

Watford Borough Council

# Final Watford Draft Local Plan

Changes to the Final Watford Draft Local Plan, Regulation 19 version  
Schedule B: Proposed Additional (minor) Modifications

6 June 2022

## Schedule of Additional (minor) Modifications

### Watford Final Draft Local Plan

This Schedule of the proposed minor text modifications includes changes since the Regulation 19 version of the Local Plan. Minor modifications do not change the interpretation of the Local Plan but are limited to updating references, clarification and minor grammar and spelling corrections.

The schedule is ordered by chapter and modification number and contains the policy reference and paragraph number for each modification. Deleted text, maps or other figures are shown with a ~~red strike through~~; additions and replacements are underlined in green. Dots denote where the paragraph / policy continues before/after the text shown in the modification.

The proposed modifications will subsequently change the document numbering. The policy, paragraph and bullets referenced in this schedule are those found in the Regulation 19 Publication version of the Local Plan.

Minor Modification Reference	Page, Local Plan paragraph, policy (in Final Draft Watford Local Plan Regulation 19 consultation document)	Modification (deleted text shown as <del>strike-through</del> and additional text shown <u>underlined</u> )
<b>GENERAL</b>		
MINOR1	Throughout	Various minor punctuation, spelling and typological errors throughout the document.
MINOR2	Throughout	Capitalisation of terms where appropriate
MINOR3	Throughout	Delete all footnotes
MINOR4	Throughout	Reformatting of tables, images, maps and figures where appropriate

MINOR5	Front Cover	<del>Final Draft</del> Watford Local Plan
MINOR6	Table of Contents	Reformatting of the Table of Contents to include policies under each chapter heading
MINOR7	Key diagram	Underground symbols in maps changed to train symbols except Cassiobury
MINOR8	Paragraph numbering	Paragraphs to be renumbered following consideration of proposed modifications
MINOR9	Policy numbers (list of requirements in individual policies)	Policy requirements to be renumbered following consideration of proposed modifications
<b>TABLE OF CONTENTS</b>		
MINOR10	How to use this document, Page 5, Chapter 3	<u>Provides a framework to deliver the housing needed in the borough, including types and sizes of homes for people with different needs, from single people to families and those with disabilities. Introduces the Local Plan and provides an overview of key planning themes through the document. Sets out the approach. This section sets out the design standards new development will be expected to achieve in order gain planning permission.</u>
MINOR11	How to use this document, Page 5, Chapter 7	<u>Sets out the key principles to protect Watford's heritage and what proposals will need to consider if they affect a heritage asset, such as a listed building or conservation area. This section sets out the design standards new development will be expected to achieve in order gain planning permission</u>
<b>CHAPTER 1</b>		
MINOR12	Page 8, Table 1.2 Stages in the preparation of a Local Plan	Move Table 1.2 from page 9 to follow on from paragraph 1.4 on page 8 and insert new paragraph preceding the table: <u>A Local Plan goes through several stages of preparation prior to its adoption, including multiple phases of consultation with the local community and other key stakeholders (Table 1.2).</u>
MINOR13	Page 9, paragraph 1.7-1.14	Delete paragraphs 1.7-1.14
MINOR14	Page 12, Watford's economy and the key challenges	136,000sqm of office and industrial floorspace is needed in Watford. A variety of sites and <del>floorspace</del> <u>floorspaces</u> of different quality <del>are is</del> needed to support different sectors and employment skills.
MINOR15	Page 13, Watford's society and key challenges	Rising house prices mean that many people cannot afford a home of their own (the affordability ratio is <u>11.1</u> <del>12.1</del> times the median average income ( <u>ONS, 2020</u> <del>19</del> ))
MINOR16	Page 15, red text box, paragraph 1	At the edge of London, and also a part of the County of Hertfordshire, Watford will embrace its role as a major urban centre that acts as a focus for employment, homes, leisure, caring for its town centre and green spaces <del>and</del> <u>whilst</u> making the most of its excellent connections to the capital and surrounding areas.

