housing Targets and Supply Summary (as at 31 March 2012).

	Type of site		**No.**
1	Housing Target	2006/07 to 2030/31	6,500
2	Net Housing completions	2006/07 to 2011/12	2,430
3	Provision to be met in Core Strategy period (1-2)		4,070
4a	Sites under construction		733
4b	Sites with detailed planning permission		465
4c	Sites with outline planning permission	(Including the Health Campus)	506
4d	Allocated housing sites and Key Development Sites remaining (from Watford District Plan 2000)	(Including Watford Junction)	1,525
4e	Other identified sites	(Including Rembrandt House)	432
5	Windfall sites (58 pa from 2018/19)		754
6	Total supply		4,415

7	Net housing supply (6-3)	(Balance to be identified in the site allocations document)	345

8.1.2 Specific sites will be identified and allocated through the site allocations document. Identification will be in accordance with the Core Strategy and will be informed by the evidence base and results of the consultation.

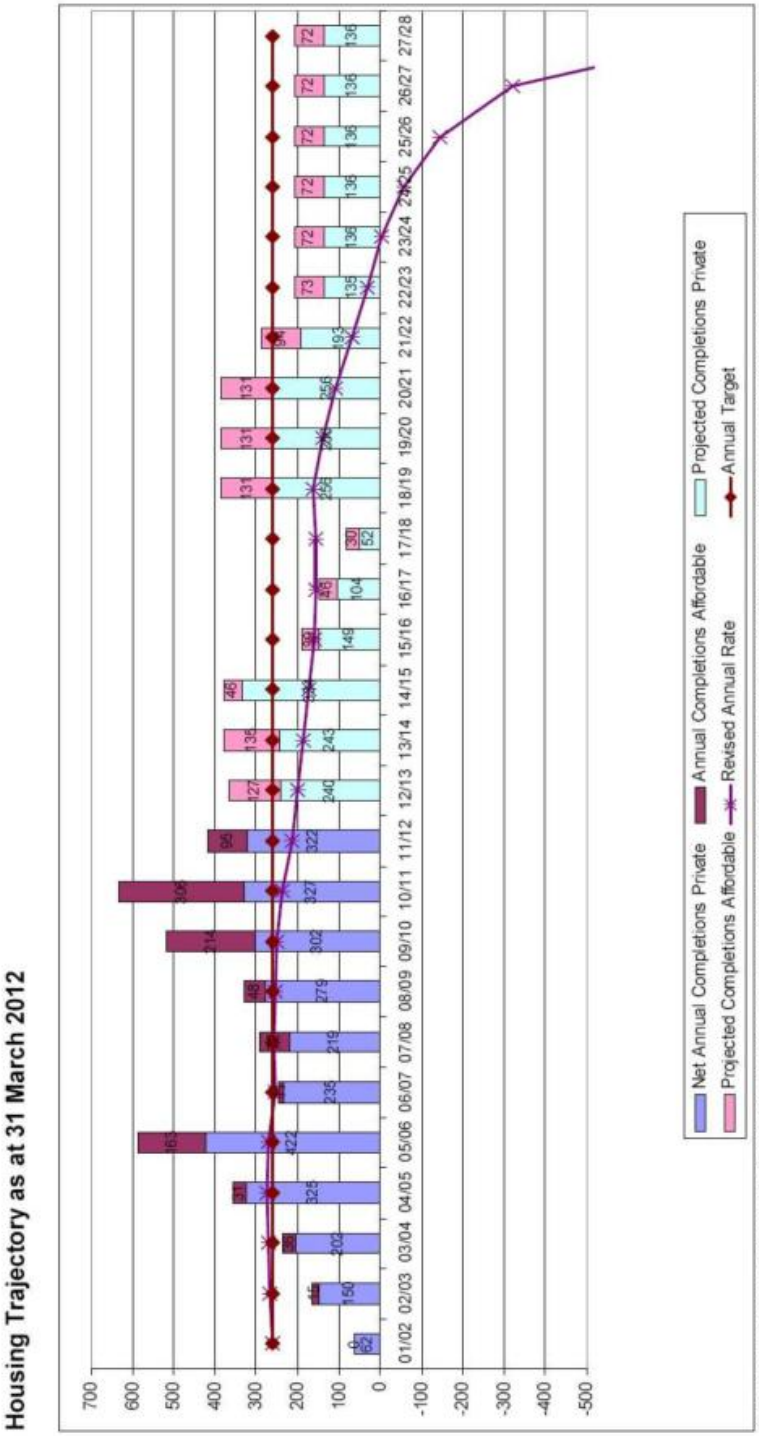
Housing Trajectory

8.1.3 Figure 7 shows Watford's housing trajectory. This is a forecast of the housing supply rate, to help identify any shortfalls and where action is necessary to ensure the council meets its housing targets to 2031. The housing trajectory will be updated annually through the authority's monitoring report.

8.1.4 Windfall sites refer to development proposals that come forward on previously unidentified sites. Watford has a history of substantial housing delivery on windfall sites. The entirety of Watford's housing completions for the year 2010/11 were composed of windfall sites, of which 91% was on large sites of 10 dwellings or more.

8.1.5 In accordance with the National Planning Policy Framework a windfall allowance has been made for years 6 onwards within the trajectory (2018/19) of 58 units per annum. This allowance is the average annual windfall rate for the period 2001-11 on 'small' sites only (583/10=58). The supply of housing post 2021 will need to be reassessed at a later date. No windfall allowance has been made for 'large' sites because the lower number of sites involved and the relatively large number of completions on these sites gives a less dependable average, which may not be repeated and could therefore unduly distort the figures.

Figure 7 Housing Trajectory



N.B. Annual completions of affordable housing portrayed in the table/chart relate to new builds only and form a part of the net annual completions totals. Affordable totals including acquisitions were 224 for 2009/10 and 356 for 2010/11

8 Housing

Policy HS 1

Housing Supply and Residential Site Selection

Provision will be made for a minimum of 6,500 dwellings over the plan period (2006-2031) with an average 260 dwellings per year. The deliverability of allocated sites and any resulting need for additional residential allocations will be kept under review, taking account of windfall sites which come forward.

In allocating sites for residential development, priority will be given to sites which will best contribute to building sustainable communities and support the town's regeneration initiatives taking into account the Special Policy Areas of the spatial strategy.

Factors that will support residential allocation in the site allocations document will include:

- Consistency with the spatial strategy
- Previously developed land
- Proximity to neighbourhood centres
- Close to good public transport, walking and cycle network routes
- Location within the town centre or at other strategically located sites
- Water quality protection downstream of a site

Factors that will go against residential allocation will include:

- Not previously developed land
- Land at risk of flooding
- Existing employment land, open space or other community facilities for which there is still an identified need
- Land with high biodiversity, landscape or cultural heritage significance
- No access to reliable integrated public transport links

These factors will also be considered in determining applications on windfall sites.

Monitoring

8.1.6 Progress towards achieving the total level of supply of a minimum of 6,500 dwellings by 2031 will be monitored annually. The housing and other figures will be kept under review in 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.

Delivery

8.1.7 Delivery of housing will involve:

- Allocating sites in the site allocations document
- Implementing the 'Delivering High Quality Design policy' UD1
- Preparing master plans, development briefs and design guidance for larger housing sites and development areas
- Identifying whether there is a 5 year housing supply by means of the housing trajectory and reviewing policy to deal with any shortfalls
- Working positively with stakeholders to deliver proposals put to the council.

8.2 Housing Mix

8.2.1 The strong demand for additional homes to 2031, the limited amount of available development land and the competing demand for uses puts increasing pressure on land and requires the council to work on innovative approaches to deliver high quality housing.

8.2.2 The general approach is that the type/size and density of developments will be informed by the design guidelines in the Residential Design Guide SPD which will be used to ensure that developments are appropriate to the surrounding context, infrastructure capacity and character of the area (as detailed in the Watford Character of the Area Study, 2011). The policy therefore supports development of housing at lower densities in suburban areas to protect, fit in with and enhance the character of those areas. The sustainable development policies ensure that new developments are planned in an innovative way to ensure technologies and schemes such as SuDS are factored in at design stage.

8.2.3 One of the key strategic outcomes from the council's Housing Strategy (2003/2013) is to increase housing choice and provision across housing sectors and boundaries. This includes increasing the provision of new homes, and providing choice and mobility within social housing, implementing choice based lettings, investigating steps to address under-occupation and improving access to private rented housing.

8.2.4 In the 2001 census Watford had approximately 11% detached, 30% semi, 31% terraced and 27% flats and monitoring data indicates that the proportion of 1 and 2 bed properties has significantly increased over the past decade. There is a notably lower percentage of detached and a higher percentage of flatted properties than the rest of Hertfordshire.

8.2.5 The council's approach to achieving a good mix of housing (in terms of housing type, size and tenure) is informed by the Strategic Housing Market Assessment (SHMA). The study demonstrates that within the existing housing stock there is clear evidence of a bias towards smaller dwellings and this has also been the case in terms of the pattern of recent residential development in Watford.

8.2.6 There is also a requirement to meet the needs of an increasingly elderly population and vulnerable groups. Hertfordshire County Council's Health and Community Services (HCS), needs are set out in the HCS plan 2009-2012, with specific targets for increasing Flexicare. HCS are keen to deliver the supported housing needed for those with specific requirements such as those with health issues and residential care needs.

8 Housing

8.2.7 The SHMA indicates a requirement for a mix of dwellings by size and tenure. This varies between market housing and affordable, showing a significant need for dwellings with 3 or more bedrooms.

8.2.8 The affordable housing mix of types and sizes will be negotiated on a site by site basis, as informed by the housing department and will reflect the local affordable housing requirements.

8.2.9 Table 8 (taken from the SHMA study) uses data from many sources to arrive at estimates of the size of housing required to 2021, for Watford borough.

Table 8 Size Mix of Housing Requirement 2007-21 (Watford)

	Size	**Percentage**
All Housing	1 bedroom	25.8%
	2 bedrooms	18.7%
	3 bedrooms	48.2%
	4 bedrooms	6.7%
	5+ bedrooms	0.6%

8.2.10 This information provides a broad overview of borough wide housing requirements and is periodically updated and monitored to be used to supplement local market evidence and other emerging information of housing requirements.

Policy HS 2

Housing Mix

The council will seek to reduce inequalities, create socially mixed communities with greater choice and a mix in size, type and location of housing to meet the needs of the whole of Watford's community. The Local Plan will assist in supporting Watford's Housing Strategy in this aim.

The council will seek the provision of a mix of housing types, sizes and tenures at a local level to meet the requirements of all sectors of the community.

This includes the provision of;

- family sized units (especially houses) and
- smaller housing units and
- provision for those unable to compete financially in the housing market sector and
- those with special needs as informed by local evidence.

New homes should comply with Policy UD1 on 'Delivering High Quality Design'

In all areas the appropriate density for development will be informed by the Residential Design Guide (character area map) and the subsequent Watford Character of the Area Study.

Higher density developments mainly including flats will be focused around the town centre and key strategic sites such as the Watford Junction and the Health Campus Special Policy Areas, and to a limited extent around the area at the proposed station at Ascot Road.

Medium density developments such as flats and houses may be appropriate close to neighbourhood centres where they are well served by transport links.

Low density family houses with gardens will be sought in more suburban areas.

Monitoring

8.2.11 The following will be monitored:

- Average density of new housing.
- Design monitoring using 'Building for Life' criteria.
- Number of new dwellings by size, market or affordable tenure and type.

Delivery

8.2.12 Housing delivery will include:

- Working with key stakeholders such as Registered Providers, Watford Community Housing Trust and developers.

- Implementing the council's housing strategy.
- Allocating strategic and housing sites in the site allocations document.
- Implementing development management policies.

8.3 Affordable Housing

8.3.1 It is clear from the SHMA study and other local evidence, that there is a significant and ongoing need to provide affordable housing in the borough. The SHMA study suggests that between 2007 and 2021 the following housing mix is needed to deliver a balanced housing market:

- Market housing 23.9%

- Intermediate affordable housing 60.4% (equates to 79.37% of the affordable housing requirement)

- Social rented housing 15.7% (equates to 20.63% of the affordable housing requirement)

8.3.2 Together, the intermediate affordable housing and social rented housing requirements make up a total of 76.1% of dwellings. Clearly, this high proportion of affordable housing is unlikely to be deliverable, given that in most instances the development value derived from building market housing is used to subsidise the cost of delivering affordable housing.

8.3.3 A Development Economics Study (DES) has been completed which notes the relative strength of the housing market across the borough of Watford, but also significant variations in residual values between different sub-markets. The priority given to achieving affordable housing delivery is necessary to address the high level of need for affordable housing in the borough.

8.3.4 An analysis of past planning permissions suggests that small sites are a significant contributor to overall supply. Given the important contribution that they make to overall supply, a lower threshold for affordable housing would capture a significant increase in affordable housing.

8.3.5 The DES recommends that the proportion of affordable housing sought should be 35%. It states that a lower threshold (than the current 15 units) is viable and in order to have a clear cut off point all major applications, developments of 10 or more dwellings (or sites of more than 0.5 ha), will be expected to provide 35% affordable housing. This relates to the gross (not the net) dwelling figure, unless any existing dwellings are retained in the application.

8.3.6 The recently revised definition of affordable housing in the NPPF identifies three categories of affordable housing:

- Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

- Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market (including service charges, where applicable).

- Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

8.3.7 Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes.

8.3.8 The planning system can help to deliver affordable homes through the application of a borough wide target having regard to the assessed need and what can reasonably be sought. It is also important to note that delivery of new homes largely depends on landowners, Registered Providers (RPs) and property developers completing the schemes for which they have planning permission.

8.3.9 It is accepted that there will be housing market and housing need fluctuations over the lifetime of Watford's Core Strategy, such as during the recent economic uncertainty.

Policy HS 3

Affordable Housing

A rate of 35% affordable housing will be sought on major applications of 10 residential units and above or sites of more than 0.5 ha.

Only in exceptional circumstances will the council consider a lower level of affordable housing provision, where the developer can demonstrate exceptional planning, or other constraints on the development of the site through the submission of a development viability assessment.

In line with the SHMA and DES study the affordable housing provision will be;

- Social rent 20%

- Affordable rent 65%

- Intermediate affordable housing (shared ownership) 15%

The council will produce further guidance on the provision of affordable housing in the borough. It will be regularly updated, taking into account the findings from further research and monitoring information.

Monitoring

8.3.10 The delivery of 35% of all new dwellings as affordable housing will be monitored.

Delivery

8.3.11 Affordable housing delivery will include:

- Working with key stakeholders such as Registered Providers, Watford Community Housing Trust and developers
- Implementing our housing strategy
- Using the Authority's Monitoring Report to monitor the rate of delivery and highlight the need for action if the target is not being achieved
- Allocating strategic and housing sites in the site allocations document
- Implementing development management policies

8.4 Gypsies and Travellers

8.4.1 In July 2010 the government announced that regional spatial strategies, including house building targets and targets for gypsy and traveller's pitches were to be abolished.

8.4.2 However, the council still has a responsibility to provide sites to meet the established needs of gypsies, travellers and travelling showpeople in Watford.

8.4.3 The regional strategy set a target for Watford to provide 10 additional pitches for gypsies and travellers by 2011 and a further 10 pitches by 2021. The council will allocate sites to meet this regional target in the site allocation document in accordance with Policies HS4 and HS1.

8.4.4 The council acknowledges a need for 10 transit pitches in south and west Hertfordshire to complement the existing South Mimms site by 2011 and will work with neighbouring authorities to identify the most appropriate location(s) for these pitches. There is not considered to be a need for any additional plots for travelling showpeople in the district. These targets will be kept under review.

8.4.5 Any applications for pitches will be assessed on a case by case basis against the policies of the Core Strategy and other relevant guidance.

Policy HS 4

Gypsies and Travellers

The existing site at Tolpits Lane currently provides Watford's gypsy and traveller pitch provision. Sites will be identified to accommodate 20 additional pitches by 2021. These will be identified, allocated and safeguarded in the site allocation document. A site in the vicinity of the existing Tolpits Lane site will be the preferred location.

When allocating sites and considering planning applications, the council will have regard to the following criteria.

Sites should:

- Be large enough to provide adequate on site facilities for parking, storage, play and residential amenity
- Be well located on the highway network, with safe and convenient vehicular and pedestrian access
- Have good access to local services, including shops, schools and healthcare
- Provide adequate levels of privacy and residential amenity for the occupiers
- The council will also consider the potential and suitability of extending existing sites.

Monitoring

8.4.6 Appropriate provision for gypsy and travellers to meet agreed identified needs will be monitored.

Delivery

8.4.7 Site allocations and policies on provision in local plan documents and decisions on planning applications should be based on the latest available local and regional information on need.

9 Economic Development and Employment

9.0.1 Evidence relating to economic development and employment is contained in the Hertfordshire London Arc Employment Land Study (March 2009) and the Watford Employment Market Assessment (November 2010) and is summarised in the Economic Development and Employment Topic Paper (December 2010).