MINOR17	Page 16, paragraph 1.29	These areas formed the basis for calculating housing capacity of the borough as part of the Watford Housing and Economic Land Availability Assessment ( <del>2020</del> <u>2021</u> ).
MINOR18	Page 16, Figure 1.1 Title of key on the map	Sustainability <del>and</del> <u>Access Zones</u>
MINOR19	Page 18, paragraph 1.34	One of the <del>key aspects</del> <u>most important</u> is climate change.
MINOR20	Page 18, paragraph 1.35	Key elements of the declaration included integrating climate change into planning policy and the Local Plan. <u>This is to place greater</u> <del>having a</del> focus on greener homes and buildings, taking into account climate impacts within Council decision making processes with the overall objective to be carbon neutral by 2030.
MINOR21	Page 18, paragraph 1.36	The design of buildings and the spaces around them is integral to encouraging people to be more active, have a greater sense of belonging in their community through more social interaction, and <u>improving</u> <del>increasing</del> the perception of a place and in turn health and wellbeing.
MINOR22	Page 18, before paragraph 1.37	Insert sub heading: <u>The Spatial Strategy</u>
MINOR23	Page 18, paragraph 1.38	This <del>approach increases the</del> <u>will enable a greater</u> number of people <u>to live</u> <del>ing</del> in locations where there is good access to services and facilities, reducing the need to travel by car and making investment in public transport, walking and cycling infrastructure more viable and attractive by responding to demand.
MINOR24	Page 19, paragraph 1.39	Creating sustainable neighbourhoods in this way has multiple benefits. New development can attract investment to the area as <u>a</u> <del>businesses</del> cluster, creating local jobs and providing opportunities for new skills and training through apprenticeships. <u>New e</u> <del>E</del> mployment opportunities bring workers into Watford, which, in turn, increases demand for ancillary goods and services supporting local businesses, particularly in the town centre <u>and at the key employment areas</u> .  Delivering a mix of new homes to meet the needs of local people and those wanting to move here supports a more inclusive, equitable and balanced community. <u>Alongside this growth,</u> <del>t</del> he inclusion of measures, such as improvements to the green infrastructure network, benefits people and biodiversity, while making better use of resources and helps to create high quality places and habitats.
MINOR25	Page 20, paragraph 1.41	Monitoring of the Local Plan is important to determine the effectiveness of planning policies <del>It</del> <u>identifies if policies are impacting on</u> <u>and whether they impact on</u> Development Management decisions and <del>whether they are contributing</del> <u>contribute</u> towards achieving the Council's objectives and targets. <del>Policies in the</del> <u>The</u> Local Plan will be monitored to ensure they are being successfully implemented and <u>that</u> the overall strategy is being achieved. These indicators are set out in Appendix A along with the source data to be collected to monitor the Plan. This findings will be presented in the Council's Authority Monitoring Reports.
MINOR26	Page 20, before paragraph 1.42	Add sub title: <u>South West Hertfordshire Joint Strategic Plan</u>
MINOR27	Page 20, paragraph 1.42	Watford forms part of the South West Hertfordshire Housing Market Area and <u>Functional</u> Economic Market Area. The Council will have an active role promoting and supporting high quality development