9.0.2 The evidence shows that whilst Watford remains a key economic centre, providing employment and leisure both for local residents and for people living within the sub-region, and continues to attract interest from businesses, there is an issue with the quality of the employment stock, as evidenced by high vacancy rates and falling job numbers. This needs to be addressed to prevent continuing job losses.

9.1 Economic Development Objectives

9.1.1 The Core Strategy preferred options draft (Feb 2008) proposed 4 objectives for employment. The council's Corporate Plan, the Sustainable Community Strategy and the Economic Development Strategy also contain relevant objectives. The objectives below are informed by these strategies but keep the approach set out in the preferred options, condensed into 2 objectives. The list of economic clusters has been revised in the light of more recent evidence and is now contained within Policy EMP1. The strategic objectives for economic development and employment are to:

1. Enhance the town's economic prosperity and potential by supporting business investment, learning and job creation, in accessible and sustainable locations.

2. Ensure a range of premises are provided to meet the modern business needs of the local economy, including for small and medium enterprises (SMEs) and the area's existing and potential new economic clusters.

9.1.2 Delivering these objectives requires a range of interventions as set out in Policy EMP1 including marketing initiatives, encouraging local skills improvement and by encouraging improvements to the quality of the employment stock (especially Watford Business Park and Clarendon Road). The Economic Development Strategy and Action Plan and the Watford for You Investment Strategy are key elements in progressing these, along with the West Herts Chamber of Commerce inward investment manager. In the current economic climate, work on inward investment has succeeded in delivering 512 additional jobs in 27 companies over a period of 18 months.

9.1.3 Other partners include the Business Advisory Group, Hertfordshire Local Enterprise Partnership, Watford and West Herts Chamber of Commerce, Wenta, Watford for You, West Herts college and other training providers. The Watford for You inward investment manager will work with local property agents, managed office space providers and sector specific networks such as PING (Pharmaceutical Interest Network Group) and CING (Creative Interest Network Group). One example of partnership working; involving Wenta, Watford Borough Council and other partners is the Watford 'my incubator' project which will be providing free business start-up advice and space. We will also work with neighbouring local authorities where there are cross boundary issues, particularly if any new employment allocations are required, to ensure these do not have an adverse impact, such as additional congestion in their area.

9.1.4 Working on improving Watford's attractiveness is key and involves infrastructure projects such as Croxley Rail Link and the Abbey Flyer alongside town centre redevelopment schemes such as Charter Place. Consideration is also being given to how CIL charges should be applied to Watford's primary regeneration areas.

9.2 Employment Growth

9.2.1 The evidence suggests potential for job growth ranging from 4,000 to over 10,000 additional jobs between 2006 and 2031. Following on from the "preferred option" set out in the Core Strategy preferred options draft (Feb 2008) of protecting and improving the town's existing employment areas and providing some growth, three options were considered to determine an appropriate monitoring target for employment growth between 2006 and 2031, as detailed in the Economic Development and Employment Topic Paper. These were:

- 4,000 - based on the autumn 2010 run of the East of England Forecasting Model
- 7,000 - based on the economic scenarios prepared by GVA Grimley on behalf of the council (Economic Market Assessment, GVA Grimley, Nov 2010), extrapolated to 2031.
- 10,700 - based on the review of the East of England Plan which was underway when the Government announced its intention to revoke regional spatial strategies.

9.2.2 Job growth of 7,000 is considered to be a suitable target for monitoring, being the mid range of these forecasts, compatible with the economic scenarios prepared by GVA Grimley on behalf of the council (Economic Market Assessment, GVA Grimley, Nov 2010), and representing just over a ratio of 1:1 with planned dwelling growth (6,500 new homes).

9.2.3 This level of job growth is considered to be one that would maintain Watford's regional role as a centre for employment, taking account of anticipated population and housing growth, whilst recognising existing congestion issues and the need for additional infrastructure. This would provide a total of 65,900 jobs in 2031[(xi)], just above the number of jobs in Watford in 2001.

9.2.4 Achieving this level of growth will require improvements to the quality and range of employment space on offer, as well as carrying out marketing and investment strategies to attract new businesses. It will also be appropriate for employers and learning institutions to work together to ensure that local people have the appropriate skills to take up employment locally if they so wish.

9.2.5 Policy EMP1 below sets out the broad locations for new jobs and an indication of the job potential of each of these, along with the interventions required for delivery, and the sectors in which growth will be particularly encouraged. The figures are intended to be indicative rather than prescriptive. More information on delivery timescales for the SPAs is provided in SS1 and Chapter 5.

9.2.6 References to B1, B2 and B8 in the policies below refer to uses set out in the Use Classes Order 1987 (as amended in 1995 and 2005). They can be summarised as B1 – business, B2- general industrial and B8- storage and distribution. For avoidance of doubt, the job target relates to jobs of all types, not solely those falling within the B classes. Over half of all additional jobs are likely to fall outside of the B use classes.

xi The Spring 2010 run of the East of England Forecasting Model shows total employment of 65,600 in 2001 and 58,900 in 2006

9 Economic Development and Employment

Policy EMP 1

Economic Development

Between 2006 and 2031 Watford will provide at least 7,000 additional jobs to maintain Watford's role as a regional centre.

- In order to meet the strategic objectives of the Core Strategy the council expects around half of all additional jobs (3,300-4,200) to be provided within the wider town centre – which will provide a range of employment opportunities including retail, leisure and service sector jobs as well as office uses, in a location well served by public transport. Clarendon Road will remain the main focus for office uses, being in a sustainable location linking the town centre and main rail station.
- Most of the remainder of the additional jobs will be provided within mixed use areas at the Health Campus (around 1,000-1,900 jobs), Watford Junction (around 1,350-2,350 jobs) and Western Gateway (around 700-2,000 jobs at Watford Business Park and around 150 retail jobs at Ascot Road) SPAs. Some office use is appropriate in these locations related to their accessibility by public transport, particularly once linked by Croxley Rail Link.
- Around 500 additional jobs are expected to be delivered through the reoccupation or redevelopment of vacant space in allocated employment areas outside of the SPAs – which will be the main focus for employment falling with the B1 (b,c), B2 and B8 use classes . B1 (a) office uses are also appropriate where employment areas are well served by public transport.
- Additional jobs may also be delivered within other identified Special Policy Areas and where appropriate in district and neighbourhood centres.

Office use in locations not identified above will be subject to the sequential test set out in national policy.

As information technology continues to improve, more people will be able to work from their homes, reducing the need to travel.

Employment growth will be delivered by:

- Marketing Watford as an attractive business location, particularly for offices (by initiatives including the Economic Development Strategy and Action Plan, and the Watford for You Inward Investment Strategy);
- Encouraging local employers, colleges and other training providers to work together to develop appropriate skills in the local workforce;
- Encouraging improvements to the quality of the employment stock, especially:
    - Watford Business Park (by identifying this as part of the Western Gateway SPA and preparing a development brief)
    - Clarendon Road
    - Other allocated employment areas
- Providing for hi tech manufacturing firms, through Watford Health Campus (and potentially also Watford Business Park);
- Providing start up/incubator space; and

- Supporting sectors in which the borough (and the immediately surrounding area) have an existing or potential strength including:
    - Knowledge intensive sectors
    - Service sector, finance and other business
    - Hi tech manufacturing (including medical, precision and optical instruments)
    - Retail
    - Commercial leisure
    - Creative and media industries
    - Green and low carbon industries
    - Pharmaceuticals and other health related business

Employment in construction is also likely as new developments take place.

Improved access to employment locations by sustainable modes, including public transport, walking and cycling will be sought where required in line with Transport Policy T3.

9.3 Employment Land

9.3.1 The evidence shows that around 80,000 sqm of additional B class employment floorspace could be required by 2031. This could be accommodated by improving or redeveloping the current supply of vacant employment land and premises along with additional employment floorspace likely to come forward as part of mixed use development in the Health Campus and Watford Junction SPAs. It is likely that much of the employment growth will actually take place in sectors outside of those requiring traditional employment space (i.e. classes B1, B2 and B8). The planned level of job growth (of all types) should be accommodated without a need for additional employment allocations. The situation will, of course be kept under review and Policy EMP2 below sets out criteria for allocating employment sites should a need be identified in future.

9.3.2 Employment allocations in the Watford District Plan 2000 were reviewed in the Employment Market Assessment 2010 which found that whilst most allocations should be retained, some boundary changes are appropriate to recognise changes that have already taken place within employment areas and the inclusion of some areas within SPAs. These changes to boundaries and allocations will be made in the site allocations document. In the meantime policies E1 and E2 of the Watford District Plan 2000 will be interpreted in conjunction with the SPA policies set out in the Core Strategy. The broad extent of these changes is shown below and in Figure 8. Beyond these changes, the broad extent of existing employment areas should be retained in order to maintain a degree of flexibility and choice.

- E1- Watford Business Park – retain as an employment allocation but subject to area specific policies as part of the Western Gateway SPA and a boundary review to exclude the former Sun Printers site.
- E2 –Cardiff Road – reallocate as part of the Health Campus mixed use SPA, which will include employment uses. Area specific policies will apply.
- E3 – Imperial Way/Colonial Way – retain as an employment allocation for B1, B2 and B8 uses but revise boundary to incorporate parts of E5 St Albans Road that fall outside of the Watford Junction SPA.

9 Economic Development and Employment

- E4 - Fishers Industrial Estate, Wiggenhall Road – retain as an employment allocation for B1, B2 and B8 uses.
- E5 a/b St Albans Road (and RA6, as in the current District Plan) – most will be reallocated as part of the Watford Junction SPA, which will include various employment uses and have area specific policies, but some parts of the area will be incorporated into E3.
- E6 – Greycaine Road/Sandown Road – retain as employment allocation for B1, B2 and B8 uses but review boundary to exclude the Asda superstore site. The excluded area will be covered by the Dome Roundabout SPA.
- E7 – Central Area – both Clarendon Road and part of Upton Road will be incorporated into the town centre but only Clarendon Road is likely to retain an employment allocation, with a preference for B1a uses. This will also be covered by the town centre policies.

9.3.3 Policy EMP2 seeks to protect allocated employment areas, primarily for B class uses, whilst recognising that a broader mix of employment generating uses is appropriate in the Special Policy Areas, as set out in those policies.

9.3.4 The county council's Waste Site Allocations DPD identifies Watford's employment allocations as having potential to accommodate waste management uses. Any such uses would need to be compatible with other uses in the area.

Policy EMP 2

Employment Land

Employment allocations will be shown on the adopted policies map. The following factors will be considered when allocating employment sites:

- Strategic and local access;
- Quality of environment;
- Surrounding land uses;
- Level of market interest;
- Infrastructure requirements;
- Availability for employment use;
- Potential for alternative uses.

Special Policy Areas will accommodate a mix of employment generating and other uses as appropriate to each SPA. Other allocated areas should remain primarily in B1, B2 and B8 employment use, with the focus in Clarendon Road being on B1a office use.

The development management policies document will set out detailed criteria for considering exceptions to this but it will be relevant to consider whether:

- Monitoring has identified a surplus of B class employment space or replacement provision is proposed;
- The site is no longer viable and sustainable for B class employment use in the long term (even if redeveloped);
- The proposed use would provide a significant level of employment;
- The use is ancillary to and would support employment uses in the area by providing facilities for businesses and employees such as crèches, hotels and gym facilities where these are currently lacking;
- There would be a significant regeneration benefit from redevelopment;
- There is an identified need for the alternative use which cannot be met elsewhere and which outweighs the loss of employment;
- The use is compatible with existing employment uses.

9.4 Monitoring

9.4.1 Key targets for this chapter are:

- Job numbers**:** At least 7,000 additional jobs between 2006 and 2031.
- Job numbers by location (as set out above and in Policy SS1).
- Local skills: year on year improvement.
- Employment Land: the need for employment land will be kept under review by taking account of available information including the use of employment forecast updates.

9.4.2 Key Indicators are:

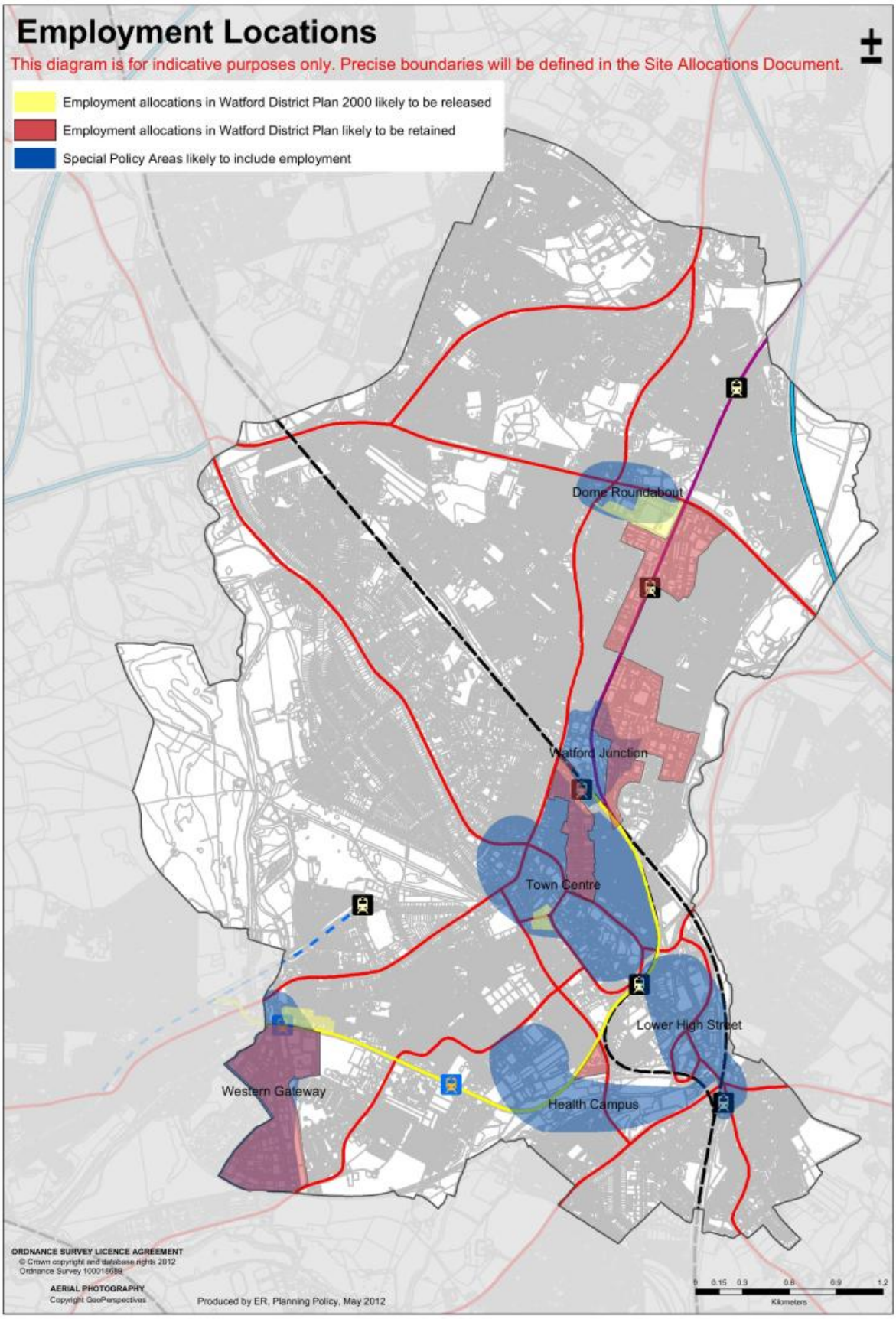
- Additional jobs since 2006.

9 Economic Development and Employment

- Qualifications of the working age population.
- Changes to the supply of employment land and floorspace, by type and location.

9.4.3 Full details of the individual indicators are set out in Appendix E Monitoring Framework and in Chapter 14.

Figure 8 Employment Locations



10 Transport

10.0.1 Watford is extremely well located with regard to the road, rail and airport infrastructure in the region. Watford is well served by these communication links including immediate proximity to the M1 and M25 motorways and the West Coast mainline.

10.0.2 However, the town suffers from high levels of congestion at peak times. Congestion can have negative effects on the economy, environment, health and quality of life and should therefore be addressed. It is, therefore, important that the Core Strategy adopts a realistic approach to reducing congestion in order to counter the negative impacts listed above. This is particularly important in the context of planning for the homes and jobs growth which is set out earlier in this Core Strategy.

10.0.3 Broadly there are three ways of reducing congestion:

- improve the road infrastructure;
- reduce the demand for road space; and
- improve the sustainable transport infrastructure.

10.0.4 Evidence for transport proposals and policies has largely derived from the Local Transport Plan and 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.

10.0.5 Additional transport modelling has been undertaken using the South West Herts Saturn model to support Watford and Three Rivers Local Plan preparation. This transport modelling showed that development on the strategic sites is not expected to result in any significant impact on the strategic and local transport network. All development proposals will be subject to the transport assessment requirements of Policy T4.

10.1 Transport Objective

10.1.1 Our overarching transport objective is to promote environmentally sustainable movement and to seek ways to reduce the overall need to travel by integrating land use planning and transportation planning. This will be achieved by:

- Seeking to improve infrastructure at key sites and within SPAs;

- Working to promote travel by means other than the private car and make the most efficient use of existing road space by making best use of intelligent transport systems, i.e. information and communications technology; and

- Working to create a resilient and reliable sustainable transport network across the town.

10.1.2 New development will be expected to contribute to achieving reductions in congestion by conforming to these objectives.

10.1.3 In addition, all significant new residential development should be located so as to discourage reliance on the private car as the main means of transport. In this regard, Chapter 7 on Town and Local Centres provides accessibility standards for the location of new development in relation to key facilities.

10.2 Transport Proposals

10.2.1 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 and deliver significant modal shift. These are the:

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

10.2.2 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

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

10.2.4 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.

10.2.5 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.

10.2.6 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. Transport modelling has shown that the Croxley Rail link has the potential to take at least 1.4 million car trips per annum off the road network once completed.

10.2.7 The scheme has the potential to be delivered by 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.

Watford Junction Interchange

10.2.8 The Watford Junction Interchange comprises the redevelopment of the town's mainline station to provide an improved transport interchange. This includes new road access from the M1 (via Colonial Way), a coach/bus interchange and improved station facilities. The accessibility of the station for pedestrians and cyclists would also be improved.

10.2.9 The interchange would lever a wider regeneration project that is referred to in the Watford Junction SPA. This would result in a significant number of new jobs and new homes being delivered on brownfield land.

10.2.10 These improvements would further enhance the value of existing nationally funded projects including the conversion of the Abbey Flyer to light rail and the National Station Improvement Programme. The National Station Improvement Programme aims to improve the passenger experience at key stations in the country. Watford Junction station is part of this programme and improvements to the station building and forecourt will be completed by April 2013.

10.2.11 The transport element of the interchange scheme could be delivered in 2014/15 at the earliest.

Conversion of Abbey Flyer from Heavy Rail to Light Rail

10.2.12 Hertfordshire County Council (HCC) and the Department for Transport (DfT) would like to increase the frequency of services on the local rail line between Watford Junction and St Albans Abbey stations (the 'Abbey Line'). The two organisations are currently working together to develop a scheme to enable this to happen.

10.2.13 The proposal is to convert the Abbey Line to light rail, which means that the line would run a tram-like service rather than traditional heavy rail. This will bring significant benefits to the travelling public; in particular a more frequent service and a timetable that is easier to remember. This is expected to take place in 2014.

10.3 Location of New Development

10.3.1 The spatial strategy sets out the special policy areas where in most cases major development is likely to occur. This ensures that major development proposals will be well located in relation to local transport nodes.

Policy T 2

Location of New Development

New development should be located in close proximity to sustainable transport nodes and local centres or the town centre where facilities can be accessed without the need to travel by private car.

To be considered accessible by bus services, sites should be within 400m of a bus stop where a frequent bus service operates. Frequent bus services are considered to be routes where roads are served by 5 or more journeys each way per day Monday to Saturday.

10.3.2 By locating new development in places that are in close proximity to sustainable transport nodes our aim is to create a sustainable town which people can live in, work in and visit without having to rely on the private car to get around.

10.3.3 Sustainable transport nodes are links to key pedestrian and cycle routes, train and tube stations and bus stops.

10.4 Accessibility

10.4.1 Accessibility is an important issue in the design of new development. Good accessibility helps to make the user experience better and contributes to the sustainable development of the town as a whole.

Policy T 3

Improving Accessibility

All development proposals will be required to provide access for people with disabilities and to be accessible by all forms of sustainable transport.

The following modal hierarchy will be applied:

i. Walking
ii. Cycling
iii. Public transport
iv. Cars and other road based vehicles

All development proposals should be accompanied by a Design and Access statement which demonstrates that they are fully accessible.

All development proposals will be expected to promote smarter travel choices and should be accompanied by a Green Travel Plan.

10.4.2 Development proposals will be expected to demonstrate that they have considered the needs of people with disabilities in their design.

10 Transport

10.4.3 Creating development that is accessible to all and by different modes of transport, especially walking and cycling but also by rail, bus and taxi, is essential to promoting sustainable development and reducing dependency on the car.

10.4.4 One of the transport objectives of the Core Strategy is to ensure that this sustainable travel network provides good and attractive links between new and existing development, and both neighbourhood centres and the town centre. For this reason accessibility of sites for pedestrians and cyclists will be considered first, before other forms of transport.

10.4.5 Good practice guidelines on Green Travel Plans can be found on the Department for Transport website[(xii)].

10.4.6 Promoting sustainable modes of transport such as cycling and walking will also improve the overall environment within the town whilst providing health benefits to residents and visitors to the town.

10.5 Transport Assessments

10.5.1 So that the local planning authority can evaluate the impact of a new development on the transport network, all significant developments will be expected to be accompanied by a transport assessment. Current DfT guidance on transport assessment (March 2007) provides indicative thresholds for transport assessments based on size and scale of land use and should be read in conjunction with Policy T4.

Policy T 4

Transport Assessments

Proposals for new developments will be required to be accompanied by either a transport assessment or a transport statement in accordance with the most recent DfT guidance and in consultation with Hertfordshire Highways as the Highways Authority, and the Highways Agency as the Strategic Highways Authority, where appropriate. Appropriate works and/or contributions towards necessary works to enable the development to be suitably accessed will be required.

These works and/or contributions will cover all appropriate modes of transport, will seek to mitigate impacts on the transport network and will seek to improve the accessibility of the site by sustainable modes of transport.

10.5.2 Watford suffers from traffic congestion at peak times. It is essential that new development does not worsen existing traffic conditions.

10.6 Providing New Infrastructure

10.6.1 New development will be expected to improve the existing transport infrastructure. In order to promote modal change from car use it is essential that a resilient sustainable transport network exists.

xii http://www.dft.gov.uk/sustainable/travelplans/tpp/goodpractice-summary.pdf

Policy T 5

Providing New Infrastructure

New development will be expected to provide improved links with neighbourhood centres and the town centre by contributing to a sustainable transport network. This will be achieved either by the provision of financial contributions or physical works.

Contributions will be sought to enable key transport infrastructure schemes that are planned for Watford. These include, but shall not be limited to:

- Croxley Rail Link
- Watford Junction Interchange
- Intelligent Transport Systems Strategy

In addition, contributions will be sought to improve the borough's sustainable transport network in conjunction with the delivery of the South West Herts Transportation Strategy (2008) and any subsequent review.

10.6.2 In order to promote modal change it is essential that a resilient sustainable transport network exists. Watford already has a good sustainable travel network but there is room for improvement. This includes provision for:

- Cycling
- Walking
- Public transport: bus and rail
- Taxis

10.6.3 Significant improvements to the sustainable travel network can be achieved through careful planning and allowing appropriate new development.

10.6.4 Promoting sustainable modes of transport such as cycling and walking will also improve the overall environment within the town whilst providing health benefits to residents and visitors to the town.

10.6.5 Hertfordshire County Council's Intelligent Transport Systems (ITS) Strategy looks at ways of improving road capacity through demand management and traveller information.

10.6.6 The deployment of integrated ITS in Hertfordshire will be staged in a manageable and constructive manner, and Hertfordshire Highways will primarily develop ITS in key urban areas in order to realise the benefits of all work packages recommended in the ITS strategy.

10.6.7 The first urban area for deployment will be Watford. Watford has a population of approximately 85,000 people and is considered to be an urban area in much need of successful ITS operations. The ultimate goal for Hertfordshire Highways will be to provide 'consistent journey times' and this is the key objective in Watford. ITS projects for 2010/11 were strategic Variable Message Signs and car park management systems, CCTV (Closed Circuit Television), urban traffic monitoring, Automatic Number Plate Recognition for journey time data and upgrades and improvements to key signalised junctions.

10.6.8 The council would also support any other new infrastructure schemes that come forward in the plan period that would have an overall benefit to Watford and would alleviate current transport pressures.

10.6.9 The council supports the provision of a link between Tolpits Lane and Caxton Way and this will be further investigated as part of the delivery of the Western Gateway SPA improvements.

10.7 Car Parking Strategy

10.7.1 As part of the development management policies document, the council will revise its current parking strategy. The strategy will comprise:

- Restricting the amount of car parking which is part of new development;
- Reviewing public car parking charges;
- Restricting on-street parking through the use of Controlled Parking Zones; and
- Investigating the possibility of using out of centre car parks to provide mini-park and ride sites.

11 Infrastructure Delivery

11.1 Introduction

11.1.1 The maintenance and enhancement of existing infrastructure, and the provision of new infrastructure, is required to support the vision for growth and change set out in this Core Strategy. This will ensure that both existing and new residents, and visitors, are able to access the services that they require without undue inconvenience or needing to travel long distances. This will help to further increase the sustainability credentials of the borough.

11.2 Infrastructure Need

11.2.1 The Infrastructure Delivery Plan (IDP) supports the infrastructure issues set out in this section of the Core Strategy. The IDP was informed by the Hertfordshire Infrastructure and Investment Strategy (HIIS) completed by the county council and all 10 Hertfordshire districts in 2009. The HIIS started the process of investigating the infrastructure needs across Hertfordshire, and is therefore also part of the Local Plan evidence base.

11.2.2 The IDP considers the infrastructure improvements that are needed to support the planned increase in new homes, business premises and other facilities arising from the population and job growth in the borough up to 2031. Infrastructure is provided by both public and private bodies and includes:

- Social infrastructure – this includes schools, healthcare, community, leisure and cultural facilities, places of worship and emergency services, including fire and police.
- Physical infrastructure – this includes roads, footpaths, cycleways, water provision/treatment, sewerage, flood prevention and drainage, waste disposal, electricity, gas and electronic communications networks (including telecommunications and high speed broadband).
- Green Infrastructure – this includes open spaces, recreation facilities, woodlands, trees, green corridors, wildlife corridors and landscape features.

11.2.3 The IDP includes an infrastructure delivery schedule; the intention is to update the IDP and infrastructure delivery schedule on a regular basis to inform the production of future Local Plan documents. Part 2 of the Local Plan will also draw on the findings of the IDP.

11.2.4 The main conclusions of the IDP include the need to provide new infrastructure for schools, health care facilities, transportation, green infrastructure and additional cemetery capacity over the plan period.

11.2.5 Planning for infrastructure is an ongoing process requiring close collaboration with the infrastructure providers, and in-depth discussions with developers during the pre-application and application stages.

11.2.6 There will be a need for ongoing dialogue with the county council and neighbouring authorities regarding strategic level infrastructure provision. Strategic level infrastructure provision will also be a role for Hertfordshire's Local Enterprise Partnership.

11 Infrastructure Delivery

Primary schools

11.2.7 The county council is the lead authority for school planning, and has identified that in the wider Watford area there is a need for 2 to 4 additional primary schools (or 10 to 11 form entry classes [xiii](FE)) over the lifetime of this plan. This is largely a result of the planned housing growth on strategic sites in central and west Watford, and individual sites in other areas. It is also related to recent increases in fertility rates.

11.2.8 In west Watford feasibility work undertaken by Hertfordshire County Council indicates that there is no potential to expand any of the remaining primary schools.

11.2.9 Therefore, strategic sites such as at Ascot Road, Watford Junction and the Health Campus will need to provide for primary school places in their development proposals. This is expected to be via on site provision of new primary schools at Ascot Road and the Health Campus and on site, or in the vicinity of, Watford Junction.

Secondary schools

11.2.10 Based on current pupil forecasts, the county council recommends that two sites should 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 securing two sites within Three Rivers District. 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 consulted on preferred sites for allocation to meet secondary education needs in January/February 2012.

Children's Centres and Childcare

11.2.11 With regard to childcare there is a historic shortfall of facilities across the borough, in particular in the southern part of Watford. For an expected growth of 800 children aged 0-5 a children's centre should be provided.

Health and Community and Older People's Services

11.2.12 Health and Community Services (HCS), formerly known as Adult Care Services, are set out in the HCS plan 2009-2012, with specific targets for increasing Flexicare (Hertfordshire's version of extra care). Demographics suggest that there will be more demand for residential and nursing services in the private sector stemming from the number of home-owning older people that do not qualify for financial assistance from HCS.

11.2.13 Most of the SPA areas have good potential to deliver or to support the delivery of at least some of these infrastructure requirements, such as SPA2 and SPA3.

Water and Waste Water

11.2.14 In the delivery of projects, water and wastewater infrastructure upgrades may be required to avoid problems such as sewer flooding or low water pressure in new developments.

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xiii This equates to 1 FE of primary demand per 500 dwellings. 1FE is longitudinal and refers to 210 pupils i.e. seven year groups of 30 pupils

11.2.15 All proposals for major developments will be required to demonstrate that there is adequate capacity both on and off the site to serve the development whilst not leading to problems for existing users beyond existing infrastructure shortfalls/ deficits. Where there is a capacity problem, and no improvements are programmed by the current water companies that are likely to accommodate the additional infrastructure requirement, the developer will be required to fund appropriate improvements which must be completed prior to occupation of the development.

11.2.16 Additional sites might be assessed in Watford regarding sewerage network capacity and sewer flooding, such as all growth locations and trunk sewers and pumping stations near Maple Lodge Wastewater Treatment Works, considering the potential growth throughout the catchment. Developers will also need to be aware of Policy SD2 of the Core Strategy and requirements from the 'Technical Guidance to the National Planning Policy Framework', DCLG March 2012, such as not to increase the potential of flood risk on site and elsewhere, including for mixed sewers.

11.2.17 Thames Water Utilities (TWU) plan their infrastructure upgrades and project applications in 5 year periods with capital bids typically 5 years in advance.

Minerals and Waste

11.2.18 The Orphanage Way rail aggregates depot, including land approximately 250m around it, is classified as a railhead minerals consultation area in the county council's Minerals Consultation Area SPD 2008. Therefore planning applications for redevelopment of the site would need to demonstrate that the aggregates depot can be accommodated within the proposal, or on an alternative site, and should include full consideration of its operational and environmental constraints. Alternatively it may be demonstrated that the site is no longer viable, which would be subject to the consultation procedures set out in the Minerals SPD.

11.2.19 The county council as waste planning authority has identified a number of employment land allocations that may have potential for future waste uses, and an area of search for future waste management facilities for Watford in the Hertfordshire Waste Core Strategy and Development Management Policies DPD.

11.3 Planning Obligations

11.3.1 Whilst some infrastructure is funded directly by both public and private organisations, much is only needed as a result of the impact of new development. To ensure that the burden of providing the additional infrastructure that is needed does not fall on existing communities, planning authorities are able to seek appropriate funding for this infrastructure from developers via planning obligations (or Section 106 agreements) negotiated in the context of planning applications. The government's policy on planning obligations is set out in the NPPF, paragraphs 203 to 206, which provides guidelines on their use.

11.3.2 The council currently negotiates with developers their contribution towards local infrastructure provision as part of their development proposals. This includes site specific infrastructure such as affordable housing, open space, children's play space and water supply improvements. It is normally the duty of developers to provide for such infrastructure at their own cost. Section 106 agreements can also include contributions to off-site infrastructure provision where it is not possible or is inappropriate to provide this on-site.

11.3.3 Hertfordshire County Council is also responsible for negotiating planning obligations from developers including transport, education, libraries, youth and childcare facilities, fire and rescue services and adult care facilities and any other issues that are relevant to the proposed development.

11.3.4 The council recognises the need to review their planning obligations guidance to consider the inclusion of contributions from commercial development and possibly for a wider range of facilities from residential development. The new guidance on planning obligations is likely to emerge in the context of the change in legislation towards the use of the Community Infrastructure Levy (CIL) as a key source of financial contribution towards local and strategic infrastructure provision.

11.4 Infrastructure Policy

11.4.1 The policy approach set out below addresses the council's broad approach to infrastructure provision and planning obligations. 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.

Policy INF 1

Infrastructure Delivery and Planning Obligations

Sustainable Infrastructure Delivery

Infrastructure provision in Watford will reflect the council's priorities for infrastructure set out in the Infrastructure Delivery Plan. The council will use pre-application discussions and the site allocations document to focus infrastructure delivery on the following:

- new school capacity;
- new hospital and other health care facilities;
- new transport infrastructure to support major regeneration initiatives and green travel;
- new and enhanced green infrastructure;
- new water and sewerage infrastructure capacity;
- new cemetery capacity; and
- other localised deficits of necessary social infrastructure identified from time to time in the IDP.

With regard to utilities and communications infrastructure, the council will work with providers and developers to ensure sufficient capacity and design to meet the anticipated increase in demand from new development. The council will support in principle the inclusion of energy provision in new and more sustainable ways within development proposals, including the use of communal or district heating systems.

Public and private sector infrastructure providers should work closely with the council in order to maximise the delivery of local infrastructure needs. The council will refresh the IDP on a regular basis, and this will require the cooperation and involvement of infrastructure providers.