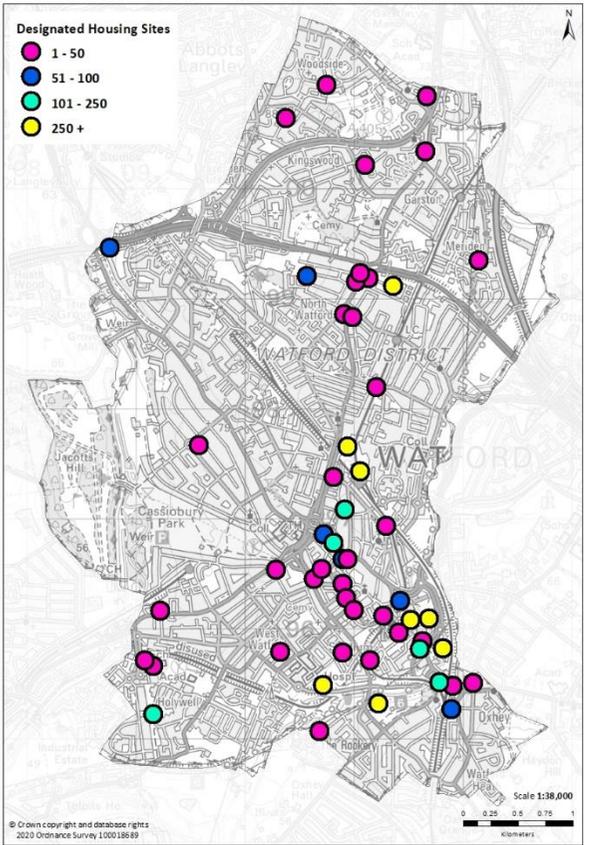
		that will benefit the community, support the economy, enhance the environment and <del>are</del> <u>is</u> consistent with policies in the Local Plan. Development facilitated through the Local Plan will also contribute towards achieving strategic objectives set out in the future South West Hertfordshire Joint Strategic Plan.
<b>CHAPTER 2</b>		
MINOR28	Page 21, paragraph 2.1	The Core Development Area constitutes 8% of the built area of Watford (2,150 hectares), and is an area where significant revitalisation and transformative change are expected to bring new investment <del>in</del> <u>into</u> the town (Figure 2.1).
MINOR29	Page 23, paragraph 2.3	The Town Centre, where the majority of the retail and leisure offer <del>of</del> <u>in</u> the borough is located
MINOR30	Page 23, paragraph 2.3	The Colne Valley, which encompasses the out-of-town retail area, hospital and <u>football</u> stadium and adjoins the River Colne flowing through the area.
MINOR31	Page 24, paragraph 2.7	Nearly all of this Strategic Development Area sits within the High Sustainability Area (Figure 1.1). <del>This area</del> <u>Watford Junction</u> is recognised by the Hertfordshire Growth Board as one of the key locations for <del>redevelopment</del> <u>regeneration</u> in the county.
MINOR32	Page 25, paragraph 2.9	The <u>railway station and bus interchange</u> , including the public realm...
MINOR33	Page 25, paragraph 2.12	Where buildings of greater height than adjacent areas are proposed close to low lying residential areas, they will need <u>to be</u> designed so that they minimise their impact on the amenity of residents and demonstrate how they have embraced a transition from higher-density development to areas of a different residential character. Where possible, taller parts of a building should be designed to have a frontage on the main road while the lower <u>elements</u> <del>areas</del> of a scheme should be located closer to areas characterised by lower building height.
MINOR34	Page 25, paragraph 2.14	Land east of Watford Junction Station and the <u>Abbey Line</u> <del>railway lines</del> consists primarily of industrial, storage and distribution uses including a concrete batching plant and rail aggregates depot.
MINOR35	Page 25, paragraph 2.17	The area is presently severed by the railway lines <u>from other parts of the Strategic Development Area, including the station and Clendon Road</u> , and improved access is needed to mitigate the impact of this.
MINOR36	Page 26, paragraph 2.21	The Taller Buildings Study (2021) suggested...
MINOR37	Page 28, Figure 2.3	Watford High Street Station <u>Change to Overground or Train symbol</u> <del>(from London Underground symbol)</del>
MINOR38	Page 29, paragraph 2.25	The Town Centre has existing residential areas alongside a wide range of facilities with large amounts of comparison retail alongside a variety of leisure, cultural and entertainment <u>provision</u> <del>facilities</del> .
MINOR39	Page 29, paragraph 2.27	The Strategic Development Area contains three distinct character areas: the North High Street from the Exchange Road flyover north to Rickmansworth Road; the central part of the High Street from the flyover, south to <u>Queens Road</u> <del>King Street</del> ; and the south part of the High Street, which extends south of King Street to the Colne Valley Strategic Development Area.
MINOR40	Page 29, paragraph 2.28	The Town Centre provides opportunities for <u>further</u> residential development as part of a wider mix of uses.