The council will work positively with neighbouring authorities and Hertfordshire County Council on infrastructure issues including the introduction of the Community Infrastructure Levy (CIL). The council is committed to introducing the CIL by April 2014 by bringing forward a charging schedule for the borough.

Planning Obligations

Until the introduction of CIL, the council will continue to use planning obligations under Section 106A & B of the Town and Country Planning Act 1990 to ensure that developer contributions towards necessary infrastructure are maximised. Development proposals must:

- Meet the reasonable cost of new infrastructure made necessary by the increased demand arising from development proposals, as set out in the standard charges or refined in subsequent policy documents;
- Make a positive contribution to safeguarding or creating sustainable communities;
- Offset any loss of amenity or resource through compensatory provision; and
- Meet ongoing maintenance costs where appropriate.

Details of the current S106 charges can be found in the council's guidance note on Planning Contributions for Residential Development.

11 Infrastructure Delivery

The introduction of CIL by April 2014 will ensure that the current Section 106 guidance is reviewed, and will ensure that the range and level of contributions towards our local infrastructure needs are kept up to date and maximised in the context of emerging CIL practice and guidance. This will include considering the potential for seeking contributions from new commercial development as well as the potential for increasing the contributions to infrastructure from new residential development. The council will require developers to pay a financial contribution towards the council's costs of administering and monitoring planning obligations and the CIL regime. S106 contributions will be sought, where required for the proposed development to proceed, for on-site and off-site infrastructure needs and affordable housing, in parallel with the new CIL regime.

Monitoring

11.4.2 Progress on infrastructure delivery in the borough will be considered on an annual basis through the authority's monitoring report.

12 Urban Design and Built Heritage

12.1 Urban Design

12.1.1 The National Planning Policy Framework puts good urban design at the centre of any strategy for delivering sustainable communities and high quality environments. At the heart of this approach is the need to respect and enhance local distinctiveness and character. There is also a requirement to protect the distinctiveness of the countryside/landscape character which is relevant to the urban fringe areas of Watford.

12.1.2 Detailed evidence on the spatial configuration of the borough has been provided by the Watford Character of the Area Study 2011, which provides a framework for guiding future development in a contextually responsive manner. The borough boundary of Watford is drawn tightly around the existing extent of the built up area; this means that there is little opportunity within Watford for development to take place beyond the existing extent of the built up area. As such, the Watford Character of the Area Study has identified areas where the overriding urban form is such that larger scale redevelopment of the area would be likely to facilitate the delivery of high quality urban form. Whilst these areas have a greater capacity to accommodate a larger scale of development than the rest of the borough, this is nevertheless contingent on development being delivered to a high standard of urban design. Key urban design methodologies have therefore helped to guide the wider vision of the Core Strategy and provide a policy rationale for delivering high quality development in both the opportunity areas and the rest of the borough.

Policy Objective

12.1.3 In the Sustainable Community Strategy, Watford has set itself the key challenges of creating a town with a high quality environment and a town to be proud of. Good quality urban design underwritten by the principles of sustainable development provides a coherent way of achieving this aspiration. The aim must be to ensure that all development takes proper care to respond to its surroundings, including existing buildings and the public realm, as well as ensuring integrated schemes that do not harm local amenity, but rather bring benefits to the area. Places need to be created where people can identify with their surroundings and have a sense of belonging.

12 Urban Design and Built Heritage

Policy UD 1

Delivering High Quality Design

In addition to the polices set out in the Sustainable Development Chapter (SD1, SD2 and SD3) all new development should adhere to the following set of design principles. Design and access statements should include an explanation of how the applicant has addressed these principles. All development should adhere to the Building Futures Guide.

- **Local character**: new development should respect and enhance the local character of the area in which it is located; details of the character of the built environment can be found in the Watford Character of the Area Study 2011;
- **Historic value**: new development should recognise and respond to features of historic value; safeguarding, understanding and promoting the historic environment (from historic buildings to strategic views);
- **Spatial relationships**: new development should provide a clear definition of public and private spaces through continuity of street frontages and enclosure of space;
- **Connectivity**: new development should make full use of the site's potential to connect with the surrounding area and maximise the potential for enhanced connectivity with strategic public transport networks;
- **Ease of movement:** new development should provide a clear definition of routes which connect places together and are easy and safe to move through - including putting people before traffic;
- **Legibility:** new development should provide a place through which it is easy to navigate; achieved through the provision of clear and convenient routes, clear building identity and the use of landmarks and intersections;
- **Flexibility:** new development should provide buildings and spaces which can adapt to changing social, technological and economic conditions;
- **Community safety:** new development should minimise the opportunities for crime and anti-social behaviour through design that creates safe and attractive places;
- **Inclusive design:** new development should provide for a range of different users, promote social inclusion and avoid designs which restrict access to particular user groups;
- **Quality of public realm:** new development should encourage public spaces, streets and other routes which are attractive, safe, uncluttered and function for all users;
- **Mixed use:** new development should encourage diversity in land uses to create sustainable local areas;
- **Sustainability:** new development should help create communities which are self sustaining in terms of their local needs and embody the principles of sustainable construction, water and energy efficiency and sustainable waste management;
- **Landscaping:** new development should secure appropriate levels of open space and planting schemes;
- **Biodiversity:** new development should respect and where appropriate enhance local biodiversity opportunities;
- **Urban fringe:** new development should use appropriate design measures to protect the character and distinctiveness of the urban fringe areas.

Design Framework

12.1.4 As well as producing specific design focused guidance for particular development areas, such as development briefs and design codes, the council is also in the process of providing a comprehensive design framework for new development in the borough. This programme includes a number of supplementary planning documents and studies that provide an evidence base for strategic planning.

12.1.5 The design framework programme will ultimately include the Residential Design Guide, Shopfront Design Guide, Watford Character of the Area Study, Town Centre Design Guide, Public Realm and Car Parking Design Guide and Design modules in Building Futures: A Hertfordshire Guide to Promoting Sustainability in Development. These will be adopted as supplementary planning documents when they have been finalised.

12.2 Built Heritage

12.2.1 Watford contains a significant number of valuable heritage assets which reflect the historic development of the town. These historic buildings, urban areas and landscapes provide valuable evidence of the borough's social and economic history, and contribute to its special character. As well as providing an important social function through the preservation of linkages with the past, well managed heritage assets provide a valuable resource for delivering sustainable economic growth – through tourism, heritage led regeneration and the higher land values associated with design excellence.

Policy Objective

12.2.2 The importance of protecting the historic environment is recognised in national and regional planning policy, and is also reflected in the Sustainable Community Strategy for Watford, which has a key objective of a town with a high-quality environment. The vision of the Core Strategy places emphasis on the need for plan led development, with an understanding of the need to protect the existing heritage of the town. Accordingly, the policy approach seeks to ensure that all the borough's heritage assets are safeguarded for the future and, where possible, enhanced.

12.2.3 The council has an ongoing Urban Conservation Strategy, which includes comprehensive documents on both the overarching historic environment character zones, which cover the entire borough, as well as the various different types of local heritage assets, such as conservation areas and statutory and locally listed buildings. In addition, the council will use the development brief and planning application processes to ensure an appropriate standard of development takes place in the borough.

Policy UD 2

Built Heritage Conservation

The council will ensure that the borough's historic environment is identified, conserved, and, where appropriate, enhanced. This will include conservation areas, listed buildings, locally listed buildings, scheduled ancient monuments, archaeological remains and registered parks and gardens, and their settings.

12 Urban Design and Built Heritage

Historic Assets

12.2.4 Watford has a significant number of historic assets, including: 8 conservation areas, 94 nationally listed buildings, 240 locally listed buildings, 1 registered park, and a number of areas with archaeological potential. Detailed information on the characteristics of these heritage assets is provided in a series of appraisal documents. These include a register of nationally listed buildings, a register of locally listed buildings and conservation area character appraisals for the conservation areas and the Extensive Urban Survey: Archaeology. A Conservation Areas Management Plan will be produced in 2012/13.

Monitoring

12.2.5 **UD1:** The quality of new development will be monitored by assessing schemes over 10 units using the 'Building For Life' criteria; this will done through a program of pre and post development evaluation on an annual basis.

12.2.6 **UD2:** This policy will be monitored through:

- the annual Heritage at Risk Register, which is carried out by English Heritage and covers conservation areas, Grade I and II* listed buildings, registered parks and gardens; this will allow a basic annual assessment of the state of historic assets in the borough including loss of any assets through demolition.
- the Buildings at Risk Update, which covers statutorily listed buildings and is undertaken every five years by Watford Borough Council and allows the monitoring of the number of buildings on the Register and change over time;
- periodic reviews of the register of locally listed buildings on a rolling five yearly basis by Watford Borough Council;
- progress towards completion of the Conservation Area Appraisals and then assessment of the management plan and review programme.
- the Conservation Areas Management Plan will provide an additional framework for providing more refined targets and monitoring regimes for heritage assets which will be set out within the document.

13 Green Infrastructure, Sport and Recreation

13.1 Green Infrastructure

13.1.1 Green Infrastructure refers to a network of multifunctional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities. It provides landscape, wildlife, recreation, sport and cultural experiences and can play a key role in adapting to and mitigating climate change.

13.1.2 The Natural Environment White Paper (Defra, June 2011) focuses on improving and protecting our natural environment, growing a green economy and reconnecting people and nature. 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. Key Green Infrastructure projects are identified through the Hertfordshire Strategic Green Infrastructure Plan (Landuse Consultants, March 2011), the Watford Green Infrastructure Plan (Landuse Consultants, March 2011), the Open Space Study (PPG17) (WBC, May 2010), the Watford Sports Facilities Study (March 2012), the Sports Development Framework (2010) and the Green Travel Plan (regularly updated). These will be fed into the CIL charging schedule and Infrastructure Delivery Plan.

1. The Hertfordshire Strategic Green Infrastructure Plan

13.1.3 An overarching Green Infrastructure plan is important for health and quality of life. Creating or promoting a series of links between settlements and providing a green infrastructure network has key health and quality of life benefits. An increased sense of place, context and local distinctiveness can be provided by green infrastructure through recognition, conservation and enhancement of the key assets.

13.1.4 The Hertfordshire Strategic Highlights Green Infrastructure Plan (SHIP) seeks to address the need for links and connections and looks at ways to influence sustainable living modes and transport choices. The SHIP considers proposals from the Hertfordshire District GI Plans (which have been undertaken in parallel) where there is cross-boundary action required.

13.1.5 The vision for GI in Hertfordshire focuses on recognising the green infrastructure already present within the county then seeking to enhance and improve it. In particular the study recognises: the varied landscapes of the county; the importance of the river valleys, including making 'space for water' [xiv] and the links they provide; improving accessibility and connections along the river valleys.

13.1.6 The priority is for an appropriate balance between community, access, recreation and biodiversity interests, ensuring that these co exist rather than conflict, and enhancing strategic links to GI assets and across county boundaries.

13.1.7 10 projects are identified in the SHIP. Six are of particular relevance to Watford:

xiv Space for water: neutralising river courses to reduce the potential for flooding in the County and aid creation of additional recreational waterspaces

13 Green Infrastructure, Sport and Recreation

- Grand Union Canal, Colne Valley and Regional Park Enhancements - Recognising the importance of the Grand Union Canal and Colne Valley as strategic GI assets. Addressing barriers to access by providing new links and space for movement and healthy recreation.
- Woodland Arc - Recognising the value of woodlands as a multi functional & strategic GI asset. Providing linked 'living landscapes' to enhace resilience to climate change and provide an alternative semi natural greenspace.
- Urban GI Heritage - Recognising & conserving the significant planned urban green infrastructure heritage asset, seeking to enhance functionality & improve quality of life in densely developed urban environments.
- River Valleys and Corridors - Living Landscapes: Seeking to enhance/contribute to ecological quality, responding to water management, flood risk & abstraction pressures (making space for water), enhancing landscape & habitat connectivity. Creation of enhanced wetlands at river pinch points.
- Reconnect - Reconnection of rights of way that have been severed by major barriers to the movement of people & wildlife (e.g. by rivers, canals & dual carriageways.)
- Green Infrastructure Interactive Map Project - Development of interactive mapping to promote the GI resource, providing electronic information on GI assets and routes to users.

2. The Watford Green Infrastructure Plan (GIP)

13.1.8 The vision for Watford is to: conserve and enhance waterways, parks, and links between assets; improve and create green travel links, urban greening (tree networks) and water management; recognise and value allotments, heritage, integrated GI for people and wildlife and the significance of urban greening even on a small scale.

13.1.9 Projects identified in the Green Infrastructure Plan (GIP) for Watford are:

1. Cassiobury Park Enhancement
2. Whippendell Woods Enhancement
3. Grand Union Canal Enhancement
4. Colne Valley Wetland Enhancement
5. Urban Greening and Legibility for Watford
6. Joint working on the Green Herts interactive map project

13.1.10 The Watford Green Infrastructure Plan summarises the need, supply and opportunity for green infrastructure in Watford. The borough has the highest provision of Accessible Natural Greenspace (ANG) within the county (mapping June 2010) mainly due to the presence of Cassiobury Park. The projects above identify opportunities for improvement.

13.1.11 Watford has experienced considerable population growth in recent years which is set to continue over the plan period. The council wants to ensure that the borough's historic landscapes, open space and major watercourses are protected as they are fundamental to the character and heritage of the borough and contribute to the residents' quality of life.

3. Local Projects supporting the SHIP and GIP

13.1.12 Watford has 33 wildlife sites covering 260Ha[(xv)] including sites managed in whole or in part for their biodiversity and Local Nature Reserve (LNR) status. WBC is also responsible for managing Whippendell Wood a Site of Special Scientific Interest (SSSI) on the borough boundary. Other significant open spaces include the Grand Union Canal, River Gade, River Colne and the gardens of Cheslyn House.

13.1.13 Local priorities include:

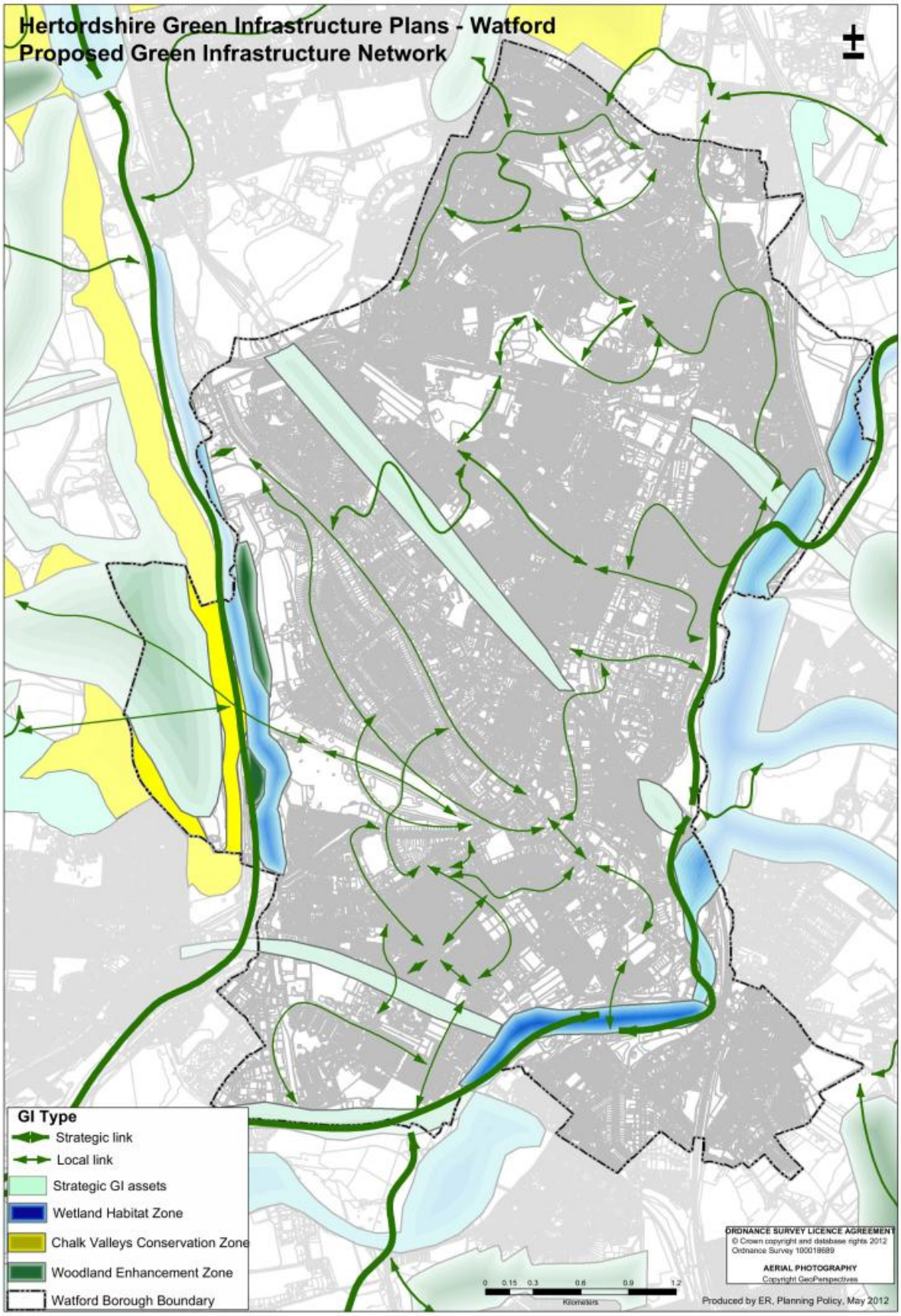
- Wetland enhancement and sustainable water management in the Gade and Colne Valleys.
- Increased green connectivity for people and wildlife, creating enhanced links to existing GI assets, including lateral links across town. Sustainable transport, routes and easy crossing points can reduce pressure on busy sites by allowing easy access to some of the less popular sites.
- Nature conservation and proactive management to conserve, enhance and link biodiversity assets.
- Enhancing a sense of place and local distinctiveness created by greenspaces.
- Open space and play area upgrades.
- Conservation and enhancement of the key assets of the chalk landscape valleys, river valleys, canal and woodlands and the formal green infrastructure associated with Cassiobury Park.
- Urban greening, enhanced functionality of urban greenspaces and improved links to proposed developments such as Watford's Health Campus providing better access to the Colne Valley.
- Development within the Watling Chase Community Forest should contribute to the objectives of the forest plan.

13.1.14 The council will work jointly with key partners, strategic stakeholders and landowners to deliver sustainable proposals and achieve an appropriate balance between community, access, recreation and biodiversity interests, ensuring these co-exist rather than conflict.

xv Hertfordshire Biological Records Centre November 2010

13 Green Infrastructure, Sport and Recreation

Figure 9 Proposed Green Infrastructure Network



13.1.15 Zones in the map at figure 9 indicate broad areas in which future small scale projects could contribute to the green infrastructure objectives. They do not relate to large scale or 'blanket' proposals. For example the Woodland Enhancement Zone does not indicate mass woodland planting, rather an area where woodland enhancement and linkage, of even small scale, is desirable or meets a range of functional criteria and would therefore be supported.

Policy GI 1

Green Infrastructure

The council will seek a net gain in the quality and quantity of green infrastructure, as well as recognising the benefits of green infrastructure already present and seeking to enhance and improve it.

Proposals should improve links between sites and not compromise the integrity of the green infrastructure network by causing fragmentation, damage to, or isolation of GI assets.

Priorities for green infrastructure focus on the projects identified in the Watford Green Infrastructure Plan:

1. Cassiobury Park Enhancement
2. Whippendell Woods Enhancement
3. Grand Union Canal Enhancement
4. Colne Valley Wetland Enhancement
5. Urban Greening and Legibility for Watford
6. Joint working on the Green Herts interactive map

The contribution a development makes to the green infrastructure network will be a key consideration when determining planning permission, new development should contribute to the delivery of new green infrastructure and the management of a linked network of enhanced open spaces and corridors. In some instances an improvement in the overall quality of green infrastructure may make it acceptable for minor open space loss, this will be examined on a case-by-case basis.

Development proposals should take account of the landscape character areas defined at county and regional level. Character areas are currently defined in the Hertfordshire Landscape Character Assessment 200-5. Typologies are defined in East of England Landscape Typology.

Monitoring

13.1.16 The change (in hectares) of total open space managed by Watford Borough Council will be monitored, as will the amount of eligible open space managed to Green Flag standards.

13.1.17 Qualitative analysis will be kept up to date through revised versions of the Open Space Study by WBC.

13 Green Infrastructure, Sport and Recreation

Delivery

13.1.18 The Green Infrastructure Plan and associated projects will feed into the Community Infrastructure Levy and Charging Schedule.

13.1.19 The council will plan for green infrastructure in partnership with neighbouring local authorities; Three Rivers, Hertsmere and St Albans; the county council and other Hertfordshire authorities, as well as relevant interest groups and stakeholders. The leisure and parks sections within the council will also be key to delivery.

13.2 Green Belt

13.2.1 National guidance attaches great importance to Green Belts and sets out their purposes in Paragraph 80 of the NPPF. The predominantly urban nature of Watford means that the protection of its surrounding Green Belt land is of particular importance. Most of Watford's green infrastructure assets are located within the Green Belt.

13.2.2 The Green Belt around Watford has proved successful at providing opportunities for access to open space as well as retaining an attractive landscape to preserve the character of Watford and prevent its merger with adjoining towns. Our approach is to retain the existing boundary while dealing with any boundary inconsistencies that have emerged since the production of the WDP2000 in the site allocations document.

Policy GI 2

Green Belt

The council will:

1. maintain the general extent of the metropolitan Green Belt in the borough.
2. encourage appropriate positive use of the Green Belt and measures to improve the environmental quality.
3. make minor revisions, to correct existing anomalies and create defensible green belt boundaries in the site allocations document and accompanying proposals map.

There will be a general presumption against inappropriate development in the Green Belt. Exceptions to this are defined in Paragraphs 89-91 of the NPPF.

13.3 Biodiversity

13.3.1 In order to conserve and enhance biodiversity, conservation management should broadly seek to reverse the loss of semi-natural habitat that is occurring across the UK. This should go beyond merely maintaining existing landscape features, and aim to enhance ecological networks through restoration and creation of habitats along with a programme to reduce fragmentation of habitats, involving improving linkages between sites, buffering of site boundaries and expansion of existing habitats. Communities should be made aware of their local environment and encouraged to participate in its conservation.

13.3.2 Local biodiversity information is contained in the Hertfordshire Biodiversity Action Plan (Hertfordshire Biodiversity Partnership, revised 2006)[xvi].

Policy GI 3

Biodiversity

Proposals must seek to conserve and enhance the unique natural landscape, biodiversity and habitat in and around the town, including the protection of County Wildlife Sites and the appropriate management and expansion of wildlife corridors, such as along water courses and railway lines.

Proposals for new development should protect, maintain and enhance the quality of biodiversity habitat and improve access to important biodiversity areas in Watford and the surrounding area, in particular in Key Biodiversity Areas - identified in the Hertfordshire Biodiversity Action Plan. This includes Whippendell Woods, Bricket Wood/Moor Mill and the Colne Valley.

Development on or affecting County Wildlife Sites should be avoided. If developments on, adjacent to, or otherwise affecting County Wildlife Sites are permitted, adequate measures for mitigation and compensation of adverse impacts must be secured, and enhancements for biodiversity sought.

Where appropriate proposals which contribute to the following will be favoured:

- Enhancement of County Wildlife Sites and other green infrastructure assets, including through better management for biodiversity.
- Improved links between County Wildlife Sites and other important ecological areas identified or endorsed by the Local Nature Partnership, in particular within Key Biodiversity Areas, to provide opportunities for biodiversity gain, by linking habitats to reduce fragmentation and creating corridors allowing response to climate change.
- Improved quality of urban areas with planting and appropriate management regimes to improve wildlife habitats.
- Consideration of indirect impacts of development on habitats – disturbance and pollution through light, noise or air particles.

The council will support the designation, management and protection of biodiversity including national designations (SSSIs), locally important Nature Reserves (LNRs) and County Wildlife Sites (CWS) and local priority habitats and species as identified in the Hertfordshire Biodiversity Action Plan.

National and local Biodiversity Action Plans will be supported through the conservation and management of important species and habitats by protecting designated sites and maximising opportunities.

Monitoring

13.3.3 The council will monitor any change in areas of biodiversity importance – including Local Nature Reserves and County Wildlife sites.

xvi http://www.hef.org.uk/nature/biodiversity_vision/index.htm

13 Green Infrastructure, Sport and Recreation

Delivery

13.3.4 Local communities and individuals have a significant contribution to make to conserving nature at the neighbourhood level. Volunteers and volunteer groups will be encouraged to become actively involved in conserving their local environment. Voluntary conservation groups (such as Friends groups) which contribute to biodiversity conservation in Watford will be supported in their work.

13.4 Sports and Recreation

13.4.1 The council's vision is to have a town where participation in sport increases for everyone and there is a thriving and vibrant sporting infrastructure. The council's Sports Development Framework (SDF) 2011-14 sets out how this will be achieved.

13.4.2 The SDF is very much about encouraging newcomers and people back into sport overall; increasing participation in sport; and helping people, partners and sports clubs where we can.

13.4.3 The SDF is not about investing and/or developing Olympic size venues or about developing excellence, which is being left to others including the national governing bodies of sport which invest heavily in this area. The SDF is based on evidence and research of need relating to Watford and is supported by additional research and data in the Sports Facilities Strategy 2012 (SFS). The SFS makes a series of recommendations which largely involve a strategy for the consolidation and improvement of sports facilities to create strategic pitch sites.

13.4.4 The council believes that sport is a tool for stimulating national pride and community spirit; for enhancing economic development; improving the health of the nation; reducing levels of crime; and promoting regeneration. Whilst the council is unlikely to be able to do all this locally, we can focus our efforts on enhancing the quality of life, health and well being of the local community.

13.4.5 Watford has over 200 voluntary sports clubs in the town, which provides a wide range of sporting opportunities for Watford. The parks and open spaces in Watford provide a range of facilities and pitches for team games, walking, cycling and jogging. This includes facilities for football, cricket, swimming, bowling, athletics and many others. Furthermore Watford has two state of the art sports centres at Woodside to the north of the town, and at the Central Leisure Centre near the town centre.

Policy GI 4

Sport and Recreation

The council will work in partnership with local sports clubs and sports organisations to:

1. Increase community participation in physical activity and sport to contribute towards a healthy town for Watford residents.

In particular, the council's aim is to work in partnership to increase participation in the following groups: women, children and young people, 55 plus, people with disabilities and black and minority ethnic communities.

2. Develop capacity within the local sporting infrastructure, particularly around clubs, coaches and volunteers, to improve sporting opportunities.

In particular, the council's aim is to support local voluntary clubs to improve their ability, and to deliver through coach and volunteer development, supporting club accreditation and promoting / raising the profile of voluntary sports clubs.

3. The council will consolidate and improve its sports facilities across the borough. The Sports Facilities Strategy and the evidence base that underpins it will inform decisions for development proposals concerning sports facilities.

Full account will be taken of these priorities and supporting aims when considering planning proposals for physical activity and sporting infrastructure.

Monitoring

13.4.6 Monitoring will be in line with the objectives in the Sports Development Framework and the Sports Facilities Strategy.

Delivery

13.4.7 The Sports Development Framework, Sports Facilities Strategy and associated projects will feed into the Community Infrastructure Levy and Charging Schedule.

14 Monitoring and Delivery

14.1 Monitoring

14.1.1 Regular monitoring and review are key aspects of the strategic planning system. Previous guidance on local plan monitoring, including a standard set of indicators, was withdrawn by the government on the 30 March 2011, leaving it to each council to decide which indicators to include in their monitoring reports, while ensuring that they are prepared in accordance with relevant legislation and at least once every 12 months; they should become known as Authorities' Monitoring Reports rather than Annual Monitoring Reports. The Town and Country Planning (Local Planning) (England) Regulations 2012 came into force on 6th April 2012, stating the minimum information which must be contained in a local planning authority's monitoring report (See Part 8, Paragraph 34).

14.1.2 This Core Strategy has where appropriate summarised the monitoring and delivery issues of that topic. Appendix E, Monitoring Framework, sets out in more detail the key targets and indicators that will be used to monitor delivery of the Core Strategy. The key sections of this Core Strategy are also assessed in the accompanying Sustainability Appraisal and the Equalities Impact Assessment.

14.1.3 Regular monitoring is necessary to ensure that the Core Strategy remains relevant and responds to the changing needs and circumstances locally, as well as the national planning policy position at any time. The authority's monitoring report, with regard to the relevant monitoring period, will:

- Provide an update on the local development scheme, including the timetable contained therein and the stage each local development plan document has reached, stating reasons for any alteration from the timetable
- Monitor the release of land and the provision of housing, employment and other uses
- Report on progress on policies in the Core Strategy and highlight the need for action where policies and targets are not being met
- Highlight any unintended significant effects of development
- Supply information on any neighbourhood development order or neighbourhood development plan made
- Indicate how infrastructure providers have performed against the Infrastructure Delivery Plan
- Provide information on any action resulting from co-operation between the council and another local planning authority, county council or any other relevant body; and
- Indicate how development has responded to the design and sustainable development policies.

14.2 Joint Working and Delivery

14.2.1 To ensure effective and timely delivery of the Core Strategy and compliance with the Duty to Cooperate, the council will work with other stakeholders including (but not limited to):

- One Watford, the Local Strategic Partnership;
- Local and regional infrastructure providers;

- Our immediate neighbours - Three Rivers District Council, Hertsmere District Council and St Albans District Council;
- All other Hertfordshire councils;
- The county council including in its capacity as the Highways Authority and Minerals and Waste Authority
- the Local Enterprise Partnership
- Watford Community Housing Trust and other registered housing providers;
- Developers, landowners and their consultants;
- The Homes and Communities Agency; and
- The Highways Agency

14.2.2 In the interest of sustainable development all development proposals will be considered against the Local Plan in its entirety.

14.3 Review of the Core Strategy

14.3.1 This Core Strategy is intended to be a robust document, suitable for setting the direction of development locally for the next 20 years. The Core Strategy will form the basis for Part 2 of the Local Plan.

14.3.2 Nevertheless, changing conditions may be so significant as to require a review of the Core Strategy, for example because of significant changes to national planning policy or because delivery within the SPAs has not progressed in accordance with this Core Strategy. If applicable, this will be highlighted in the first instance in the authority's monitoring report.

Appendices

Appendix A Glossary

Accessibility	The ability of people to move round an area and to reach places and facilities, including elderly people, people with disabilities, those with children and those encumbered with luggage or shopping.
Accessible Natural Greenspace Standards (ANGSt)	Natural England recommend that everyone should have accessible natural greenspace, these standards specify maximum distances for people to travel to the natural environment.
Adopted Policies Map	Previously called the Proposals Map, this map illustrates the policies and proposals in the Local Plan.
Adoption	The final confirmation of a plan as a statutory document by the local planning authority.
Affordable Housing	Affordable housing includes social rented and intermediate housing, provided to specific eligible households whose needs are not meet by the market (defined in the National Planning Policy Framework). It does not include low-cost market housing.
Amenity / Residential Amenity	The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors.
Annual Business Inquiry (ABI)	Annual Business Inquiry - is an employer survey and provides the data which results in the figure for total number of jobs held by employees. Employee jobs excludes self-employed, government supported trainees and HM forces, so this count will be smaller than the total jobs figure, from which job density is calculated. The ABI records a job at the location of an employees' workplace (rather than at the location of the business's main office).
Authority's Monitoring Report (AMR)	A report by local planning authorities assessing Local Plan production progress and policy effectiveness.
Biodiversity	A measure of the number and range of species and their relative abundance in a community.
Biodiversity Action Plan (BAP)	Biodiversity Action Plan is a strategy prepared for the area aimed at conserving biological diversity. The Hertfordshire Biodiversity Action Plan: A 50 Year Vision identifies key biodiversity areas in Watford.
BREEAM	The Building Research Establishment (BRE) Environmental Assessment Method. It is the leading and most widely used environmental assessment method for non-residential buildings. It sets the standard for best practice in sustainable design.

A Glossary

Building Regulations	Set standards for design and construction which apply to most new buildings and many alterations to existing buildings in England and Wales.
Code for Sustainable Homes	A system of sustainable building standards for homes, expected to form the basis of the next revision to the Building Regulations.
Combined Heat and Power (CHP)	Combined heat & power (CHP) is the simultaneous generation of useable heat and power (usually electricity) in a single process. It is a form of decentralised energy technology and typically installed on-site, supplying customers with heat and power directly at the point of use.
Community Infrastructure Levy (CIL)	A levy on new developments to support infrastructure delivery. Introduced by the Planning Reform Bill published November 2007.
Community, Leisure and Cultural Facilities	These include, but are not limited to community centres, sports halls, theatres, public halls, doctors and dental surgeries, faith facilities, post offices, public houses, schools and local shops.
Comprehensive Spending Review	Spending reviews set firm and fixed three-year departmental expenditure limits and, through public service agreements (PSAs), define the outcomes the public can expect from these resources.
Conservation Area	An area designated under the Planning Act 1990 (Listed Buildings and Conservation) as being of special architectural or historic interest of which it is desirable to preserve and enhance.
Contaminated Land	Land which has been polluted or harmed in some way rendering it unfit for safe development and most practical uses.
Controlled Parking Zone (CPZ)	A CPZ is an area where parking is controlled. Some limited parking may be allowed for short time periods. In general the parking is restricted to residents and local businesses with permits. Times of the zone will be displayed on the zone entry signs, which will be present on all routes in the zone.
Density	In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
Developer Contributions	Contribution in the form of money, land or other means collected from developers to pay towards the cost of infrastructure.
Development Brief	Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.
Development Economics Study (DES)	A study that assesses the economic viability of land for housing within the borough taking account of risks to delivery and likely levels of finance available for affordable housing.