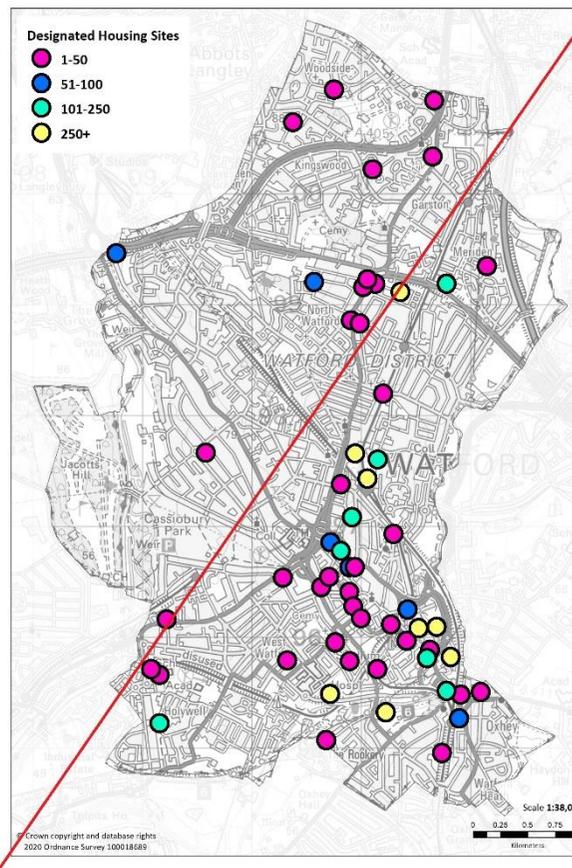
MINOR41	Page 30, paragraph 2.37	<del>Allocations</del> <u>Development</u> around Albert Road South <u>will</u> provide an opportunity for comprehensive redevelopment of this area to create a distinct identity with improved public realm.
MINOR42	Page 31, paragraph 2.39	indoor shopping centre, <u>atria</u> <del>Watford</del> <del>formally intu</del> <del>Watford</del>
MINOR43	Page 31, paragraph 2.43	The Local Plan <u>also</u> encourages increasing accessibility for people using public transport, walking and cycling. However, private vehicles will still be the choice for some.
MINOR44	Page 31, paragraph 2.46	This area acts as a gateway to the Town Centre from the Watford High Street Overground Station and opportunities to improve local transport with connections to a future Mass Rapid <u>Transit</u> <del>Transport</del> System will be supported.
MINOR45	Page 32, paragraph 2.47	The Local Plan reflects objectives set out in the Local Transport Plan and will be further informed by the Local Cycling and Walking Infrastructure Plan and Sustainable Transport Strategy ' <u>Transforming travel in Watford</u> '.
MINOR46	Page 32, paragraph 2.48	Of particular importance are improvements to key junctions that should prioritise non-vehicle users ( <u>except for buses</u> ), including the junctions at the High Street / Rickmansworth Road, Albert Road South / Beechen Grove, Clarendon Road / Beechen Grove, south part of the High Street / Beechen Grove and Market Street / Exchange Road.
MINOR47	Page 31, paragraph 2.46	This area acts as a gateway to the Town Centre from the Watford High Street Overground Station and <u>provides</u> opportunities to improve local transport with improved cycle, pedestrian and bus connections which could potentially be developed further as part of a Mass Rapid Transit System.
MINOR48	Page 34, paragraph 2.53	The Colne Valley Strategic Development Area encompasses 83 hectares in the southern part of the Core Development Area. <del>with</del> <del>t</del> The defining feature is <u>being</u> the River Colne. It includes destinations such as Vicarage Road Football Stadium, Watford General Hospital, Trade City employment area and a distribution of retail parks that perform an out-of-town shopping role in the borough, and Bushey and Watford High Street railway stations (Figure 2.4).
MINOR49	Page 35, paragraph 2.55	Located in an area of high sustainability, <u>there are</u> <del>new development provides</del> opportunities for people to have excellent access to public transport, services and facilities including the town centre. New development is envisaged to transform this part of the town and create a built and natural environment that is increasingly focussed on people and high quality place making. <u>Proposals</u> <del>New development</del> should be designed to reinstate an urban grain that creates a legible network of streets and public spaces, and a quality public realm.
MINOR50	Page 35, paragraph 2.58	The high volumes of traffic have resulted in the designation of an Air Quality Management Area <u>at</u> Bushey Arches and another at Pinner Road just outside the Strategic Development Area boundary.
MINOR51	Page 35, paragraph 2.58	Informed by the Local Transport Plan and the <del>forthcoming</del> Local Cycling and Walking Infrastructure Plan, proposals...
MINOR52	Page 35, paragraph 2.61	To do this, proposals should <del>by</del> consider the location of other greenspaces and community facilities in the wider area that the community will use.
MINOR53	Page 36, paragraph 2.64	The River Colne is an important asset in the area as part of the network of green and blue infrastructure, and a connection from the Ebury Way and Oxhey Park to Waterfields Recreation