Development Management	Development management is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the council as the local planning authority, working closely with those proposing developments and other stakeholders, as it receives and considers the merits of planning applications and whether the developments proposed should be given permission.
Development Plan	The Development Plan is the statutory term for the policies against which applications for planning permission must be considered. A development plan document has to be independently tested by a government inspector and carries full weight in relation to planning applications.
DfT	Department for Transport, responsible for the maintenance of a transport system which balances the needs of the economy, the environment and society.
District Heating	Heating systems which distribute steam or hot water to a number of buildings across a district. Heat can be provided from variety of sources, including geothermal, combined heat and power (CHP) plants, waste heat from industry and purpose-built heating plants.
East of England Plan (EEP)	The Regional Spatial Strategy for the East of England. Part of Watford's development plan until it was revoked on 3rd Jan 2013.
Employment Land	Land allocated to industrial and business use.
Environmental Report	Forms part of the Strategic Environmental Assessment (SEA).
Evidence Base	A collective term for technical studies and background research that provides information on key aspects of social, economic and environmental characteristics of the borough. This enables the preparation of a sound Local Plan meeting the objectives of sustainable development.
Functional Floodplain	Land where water has to flow or be stored in times of flood.
Green Belt	Also known as the Metropolitan Green Belt - an area of land which has been specifically designated for long-term protection. It is a nationally important designation and exists to prevent urban sprawl by keeping land open and free from development.
Green Flag	The Green Flag Award® scheme is the benchmark national standard for parks and green spaces in the UK. Parks have to meet 8 strict criteria to qualify for accreditation.
Green Infrastructure (GI)	Green Infrastructure refers to networks of green spaces and natural features including open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees and natural heritage. It provides landscape, wildlife, recreation and

A Glossary

	cultural experiences and can play a key role in adapting to and mitigating climate change
HCC	Hertfordshire County Council.
Hectare	10,000 m2
Hertfordshire Building Futures Guide	Building Futures is an evolving web-based guide, designed to provide practical, user-friendly and up to date guidance on how to make development in Hertfordshire more sustainable and of a higher quality in design terms.
In-commuting and Out-commuting	Gross out-commuting is the number of people who live in a specified area and work outside the area. Gross in-commuting is the number of people who live outside a specified area and work in the area. Net commuting is the difference between the two gross figures. For example, in 2001, the gross in-commuting figure for Watford is 28,636; the gross out-commuting figure is 20,912 and the net in-commuting figure is 7,724 (a positive figure for net in-commuting shows that more people travel from outside Watford to work in the area than the number of people who live in Watford and work outside its boundaries).
Infrastructure	Collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, affordable housing, health, sports, leisure and educational facilities, doctors surgeries, churches and open space.
Intelligent Transport Systems (ITS)	Intelligent Transport Systems (ITS) use the application of information technology to transport operations in order to reduce operating costs, improve safety and maximise the capacity of existing infrastructure.
Intermediate Affordable Housing	Includes housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy) and other low cost homes for sale, intermediate rent and affordable rent. Does not include affordable rented housing.
Jobs Density	The number of jobs per resident aged 16-64. For example, a job density of 1.0 would mean that there is one job for every resident aged 16-64. The total number of jobs is a workplace-based measure and comprises employee jobs, self-employed, government-supported trainees and HM forces. The number of residents aged 16-64 figures used to calculate job densities are based on the relevant mid-year population estimates.
Key Diagram	A diagram which illustrates the main strategic principles of the spatial strategy of the Local Plan. It is not site specific, unlike the adopted policies map.

Glossary A

Landmark	Building or structure which stands out from its background by virtue of its height, size or other aspect of design, usually used to mark a particular use or intersection and aid navigation of the area.
Listed Building - Statutory Listed Building	A building included on a list of buildings of architectural or historical interest compiled by the Secretary of State, under the Planning Act 1990.
Listed Building -Locally Listed Building	Watford borough contains a number of buildings that do not merit statutory listing under the Planning (Listed Buildings and Conservation Areas) Act 1990, but are of architectural and/or historic value. As part of the council's Urban Conservation Strategy, the council is of the view that the contribution that these buildings make to the history, character, streetscape and identity of Watford is worthy of protection. Therefore, for this reason, Buildings of Local Interest were identified and are now locally listed.
Local Enterprise Partnership (LEP)	Local enterprise partnerships are locally-owned partnerships between local authorities and businesses. They will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. They are also a key vehicle in delivering government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. Watford is part of the Hertfordshire LEP which covers the whole of Hertfordshire.
Local Nature Reserve (LNR)	A habitat of local or regional significance that makes a useful contribution both to nature conservation and to the opportunities for the community to see, learn about and enjoy wildlife.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.
Local Strategic Partnership (LSP)	An partnership that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life. Watford's LSP is called One Watford and is responsible for producing the Sustainable Community Strategy.
London Arc	The London Arc is a sub-region set out in the East of England Plan. It comprises the area in the East of England closest to and most strongly influenced by London. It includes the districts of Watford, Broxbourne, Dacorum, Hertsmere, St Albans, Three Rivers and Welwyn Hatfield in Hertfordshire, as well as Brentwood and Epping Forest in Essex.
ONS	Office for National Statistics - produces independent information to improve our understanding of the UK's economy and society.

A Glossary

Major development	Residential: a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses: a major development is one where the floorspace to be built is 1,000 square metres or more, or where the site area is 1 hectare or more.
National Planning Policy Framework (NPPF)	The NPPF sets out the government's planning policies for England. It provides a framework within which local councils can produce their own distinctive local plans which reflect the needs and priorities of their communities.
Planning Obligation	Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually under Section 106 of the Town and Country Planning Act 1990.
Planning Policy Statement (PPS)	These were government statements of national planning policy guidance. They were phased in to supersede PPGs (Planning Policy Guidance) and have since been superseded by the National Planning Policy Framework.
Previously Developed Land (PDL)	Land that is, or has been occupied by a permanent structure and associated fixed surface infrastructure.
Regional Spatial Strategy (RSS)	The overarching planning strategy for the region. In Watford this is the East of England Plan, revoked on 3rd Jan 2013.
Registered Providers (RPs)	Registered Providers are government funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria.
Section 106 (S106)	Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are used to support the provision of services and infrastructure.
Sequential Approach/ Sequential Test	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, town centres before out-of-centre and brownfield land before greenfield land.
Social Rented Housing	Includes rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime.

Statement of Community Involvement (SCI)	A document that sets out how the council will engage with the community in preparing and reviewing the Local Plan, and also in major planning application decisions. In effect it is the council's policy on planning consultation. A statement demonstrating how the local planning authority has complied with the Statement of Community Involvement is required for all Local Plan documents.
Strategic Environmental Assessment (SEA)	The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment' of certain plans and programmes, including those involving planning and land use. The assessment examines the potential impacts of policies and proposals on the environment, and includes proposals for the mitigation of these impacts.
Strategic Flood Risk Assessment (SFRA)	A study which assesses and maps all forms of flood risk from groundwater, surface water, sewer and river sources taking into account future climate change predictions.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing, over a fifteen year period.
Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which can inform Local Plan housing policies.
Supplementary Planning Document (SPD)	Provides additional guidance to support Local Plan policies.
Sustainability Appraisal (SA)	An assessment of the social, economic and environmental impacts of the policies and proposals contained within the Local Plan.
Sustainability Statement	A statement accompanying planning applications detailing sustainability measures within the application. Can be part of the Design and Access Statement.
Sustainable Community Strategy	A strategy prepared by the local strategic partnership to help deliver community aspirations.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS)	An approach to drainage which seeks to decrease the amount of surface runoff, decrease the velocity of surface runoff, or divert it for other useful purposes, thereby reducing the contribution it makes to sewer discharge and flooding.
Use Class	The Town and Country Planning (Use Classes) Order 1987 (as amended 2010) puts uses of land and buildings into various categories, planning permission not being required for changes

A Glossary

of use between certain use classes. Further detail is available at http://www.planningportal.gov.uk/permission/commonprojects/changeofuse/

WBC Watford Borough Council.

WDP 2000 Watford District Plan, published 2003. Will be replaced by the Local Plan.

Wenta A not-for-profit organisation providing business advice, business centre premises and training in Herts.

Windfall A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan.

Appendix B Relationship between Core Strategy Policies and Objectives, the One Watford Sustainable Community Strategy and Watford Borough Council's Corporate Objectives

The table below summarises how the Core Strategy contributes to delivery of the Sustainable Community Strategy and the Corporate Plan. It also shows the links between polices and the five strategic objectives set out in the Core Strategy.

Vision and Objectives of One Watford's Sustainable Community Strategy:

Vision: A town to be proud of, where people will always choose to live, work and visit.
The objectives are:

1. A well planned town with homes to suit all needs
2. A well informed community where everyone can contribute
3. A healthy town
4. A prosperous and educated town
5. A town that protects its environment and heritage
6. A safer town

Watford Borough Council Corporate Objectives:

A. Improve the health of the town and enhance its heritage
B. Enhance the town's "clean and green" environment
C. Enhance the town's sustainability
D. Enhance the town's economic prosperity and potential
E. Support individuals and the community
F. Secure an efficient and effective value for money council
G. Influence and partnership delivery

Core Strategy Objectives:

SO1. A family friendly town centre
SO2. Sustainable Neighbourhoods
SO3. Enhance Watford's regional economic and transportation role
SO4. Enhance Watford's regional health, recreational, educational, cultural and social role
SO5. Enhance Watford's environment, green infrastructure and heritage assets

B Relationship between Core Strategy Policies and Objectives, the One Watford Sustainable Community Strategy and Watford Borough Council's Corporate Objectives

Policy No	Title	Contributes to SCS Objective	Corporate Objective	Core Strategy Vision (V) and Strategic Objective (SO)
Vision	Vision of Watford in 2031	1,2,3,4,5,6	A,B,C,D	
SO1	A Family Friendly Town Centre	1,6	D	V
SO2	Sustainable Neighbourhoods	1,2,3	C	V
SO3	Enhance Watford's regional, economic and transportation role	1,4,5	C, D	V
SO4	Enhance Watford's regional health, recreational, educational, cultural and social role.	2,3,4	A,D,E	V
SO5	Enhance Watford's environment, green infrastructure and heritage assets.	5	B,C	V
SS1	Spatial Strategy	1,3,4,5,6	A,B,C,D	SO1,SO2,SO3,SO4, SO5, V
SPA1	Town Centre	1,4,6	A,B,D	SO1, SO4, V
SPA2	Watford Junction	1,4,5	C,D	SO3, V
SPA3	Health Campus	1,3	A,B,C,D,E	SO3, SO4, V
SPA4	Lower High Street	1,3,5	A,B	SO5
SPA5	Dome Roundabout	1,3,5,6	A,	SO5
SPA6	Western Gateway	1,4,5	D	SO2,SO3, V
IP1	Croxley Rail Link	1,3,4	A,C,D,G	SO3,V
IP2	Abbey Flyer	1,3,4	A,C,D,G	SO3,V
IP3	Watford Junction Interchange	1,3,4	A,C,D,G	SO3,V
SD1	Water	1,5	C	SO5,V
SD2	Climate Change	1,5	C	SO5,V
TLC1	Town Centre Development	1,4	C,D	SO1,SO2,SO3, V

Relationship between Core Strategy Policies and Objectives, the One Watford Sustainable Community Strategy and Watford Borough Council's Corporate Objectives B

Policy No	Title	Contributes to SCS Objective	Corporate Objective	Core Strategy Vision (V) and Strategic Objective (SO)
TLC2	Neighbourhood Centres	1,3,5	A,B,C,D,E	SO2, SO4,V
HS1	Housing Supply and Site Selection	1,3,5,6	A,B,C	SO2,SO5
HS2	Housing Mix	1,3,5	A,B,E	SO2,V
HS3	Affordable Housing	1	E	V
HS4	Gypsies and Travellers	1	E	V
EMP1	Economic Development	1,4	D	SO3, V
EMP2	Employment Land	1,3,4	D	SO3
T1	Regional Transport Node	1,5	C	SO3, V
T2	Location of New Development	1,3,5,6	A,C	SO2,V
T3	Improving Accessibility	1,3	A,B,C,E	SO2,SO3, V
T4	Transport Assessments	1,5	C	
T5	Providing New Infrastructure	1,3,4	A,C,D,G,F	SO3,V
INF1	Infrastructure Delivery and Planning Obligations	1,3,4,5	A,B,C,D,E,F,G	SO3,SO4,SO5,V
UD1	Delivering High Quality Design	1,5,6	A,B,C	SO1,SO2,SO5,V
UD2	Built Heritage Conservation	1,5	A	SO5,V
GI1	Green Infrastructure	1,3,5	A,B,C	V
GI2	Green Belt	5	B,C	SO5,V
GI3	Biodiversity	1,5	A,B,C	SO5
GI4	Sports and Recreation	3	A	SO4

Appendix C Evidence Base

List of Evidence and Related Documents relevant to the Core Strategy (Updated July 2012)

Table 9

Doc no.	Submission documents:	Date	Links to documents	Produced by
SUB 1	Core Strategy Pre-submission (Publication)	May-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy-pre-submission-consultation-may-2011.en	WBC
SUB 2	Schedule of Proposed Significant Changes (A)	Jan-00	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/schedule-a-proposed-significant-changes-to-the-watford-core-strategy.en	WBC
SUB 3	Schedule of Proposed Minor Changes (B)	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/schedule-b-proposed-minor-changes-to-the-watford-core-strategy.en	WBC
SUB 4	Core Strategy Significant Changes Consultation (Document marked up with changes in Schedules A and B)	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy-publication---significant-changes-consultation-november-2011.en	WBC
SUB 5	Schedule of Further Proposed Minor Changes (C)	Jan-12	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/schedule-of-further-proposed-minor-changes-c.en	WBC
	Addendum to Appendix 'C' above	Mar-12	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/addendum-to-appendix-c.en	WBC
SUB 6	Core Strategy Pre-submission -	May-11	http://www.watford.gov.uk/ccm/content/planning-and-development/statement-of-consultation.en	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
	Statement of Consultation (Reg 30 (d)			
SUB 7	Core Strategy Submission - Statement of Consultation (Reg 30 (e)	Jan-12	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy-submission---statement-of-consultation-reg-30-e.en	WBC
SUB 8	Sustainability Appraisal Report Revised Nov 2011 - non technical summary	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/sa-appraisal-for-the-core-strategy/sustainability-appraisal-report---non-technical-summary-nts.en	Halcrow / TRL
SUB 9	Sustainability Appraisal Report Revised Nov 2011	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/revised-sustainability-appraisal-for-the-core-strategy-significant-changes-consultation-nov-2011.en	Halcrow
SUB 10	Core Strategy Submission - Equalities Impact Assessment Nov 2011	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/equalities-impact-assessment-of-pre-submission-core-strategy-may-2011.en	WBC
SUB 11	Letter confiming Appropriate Assessment under Habitat's Directive is not required	May-11	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-appropriate-assessment-screening-for-the-core-strategy.en	Natural England
REP1	Copy of Representations - Publication Stage	May/June 2011	http://www.ldf.watford.gov.uk/portal/ldf/cs/csp?pointId=1685464	WBC
REP2	Copy of Representations - Significant Changes Consultation	Nov/Dec 2011	http://www.ldf.watford.gov.uk/portal/ldf/cs/cspsc?pointId=1907526#document-1907526	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
Supporting Documents: Evidence Base				
AMR 1-4	Annual Monitoring Reports 2008-2011	Mar 08 - 10	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-annual-monitoring-report-2011.en	WBC
Sustainable Development				
SD 1	Water Cycle Study (May 2010)	May-10	http://www.watford.gov.uk/ccm/content/planning-and-development/water-cycle-study---scoping-report.en	Hyder Consulting (UK) Limited
SD 2	Hertfordshire Renewable and Low Carbon Energy Technical Study (2010)	Jul-10	http://www.hertsdirect.org/services/envplan/plan/renewablelowcarbonstudy/	AECOM Limited
SD 3	Strategic Flood Risk Assessment (Halcrow, June 2007), updated 2012	May-12	http://www.watford.gov.uk/sfra	Halcrow
SD 4	Climate Change Strategic Framework for Hertfordshire		http://www.watford.gov.uk/ccm/content/planning-and-development/sustainable-development/climate-change-strategic-framework-for-hertfordshire.en	HCC
SD 5	Colne Catchment Abstraction Management Strategy (CAMS)	Dec-07	http://www.watford.gov.uk/ccm/content/planning-and-development/sustainable-development/colne-catchment-abstraction-management-strategy-cams---december-2007.en	Environment Agency
SD 6	Thames River Basin Management Plan	Dec-09	http://www.watford.gov.uk/ccm/content/planning-and-development/sustainable-development/thames-river-basin-management-plan-.en	Environment Agency
Town and Local centres				