		Ground and further north along the valley. The area lies to the north of the Colne River Regional Park and shares many of the same characteristics <del>as part of the green and blue infrastructure network</del> .
MINOR54	Page 36, paragraph 2.66	The <u>surrounding</u> area has an overarching residential character and development schemes will need to be designed to reflect and integrate with this <del>character</del> .
MINOR55	Page 36, paragraph 2.67	Any future development proposals in this area should <u>also</u> positively contribute towards the existing residential character and enhance community facilities.
MINOR56	Page 36, paragraph 2.68	Part of the site includes <u>the disused former Croxley Rail Line</u> <del>former Metropolitan Line Extension</del> , a route safeguarded by Policy ST11.2 'Protecting and Enhancing Future Public Transport routes and Watford Junction Station Area as a Transport Hub'.

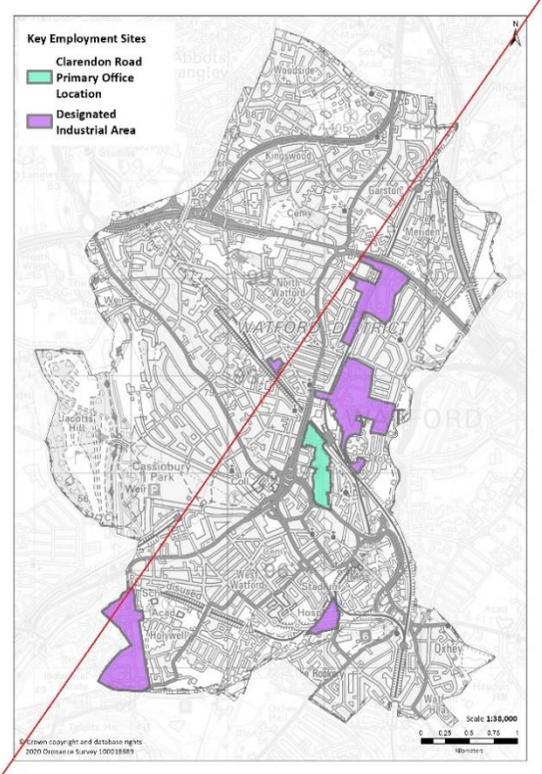
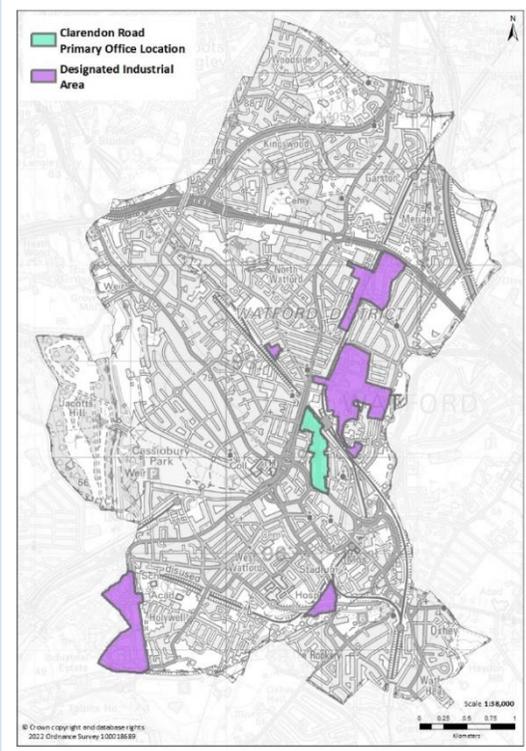
**CHAPTER 3**

MINOR57	Page 40, paragraph 3.2	This includes <u>sites identified for development</u> <del>sites</del> and <del>also</del> how many homes will come forward on sites that are either...
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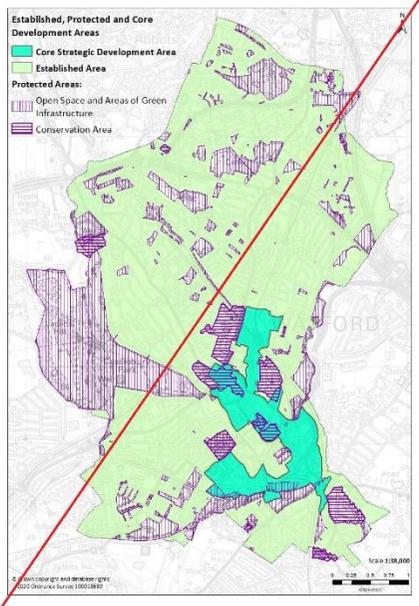
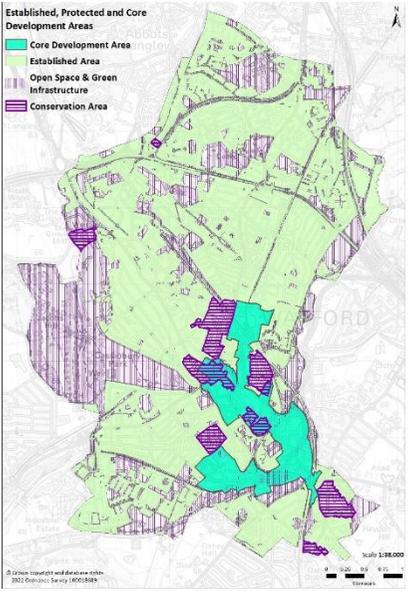
MINOR58	Page 40, Figure 3.2: Housing Sites in the Local Plan	<p><u>Designated Housing Sites layer amended to reflect altered housing numbers:</u></p>  <p>The map displays the distribution of housing sites across Watford. The legend indicates four categories: 1-50 (pink), 51-100 (blue), 101-250 (green), and 250+ (yellow). The map shows a high concentration of sites in the central and southern parts of the town, with fewer sites in the northern and western areas. A scale of 1:38,000 and a north arrow are provided for reference.</p>
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MINOR59	Page 42, paragraph 3.9	The A variety of housing types enable people to live and move within the town at different times in their lives as their needs change.
MINOR60	Page 42, paragraph 3.10	This is reflective of Watford’s character, which is more intensively built-up, has a higher population density and better access to public transport. This, which makes it a more sustainable location compared to its neighbours.
MINOR61	Page 43, paragraph 3.14	The level of affordable housing provision required, 35%, has been determined through a viability assessment of the Local Plan to ensure sites are deliverable.
MINOR62	Page 45, paragraph 3.24	Clearly set out how the property(s) properties will be reprovided by identifying a specific development to provide certainty to the local authority that there will be no net loss of affordable housing provision and the community will not be adversely affected;
MINOR63		The assessment found that there is a need for seven additional pitches for households that do not meet the planning definition of Gypsies or Travellers.
MINOR64	Page 50, paragraph 3.40	Ten percent 10%
MINOR65	Page 52, Figure 3.3	Building layouts

		Encourage people to circulate and use <b>communal shared private</b> spaces to interact in the building, provide good natural surveillance of <b>communal shared private outdoor</b> spaces and avoid design that creates a sense of an 'institutional' feeling.
MINOR66	Page 53, Policy HO3.10, title	<b>Policy HO3.10: Building <u>Design Standards</u> for <u>Healthy, Accessible and Adaptable New-Homes</u></b>
<b>CHAPTER 4</b>		
MINOR67	Page 56, Figure 4.1: Areas designated for office and industrial uses 	<u>Designated Industrial Area layer amended to include the area of the Safeguarded Rail Aggregates Depot and omit the Reach Printing Services site:</u> 
MINOR68		Watford contains five industrial areas <b>hosting, which host</b> a wide variety of businesses, from large warehouses for storage and distribution, to smaller workshops.
MINOR69	Page 58, paragraph 4.13	Development should also have regard to the <u>Hertfordshire</u> Waste Local Plan and the identified Employment Land Areas of Search (ELAS) which overlaps with some of the sites in the Local Plan.
MINOR70	Page 59, paragraph 4.14	The professional service industry is the largest sector of employment in Watford and accounts for 14% of <b>jobs employment</b> , with these types of businesses often being office based.
MINOR71	Page 59, paragraph 4.15	The majority of Watford's offices are clustered around Clarendon Road, which functions as Watford's <u>Primary Office Location central-office district</u> .