Doc no.	Submission documents:	Date	Links to documents	Produced by
TLC 1	Watford Retail Study Supplementary Report	Nov-11	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/watford-retail-study-2010---supplementary-report.en	GVA Grimley
TLC 2	Watford Retail Study (GVA Grimley 2010)	Nov-10	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/watford-retail-study-november-2010-final.en	GVA Grimley
TLC 3	Watford Retail Study 2010 (Appendices) GVA Grimley	Nov-10	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/watford-retail-study-2010---appendices.en	GVA Grimley
TLC 4	Watford Retail Study 2005 (Supplementary Report) (CB Richard Ellis) 2007	Mar-07	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-retail-study-update-2007.en	CB Richard Ellis
TLC 5	Watford Retail Study (CB Richard Ellis, 2005	Nov-05	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-retail-study-2005-main-report.en	CB Richard Ellis & MVA
TLC 6	Town Centre Retail Provision -Evidence Base Technical Summary, WBC 2011	2011	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/town-centre-retail-provision-_-evidence-base-technical-summary/retail---town-centre-retail-technical-study-.en	WBC
TLC 7	Watford Town Centre Study (December 2005)	Dec-05	http://www.watford.gov.uk/ccm/content/planning-and-development/town-centre-study-%28december-05%29.en	WBC
TLC 8	Neighbourhood and Local Centres Technical Paper, WBC 2011	2011	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/neighbourhood-and-local-centre-technical-paper/neighbourhood-and-local-centres-technical-paper-may-2011.en	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
TLC 9	PPS4 Compliant Study looking at commercial leisure and hotels (GVA Grimley, September 2010)	Sep-10	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/compliant-assessment-pps4.en	GVA Grimley
TLC10	St Albans Road Study	Nov-05	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/st-albans-road-study-.en	GVA Grimley
TLC11	St Albans Road Study, Position statement	Mar-05	http://www.watford.gov.uk/ccm/content/planning-and-development/town-and-local-centres/st-albans-road-study---position-statement.en	GVA Grimley
TLC 12	A new Morrisons for Watford	May-12	http://www.watford.gov.uk/ccm/content/planning-and-development/a-new-morrisons-for-watford.en	Consultation stage
TLC 13	Improving the 'top of the town centre'	Jun-12	http://www.watford.gov.uk/ccm/content/strategic-services/press-releases/2012-06/improving-the-top-of-the-town-centre.en	Consultation stage
Housing				
HOU 1	Strategic Housing Land Availability Assessment (Tribal Urban Studio, October 2008, update April 2010)	Apr-10	http://www.watford.gov.uk/ccm/content/planning-and-development/housing-documents/shlaa/strategic-housing-land-availability-assessment-shlaa.en	Tribal Urban Studio
HOU 2	Stage 2 review of the SW Herts SHLAA - July 2010	Jul-10	http://www.watford.gov.uk/ccm/content/planning-and-development/housing-documents/shlaa/shlaa-stage-2-review-july-2010.en	WBC, TRDC & DBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
HOU 3	Strategic Housing Market Assessment (SHMA), ORS, April 2010 - Executive Summary	Apr-10	http://www.watford.gov.uk/ccm/content/planning-and-development/strategic-housing-market-assessment-shma---executive-summary-april-2010.en	All HCC Authorities and HCC
HOU 4	Strategic Housing Market Assessment (SHMA), ORS, April 2010 - Full Report	Apr-10	http://www.watford.gov.uk/ccm/content/planning-and-development/strategic-housing-market-assessment-shma-april-2010.en	All HCC Authorities and HCC
HOU 5	WBC Affordable Housing & Section 106 Viability Study (Development Economic Study -(August 2009))	Aug-09	http://www.watford.gov.uk/ccm/content/planning-and-development/housing-documents/development-economic-study-des.en	Three Dragons
HOU 6	Housing Numbers Report (October 2011)	Oct-11	http://www.watford.gov.uk/ccm/content/planning-and-development/housing-documents/housing-numbers-report---october-2011.en	WBC
HOU 7	Housing Numbers Report (September 2010)	Sep-10	http://www.watford.gov.uk/ccm/content/planning-and-development/housing-numbers-report-september-2010.en	WBC
Economic Development and Employment				
ECON 1	Economic Development and Employment Topic Paper (WBC, Dec 2010)	Dec-10	http://www.watford.gov.uk/ccm/content/planning-and-development/economic-development-and-employment/economic-development.en	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
ECON 2	WBC Employment Market Assessment (GVA Grimley, Nov 2010)	Nov-10	http://www.watford.gov.uk/ccm/content/planning-and-development/economic-development-and-employment/watford-employment-study---november-2010.en	GVA Grimley Ltd
ECON 3	Hertfordshire London Arc Jobs Growth and Employment Land Final Report, Executive Summary and Appendices (March 2009)	Mar-09	http://www.watford.gov.uk/ccm/content/planning-and-development/hertfordshire-london-arc-employment-study.en	Roger Tym and Partners
Transport				
TRAN 1	Transport Topic Paper	May-11	http://www.watford.gov.uk/ccm/content/planning-and-development/transport-documents/transport-topic-paper.en	WBC
TRAN 2	South West Herts Transport Modelling - Three Rivers & Watford LDF Technical Notes - December 2011	Dec-11	http://www.watford.gov.uk/ccm/content/planning-and-development/transport-documents/watford---three-rivers-transport-technical-papers-november-2011.en	Steer Davies Gleave
TRAN 3	South West Hertfordshire Transport Plan - Review and Action Plan (Nov 2008)	Nov-08	http://www.hertsdirect.org/infobase/docs/pdfstore/swhertsmain.pdf	Hertfordshire Highways
TRAN 4	Guidance on Transport Assessments	Mar-07	http://www.dft.gov.uk/publications/guidance-on-transport-assessment	DfT

Doc no.	Submission documents:	Date	Links to documents	Produced by
TRAN 5	Local Transport Plan 2011-2031 Volumes 1-3 and all the daughter documents	Apr-11	http://www.hertsdirect.org/services/transtreets/transplan/ltp/LTP3/ltp3docs/	Hertfordshire Highways
TRAN 6	Cycling Strategy	Feb-07	http://www.hertsdirect.org/infobase/docs/pdfstore/finalcyclingstrategy.pdf	HCC
TRAN 7	Watford Network Congestion Study	Feb-10	http://www.watford.gov.uk/ccm/content/planning-and-development/transport-documents/watford-network-congestion-study.en	Herts Highways
TRAN 8	Delivering a Sustainable Transport System (DaSTS, 2010);	Jun-10	http://www.eeda.org.uk/files/Developing_Transport_options_for_the_London_Arc_and_Thames_Gateway_final.pdf	Steer Davies Gleave
Infrastructure Delivery				
INF 1	Watford Infrastructure Delivery Plan	2010	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy-library-of-documents/infrastructure-delivery.en	WBC
INF2	Hertfordshire Infrastructure and Investment Strategy (HIIS) (November 2009)	Oct-09	http://www.hertsdirect.org/17314074/17314100/hisummaryreport.pdf	WBC
INF 3	Meeting the rising demand for school places (Hertfordshire County Council, 2010)	2010	http://www.hertsdirect.org/scholearn/aboutstatesch/risingdemand/	HCC

Doc no.	Submission documents:	Date	Links to documents	Produced by
Urban Design and Built Heritage				
DES 1	Residential Design Guide - Volumes 1 & 2	Nov-08	http://www.watford.gov.uk/ccm/content/planning-and-development/residential-design-guide.en	WBC
DES 2	Watford Character of Areas Study, WBC December, 2011	Dec-11	http://www.watford.gov.uk/ccm/content/planning-and-development/urban-design-and-built-heritage/watford-character-of-area-study-consultation-draft/watford-character-of-area-study-consultation-new.en	WBC
Green Infrastructure				
GI 1	WBC Sports Facilities Study	Mar-12	http://www.watford.gov.uk/ccm/content/planning-and-development/green-infrastructure/watford-sports-facilities-strategy.en	WBC
GI 2	Watford Borough Green Infrastructure Plan (Landuse Planning, March 2011)	Mar-11	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-council-green-infrastructure-plan-march-2011.en	WBC
GI 3	Watford Borough Green Infrastructure Plan Appendices (Landuse Planning, March 2011)	Mar-11	http://www.watford.gov.uk/ccm/content/planning-and-development/green-infrastructure-final-appendices.en	Land Use Consultant for WBC
GI 4	Open Spaces (PPG17) Study (WBC, May 2010)	May-10	http://www.watford.gov.uk/ccm/content/planning-and-development/green-infrastructure/watford-open-space-study-2010.en	WBC
GI 5	Hertfordshire Biodiversity Action Plan (Hertfordshire	Mar-06	http://www.hef.org.uk/nature/biodiversity_vision/index.htm	HBP

Doc no.	Submission documents:	Date	Links to documents	Produced by
	Biodiversity Partnership, March 2006)			
GI 6	Sports Development Framework 2011-2014	2011 - 2014	http://www.watford.gov.uk/ccm/content/planning-and-development/green-infrastructure/watford-sports-development-framework.en	WBC
Documents from previous stages of production				
PRE 1	Issues and Options Consultation	Dec-05	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/local-development-framework-ldf-core-strategy-issues-and-options-consultation-december-2005.en	WBC
PRE 2	Preferred Options consultation	Jun-08	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy---preferred-option.en	WBC
PRE 3	Preferred Options Consultation Summary	Dec-08	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy-consultation-summary.en	WBC
PRE 4	Watford Development Plan Document - Strategic Environmental Assessment and Sustainability Appraisal Scoping Report	Feb-06	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-development-plan-document---sea-and-sa-scoping-report.en	WBC
PRE 5	Preferred Options Sustainability Appraisal	Feb-08	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/preferred-options-sustainability-appraisal---main-report.en	WBC
PRE 6	Summary of July 2010 Consultation Shop responses	Oct-10	http://www.watford.gov.uk/ccm/content/planning-and-development/consultation-shop-summary-of-responses.en	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
PRE 7	Core Strategy - Additional Issues and Options SA and SEA Working Paper SA	Dec-07	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy---additional-issues-and-options-sa-and-sea-working-paper-sa--dec-2007.en	Halcrow
PRE 8	Core Strategy - Initial Issues and Options SA and SEA Working Note	May-06	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/core-strategy---initial-issues-and-options-sa-and-sea-working-note-may-2006.en	Halcrow
Other relevant WBC documents				
WBC 1	Statement of Community Involvement - 2010	Dec-10	http://www.watford.gov.uk/ccm/content/planning-and-development/statement-of-community-involvement---december-2010.en	WBC
WBC 2	Statement of Community Involvement - 2006	Jul-06	http://www.watford.gov.uk/ccm/content/planning-and-development/statement-of-community-involvement-.en	WBC
WBC 3	Watford Sustainable Community Strategy	2006 - 2026	http://www.watford.gov.uk/ccm/content/strategic-services/new-partnerships/sustainable-community-strategy.en	WBC
WBC 4	Watford Borough Council Corporate Plan	2011-2015	http://www.watford.gov.uk/ccm/content/strategic-services/new-performance/watford-borough-council-corporate-plan-2011-2015.en	WBC
WBC 5	Economic Strategy	2010-2015	http://www.watford.gov.uk/ccm/content/planning-and-development/watford-economic-development-strategy-2010---2015.en	WBC
WBC 6	Local Development Scheme (2011-2014)	Sep-11	http://www.watford.gov.uk/ccm/content/planning-and-development/core-strategy/local-development-scheme-september-2011---a-work-programme-for-watfords-local-development-framework-2011-2014.en	WBC

Doc no.	Submission documents:	Date	Links to documents	Produced by
Relevant County/Regional/National documents				
REG 1	Hertfordshire 2021: A Brighter Future - Sustainable Community Strategy		http://www.hertsdirect.org/your-council/hcc/partnerwork/lsp/hf/sustrat/	WBC
REG 2	Building Futures: A Hertfordshire Guide to Promoting Sustainability in Development (available online only)	Web base only	http://www.hertslink.org/buildingfutures/moreinfo/modspdf/	All HCC Authorities & HCC
REG 3	Hertfordshire Structure Plan 1991-2011	1991-2011	http://www.hertsdirect.org/envroads/environment/plan/buildinghomes/structureplansavedpolicies/	HCC
REG 4	National Planning Policy Framework (NPPF)	Mar-12	http://www.communities.gov.uk/publications/planningandbuilding/nppf	DCLG
REG 5	East of England Plan		http://www.dacorum.gov.uk/pdf/East%20of%20England%20Plan%20May%202008.pdf	EERA

WBC - Watford Borough Council
HCC - Hertfordshire County Council
HBP - Hertfordshire Biodiversity Partnership
DCLG - Department for Communities & Local Government
DfT - Department for Transport
TRDC - Three Rivers District Council

Appendix D Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted

The table below sets out which saved policies in the Watford District Plan 2000 will be replaced by policies in the Core Strategy, which will be retained, and which will be deleted as no longer required.

Because policies cannot be partly replaced, those policies that are retained will need to be read in conjunction with related Core Strategy policies, with the most recent policy taking precedence where there is a conflict. Saved policies currently retained will be reviewed and replaced in future Local Plan documents.

Supplementary Planning Documents which supplement policies which are replaced, will be retained and become supplementary to the replacement policies.

Saved Policy		Replaced by Core Strategy?
SE1	Making Development Sustainable	Replaced by SS1, SD1 and SD3
SE4	Energy Efficient Design	Replaced by SD3 and SD1
SE7	Waste Storage, Recovery and Recycling in New Development	Retain
SE9	Green Belt: New Development	Replaced by GI2
SE12	Visual Amenity of the Green Belt	Replaced by GI2
SE13	Major Developed Sites in the Green Belt	Delete
SE14	Leavesden Studios Site	Delete
SE18	Colne Valley Linear Park	Replaced by GI1
SE19	Grand Union Canal Corridor	Replaced by GI1
SE20	Air Quality	Retain
SE21	Air Quality Management Areas	Retain
SE22	Noise	Retain
SE23	Light Pollution	Retain
SE24	Unstable and Contaminated Land	Retain
SE25	Potentially Hazardous or Polluting Devt	Retain
SE26	Watercourses	Retain
SE27	Flood Prevention	Retain

D Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted

Saved Policy		Replaced by Core Strategy?
SE28	Groundwater Quality	Retain
SE29	Utilities Infrastructure	Replaced by INF1
SE30	Surface Water Run-Off, Water Conservation and Sustainable Drainage Systems	Replaced by SD2
SE32	Sites of Nature Conservation Importance	Replaced by GI1 and GI2
SE33	Nature Conservation and Biodiversity Enhancement	Replaced by GI1 and GI2
SE34	Watling Chase Community Forest	Delete
SE36	Replacement Trees and Hedgerows	Retain
SE37	Protection of Trees, Woodlands and Hedgerows	Retain
SE39	Tree and Hedgerow Protection in New Development	Retain
SE40	Landscape Character Assessment	Retain
SE41	Green Zones	Delete
SE42	Home Zones	Delete
T1	South West Hertfordshire Transportation Strategy	Replaced by T5
T2	Area Based Strategies	Replaced by T5
T4	Transport and New Development	Replaced by T3, T4
T5	New Development and Green Travel Plans	Replaced by T3
T6	Pedestrian Facilities	Replaced by T3
T7	Pedestrian Facilities in Development	Replaced by T3
T8	Bridleways	Delete
T9	Cycling	Replaced by T5
T10	Cycle Parking Standards	Retain
T11	Passenger Transport and New Development	Replaced by T3,T4
T15	Taxi Provision	Replaced by T3
T16	Rail Use	Replaced by T1

Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted D

Saved Policy		Replaced by Core Strategy?
T20	Transport Proposals	Replaced by T1, T5
T21	Access and Servicing	Retain
T22	Car Parking Standards	Retain
T23	Non-Residential Development	Replaced by SS1, T2
T24	Residential Development	Retain
T26	Car Free Residential Development	Retain
T27	Car Park Location and Design	Replaced by T2, T3,T4, UD1
T29	Powered Two-Wheelers	Delete
H1	No Loss of Housing	Replaced by HS2
H2	Housing Need Structure Plan Requirements	Replaced by HS1
H5	Development on Previously-Developed Land	Replaced by HS1
H6	Town Centre Mixed-Use Development	Delete
H7	Primarily Residential Areas	Delete
H8	Residential Standards	Replaced by UD1, SD1
H9	Back Garden Development	Retain
H10	Planning Agreements for Educational and Community Facilities	Retain
H11	Housing Mix	Replaced by HS2
H12	Housing Density Standards	Replaced by HS2
H13	Conversions	Retain
H14	Conversions: Provision of Family Sized Units	Retain
H15	Non-Residential Proposals in Residential Areas	Retain
H16	Retention of Affordable Housing	Retain
H17	Provision of Affordable Housing	Replaced by HS3
H22	Housing for Older People (Sheltered)	Replaced by HS2
H23	Special Needs Housing	Replaced by HS2
E1	Employment Areas	Retain

D Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted

Saved Policy		Replaced by Core Strategy?
E2	Employment Use Outside Identified Employment Areas	Retain
E3	Small Units	Replaced by EMP1
E5	Environmental Considerations	Retain
E6	Change of Use from Use Class B Outside Employment Areas	Delete
E8	Facilities for Employees	Replaced by EMP2
S1	New Retail Development	Replaced by TLC1
S4	Shop Design, Access and Facilities	Delete
S5	Non-Retail Uses in Prime Retail Frontage	Retain
S6	Non-Retail Uses within the Harlequin Shopping Centre	Retain
S7	Secondary Retail Frontage	Retain
S9	Non-Retail Uses in North Watford Shopping Centre/Local Shopping Frontages	Retain
S10	Shopping Policy Areas	Delete
S11	Use Class A3 Food and Drink	Retain
S12	Planning Conditions for Use Class A3 Food and Drink	Retain
S13	Litter Management	Delete
S14	Provision of Litter Bins	Delete
S15	Litter Management Strategy	Delete
TC1	Town Centre Strategy	Replaced by SPA1
TC2	Developer Contribution in the Town Centre	Replaced by INF1
LHS1	Types of Development	Replaced by SPA4
LHS3	Public Paths	Replaced by SPA4, GI1 and T3
LHS4	Residential Frontage	Replaced by SPA4
L1	Leisure/Cultural Strategy	Replaced by INF1, SPA1,TLC1 and GI1

Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted D

Saved Policy		Replaced by Core Strategy?
L2	Dual Use	Replaced by GI1
L4	Open Space Protection	Replaced by GI1
L5	Playing Fields	Replaced by GI1
L6	Provision of Additional Open Space	Replaced by GI1 & GI2
L8	Open Space Provision in Housing Development	Retain
L9	Children's Play Space	Retain
L11	Maintenance of Open Spaces, Play Areas and Pocket Parks	Replaced by INF1
L12	Allotments	Replaced by GI1
L13	Arts, Culture and Entertainment	Delete
L14	Tourism and Hotels	Replaced by TLC1, T2
CS1	Location of Facilities	Replaced by TLC2, T3
CS3	Loss of Community Facilities	Retain
CS6	Childcare Facilities	Retain
CS8	Change of Use/Redevelopment (Education)	Retain
CS9	Health Provision	Retain
CS10	Residential Social Care	Delete
U1	Quality of Design	Replaced by UD1 , SD1
U2	Design and Layout of Development	Replaced by UD1, SD1
U3	Integration of Character	Replaced by UD1
U4	Community Safety	Replaced by UD1
U5	Access (in developments for the disabled)	Replaced by UD1
U6	Landscape Design	Replaced by UD1
U10	Setting of Listed Buildings	Replaced by UD2
U11	Change of Use of Listed Buildings	Replaced by UD2
U12	Alterations and Extensions to Listed Buildings	Replaced by UD2

D Schedule of Watford District Plan 2000 policies to be replaced, retained or deleted

Saved Policy		Replaced by Core Strategy?
U13	Demolition of Listed Buildings	Replaced by UD2
U14	Repair and Maintenance of Listed Buildings	Replaced by UD2
U15	Buildings of Local Interest	Retain
U16	Conservation Areas	Replaced by UD2
U17	Setting of Conservation Areas	Retain
U18	Design in Conservation Areas	Retain
U19	Small Scale Developments in Conservation Areas	Retain
U20	Demolition in Conservation Areas	Retain
U21	Historic Parks and Gardens	Replaced by UD2
U24	Shopfronts	Retain
U25	Advertisements and Signs	Retain
U26	Telecommunications – Submission of Applications	Delete
U27	Telecommunications – Siting Considerations	Delete
U28	Temporary Buildings	Delete
IMR1	Identification of Sites for the Preparation of Planning Briefs	Delete
IMR2	Planning Obligations	Replaced by INF1

Appendix E Monitoring Framework

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
Spatial Strategy	Total amount of employment floorspace on previously developed land (PDL) – by type	BD2 Core	SS1 Spatial Strategy	90% of employment floorspace completed on PDL
	New and converted dwellings – on previously developed land	H3 Core	SS1 Spatial Strategy HS1 Housing Supply and Residential Site Selection	80% residential development on PDL
	Housing trajectory data – plan period and housing targets; net additional dwellings for past, current and future years of plan period to illustrate the expected rate of housing delivery for both market and affordable housing:the five year housing supply; managed delivery target	H1 Core, H2 a) b) c) d)	SS1 Spatial Strategy HS1 Housing Supply and Residential Site Selection	A minimum of 6,500 homes 2006-2031, average 260 p.a. Maintaining minimum 105% 5 year housing supply.
	Total number of jobs • In local authority area • In SPA1 Town Centre • In SPA2 Watford Junction • In SPA3 Health Campus • In SPA6 Western Gateway	Local	SS1 Spatial Strategy Emp1 Economic Development	A minimum of 7,000 additional jobs in local authority area between 2006-2031, expected to be delivered within the following areas: SPA1 Town Centre - 3,300 to 4,200 jobs within the wider town centre area (as shown in Figure 6) SPA2 Watford Junction – 1,350 to 2,350 jobs

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
Spatial Strategy				SPA3 Health Campus – 1,000 to 1,900 jobs SPA6 Western Gateway – 700 to 2,000 jobs in Watford Business Park and 150 retail jobs at Ascot Road (Allocated employment areas outside of the SPAs - 500 jobs are expected to be delivered through the reoccupation or redevelopment of vacant space)
	Total amount of additional employment floorspace completed, by type • in allocated employment areas • in local authority area • in SPA1 Town centre • in SPA2 Watford Junction • in SPA3 Health Campus • in SPA6 Western Gateway	BD1 Core	SS1 Spatial Strategy SPA1 Town centre SPA2 Watford Junction SPA3 Health Campus SPA 6 Western Gateway Emp1 Economic Development	Development will be monitored as a proportion of additional employment floorspace completed by LA
	Net additional dwellings by • Local authority area	Local	SS1 Spatial Strategy SPA1 Town centre SPA2 Watford Junction	SPA1 Town Centre - development will be monitored as a proportion of net additional dwellings by LA

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
	• SPA1 Town centre • SPA2 Watford Junction • SPA3 Health Campus • SPA 6 Western Gateway		SPA3 Health Campus SPA 6 Western Gateway HS1 Housing Supply and Residential Site Selection	SPA2 Watford Junction – progress on 1,500 homes reviewed annually SPA3 Health Campus– progress on 500 homes reviewed annually SPA 6 Western Gateway – progress on 300 homes reviewed annually
	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	E1 Core	SS1 Spatial Strategy SD2 Water	No planning permission granted contrary to Environment Agency advice - any objections received from the Environment Agency to be subsequently withdrawn following fulfilment of recommendations
	Incidents of flooding	Local	SS1 Spatial Strategy SD2 Water	Reducing trend
Special Policy Areas and Infrastructure Projects	Total amount of additional employment floorspace completed, by type • in allocated employment areas • in local authority area • in SPA1 Town centre • in SPA2 Watford Junction • in SPA3 Health Campus	BD1 Core	SPA1 Town centre SPA2 Watford Junction SPA3 Health Campus SPA6 Western Gateway SS1 Spatial Strategy Emp1 Economic Development	Development will be monitored as a proportion of additional employment floorspace completed by LA

E Monitoring Framework

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
Special Policy Areas and Infrastructure Projects	• in SPA6 Western Gateway			
	Net additional dwellings by • Local authority area • SPA 1 Town centre • SPA 2 Watford Junction • SPA 3 Health Campus • SPA 6 Western Gateway	Local	SPA1 Town centre SPA2 Watford Junction SPA3 Health Campus SPA 6 Western Gateway SS1 Spatial Strategy HS1 Housing Supply and Residential Site Selection	SPA1 Town Centre – development will be monitored as a proportion of net additional dwellings by LA SPA2 Watford Junction - progress on 1,500 homes reviewed annually SPA3 Health Campus - progress on 500 homes reviewed annually SPA 6 Western Gateway - progress on 300 homes reviewed annually
	General update on development progress	Local	SPA4 Lower High Street SPA5 Dome Roundabout SPA6 Western Gateway IP1 Croxley Rail Link IP2 The Abbey Flyer IP3 Watford Junction Station	Progress of development will be monitored
Sustainable Development	Building for Life Assessments - on sites of 10 or more housing units	H6 Core	SD1 Sustainable Design HS1 Housing Supply and Residential Site Selection UD1 Delivering High Quality Design	Trend of scores of increasing quality desired
	Number of planning permissions granted contrary to Environment	E1 Core	SD2 Water SS1 Spatial Strategy	No planning permissions granted contrary to Environment Agency advice - any

Monitoring Framework E

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
Sustainable Development	Agency advice on flooding and water quality grounds			objections received from the Environment Agency to be subsequently withdrawn following fulfilment of recommendations
	Average water consumption	Local	SD2 Water	Reducing trend
	Incidents of flooding	Local	SD2 Water SS1 Spatial Strategy	Reducing trend
	Per capita CO2 emissions in LA	NI 186 National	SD3 Climate Change	Reducing trend
	Renewable Energy Generation - by installed capacity and type	E3 Core	SD3 Climate Change	Increasing trend
	Air Quality and Air Management Areas	Local	SD3 Climate Change T3 Improving Accessibility	Improvement in quality
Town and Local Centre Development	Amount of completed retail, office and leisure development • within town centre • within local authority area	BD4 Core	TLC1 Town Centre Development	Development will be monitored in the town centre as a proportion of development of retail and other town centre uses within the LA, with 20,000 sqm gross retail floorspace expected to be delivered between 2006-2031; 10,000 sqm net retail floorspace expected to be delivered at Charter Place in the town centre by 2020 and net convenience retail sales area not exceeding 2,500 sqm at Ascot Road.
	Amount of completed retail development in neighbourhood	Local	TLC2 Neighbourhood Centres	Development will be monitored as a proportion of retail development within

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
	centres			the LA
	Access to local facilities in neighbourhood centres as per Table 5	Local	TLC2 Neighbourhood Centres	Development will be monitored. The council will use the distances set out in Table 5 as a measure of how sustainable a centre is and will use this measure to assess new proposals for services identified on the table
Housing	Housing trajectory data – plan period and housing targets; net additional dwellings for past, current and future years of plan period to illustrate the expected rate of housing delivery for both market and affordable housing:the five year housing supply; managed delivery target	H1 Core, H2 a)b)c)d)	HS1 Housing Supply and Residential Site Selection SS1 Spatial Strategy	A minimum of 6,500 homes 2006-2031, average 260 p.a. Maintaining minimum 100% 5 year housing supply
	Net additional dwellings by size, market or affordable tenure and type	Local	HS1 Housing Supply and Residential Site Selection	Will be as per the Residential Design Guide, and Character of the Area Study
	New and converted dwellings – on previously developed land	H3 Core	HS1 Housing Supply and Residential Site Selection SS1 Spatial Strategy	80% residential development on PDL
	Building for Life Assessments - on sites of 10 or more housing units	H6 Core	HS1 Housing Supply and Residential Site Selection UD1 Delivering High Quality Design SD1 Sustainable Design	Trend of scores of increasing quality desired
	Net additional pitches (Gypsy and	H4 Core	HS1 Housing Supply and	20 Gypsy and Traveller pitches by 2021.

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
	Traveller)		Residential Site Selection HS4 Gypsies and Travellers	No specific target for transit and showpeople sites - development will be monitored
	Housing density	Local	HS2 Housing Mix	Will be as per the Residential Design Guide and a future Character of the Area Study
	Gross affordable housing completions	H5 Core/ NI 155 National	HS3 Affordable Housing	35% affordable housing will be sought on major applications of 10 residential units and above (or sites of more than 0.5 ha)
	Gross affordable housing completions as percentage of gross housing completions on qualifying sites	Local	HS3 Affordable Housing HS1 Housing Supply and Residential Site Selection	35% affordable housing will be sought on major applications of 10 residential units and above (or sites of more than 0.5 ha)
	Gross affordable housing commitments	Local	HS3 Affordable Housing	35% affordable housing will be sought on major applications of 10 residential units and above (or sites of more than 0.5 ha)
	Affordable housing mix	Local	HS3 Affordable Housing	Target for social rent 20%, affordable rent 65%, intermediate affordable 15%. The council will produce further guidance on the provision of affordable housing in the borough.
	Total number of jobs	Local	SS1 Spatial Strategy EMP1 Economic	A minimum of 7,000 additional jobs in local authority area between 2006-2031,

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
Economic Development and Employment	• In local authority area • In SPA1 Town Centre • In SPA2 Watford Junction • In SPA3 Health Campus • In SPA6 Western Gateway		Development SPA1 Town centre SPA2 Watford Junction SPA3 Health Campus SPA6 Western Gateway	expected to be delivered within the following areas: SPA1 Town Centre - 3,300 to 4,200 jobs within the wider town centre area (as shown in Figure 6) SPA2 Watford Junction – 1,350 to 2,350 jobs SPA3 Health Campus – 1,000 to 1,900 jobs SPA6 Western Gateway – 700 to 2,000 jobs in Watford Business Park and 150 retail jobs at Ascot Road (Allocated employment areas outside of the SPAs - 500 jobs are expected to be delivered through the reoccupation or redevelopment of vacant space)
	GCSE and Equiv. Results	Local	EMP1 Economic Development	Increasing trend
	Qualifications of working age pop.	Local	EMP1 Economic Development	Increasing trend
	Employment land available by type – where planning permission granted but not yet implemented)	BD3 Core	EMP2 Employment Land	Availability will be monitored to ensure an ongoing supply.

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
	• in allocated employment areas • in local authority area			
	Total amount of additional employment floorspace completed, by type • in allocated employment areas • in local authority area • in SPA1 Town centre • in SPA2 Watford Junction • in SPA3 Health Campus • in SPA6 Western Gateway	BD1 Core	EMP1 Economic Development SS1 Spatial Strategy SPA1 Town centre SPA2 Watford Junction SPA3 Health Campus SPA 6 Western Gateway	Development will be monitored as a proportion of additional employment floorspace completed by LA
Transport	Percentage change in total vehicle Kilometreage on HCC roads in Watford	Local	T5 Providing New Infrastructure	Change will be monitored
	Accessibility – percentage of new residential development within 400 metres public transport time of services/key activities	Local	T2 Location of New Development T3 Improving Accessibility T4 Transport Assessments	Development will be monitored
	Travel mode shares	Local	T3 Improving Accessibility	Increasing use of cycling, walking, public transport and reduction in travel by car

E Monitoring Framework

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
				mode desired
	Cycle route usage – number of trips and % change	Local	T3 Improving Accessibility	Increasing trend
	Amount of cycle route delivered in Watford	Local	T3 Improving Accessibility	Additional cycle route delivered will be monitored
	Amount of completed residential development within UCOs A,B and D complying with car-parking standards set out in the Local Plan	Local	T2 Location of New Development	Development will be monitored
	General update on development progress re: Croxley Rail Link, Watford Junction Interchange and conversion of Abbey Flyer from Heavy Rail to Light Rail.	Local	T1 Regional Transport Node	Progress of development will be monitored
	Progress update on planning obligations - monies received and infrastructure provided	Local	T5 Providing New Infrastructure INF1 Infrastructure Delivery and Planning Obligations	Section 106 funded schemes and CIL funded schemes will be monitored against the Infrastructure Delivery Plan, which will be regularly updated every two to three years, and the requirements of the Core Strategy
Infrastructure Delivery	Progress update on planning obligations - monies received and infrastructure provided	Local	INF1 Infrastructure Delivery and Planning Obligations T5 Providing New Infrastructure	Section 106 funded schemes and CIL funded schemes will be monitored against the Infrastructure Delivery Plan,which will be regularly updated

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
				every two to three years,and the requirements of the Core Strategy.
Urban Design and Built Heritage	Building for Life Assessments - on sites of 10 or more housing units	H6 Core	UD1 Delivering High Quality Design HS1 Housing Supply and Residential Site Selection SD1 Sustainable Design	Trend of scores of increasing quality desired
	Conservation character area appraisals completed	Local	UD2 Built Heritage Conservation	100% by 31/3/2012
	Buildings on buildings at risk register	Local	UD2 Built Heritage Conservation	Decreasing trend desired - National Register updated every 5 years
	Listed buildings demolished	Local	UD2 Built Heritage Conservation	To be reviewed annually
	Conservation Area Management Plan	Local	UD2 Built Heritage Conservation	Consultation draft by 2013
Green Infrastructure	Change (in hectares) of total open space	Local	GI1 Green Infrastructure	Maintain quantity and quality of open space.
	Amount of eligible open spaces managed to Green Flag award standard	Local	GI1 Green Infrastructure	Maintain the amount of open space managed to Green Flag award standard.
	Maintain the general extent of the Green Belt	Local	GI2 Green Belt	Maintain the general extent of the green belt.
	Change in areas of biodiversity	Core E2	GI3 Biodiversity	Maintain the general extent of areas of

Core Strategy Chapter	Indicator	Type of Indicator	Policies covered	Target if applicable
	importance – to show losses or additions to biodiversity habitat			biodiversity importance.

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

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