MINOR72	Page 59, paragraph 4.18	However, any mixed-use development should be office led to ensure that the quarter retains its key <del>office</del> <u>employment</u> function.
MINOR73	Page 61, paragraph 4.20	The Watford Employment Land Review (2019) has shown that losses of B (employment) class floorspace have been most prevalent in non-designated employment locations. This has largely been through changes to residential uses through <del>permitted development</del> <u>Permitted Development Rights</u> and other means.
MINOR74	Page 61, paragraph 4.21	In the first instance, new offices should be directed to the Clarendon Road Primary Office Location <u>and the Town Centre</u> , and industrial uses to the Designated Industrial Locations. However, the loss of existing offices and industrial sites <u>outside of Designated Employment Areas</u> should be avoided to ensure that viable employment sites are not lost to other uses.
MINOR75	Page 61, paragraph 4.24	Small and medium-sized enterprises (SMEs) dominate the working base in South West Hertfordshire and account for 99.6% of all <u>private</u> businesses and 50% of employment
MINOR76	Page 62, paragraph 4.27	There are high levels of deprivation in parts of the borough, including the fifth most deprived area ( <del>LSOA</del> ) in Hertfordshire.
<b>CHAPTER 5</b>		
MINOR77	Page 64, paragraph 5.1	Protecting smaller centres will help ensure built-up areas in the borough have good access to services and facilities and contribute towards <u>reducing the need for people to travel</u> . <del>achieving sustainable development</del>
MINOR78	Page 65, paragraph 5.6	The nature of <del>our</del> <u>the</u> Town Centre and; to a lesser extent, Local Centres, is continuing to evolve. Increasingly they are becoming hubs for leisure, social and community activities, not just for shopping. Retaining flexibility in retail policy <del>to</del> encourages footfall, ensuring centres remain vibrant while continuing to meet the needs of people that use them.
MINOR79	Table 5.1 Retail Hierarchy	Watford Town Centre: Watford Town Centre performs a role as a <u>sub</u> -regional centre
MINOR80	Page 69, paragraph 5.17	These uses ( <u>Use C</u> elass F1) are acceptable in the Town Centre, however, it is important that they do not negatively impact on the function. It is acknowledged that large numbers of people travel to large-scale attractor uses at a specific time; <u>planning</u> applications will need to demonstrate that such uses would have no negative impact on the transport network.
MINOR81	Page 70, Policy VT5.2 Watford Town Centre	Within Watford Town Centre, as shown on the Policies Map, <u>planning</u> applications for town centre uses will be supported where they:
<b>CHAPTER 6</b>		
MINOR82	Page 73, paragraph 6.2	Development proposals should <u>also</u> take account of <u>Supplementary <del>p</del>Planning <del>d</del>Documents and guidance</u> , <del>provided in the Council's supporting planning documents and guidance, which includes the Residential Design Guide (2016) and Character of the Area Study (2011) and any future revised versions of these which are adopted.</del>
MINOR83	Page 74, Figure 6.2	Figure 6.2: Established, Protected and Core Development Areas

		<p>Open Space &amp; Green Infrastructure and Established Area layers amended to reflect alterations made to the Policies Map. Symbology altered for clarity:</p> 
MINOR84	Page 76, paragraph 6.7	New development inclusive of individual buildings and the public spaces between them should be designed for all users, link well into the existing network and provide safe and attractive areas for cyclists and pedestrians. Street layouts should follow a logical structure and hierarchy to aid navigation including: incorporating local landmarks; <b>and</b> , other distinctive features that help wayfinding, and be designed to provide a logical sequence of key points.
MINOR85	Page 78, paragraph 6.9	<b>A High high</b> quality and functional public realm is crucial to creating places in which communities and businesses can thrive. Streets and spaces should be designed to promote social interaction and inclusion, where people of all ages and abilities can mix, feel safe and be comfortable.
MINOR86	Page 78, paragraph 6.10	The spaces created between buildings should be convenient for a wide range of users, adaptable and flexible so they can accommodate the changing needs and lifestyles of users and changing uses over time. Building lines and active frontages should be used to define the public realm <b>and with</b> building height used to create a sense of enclosure that results in a comfortable and usable space or street.
MINOR87	Page 79, paragraph 6.16	<b>Planning</b> applications for <b>new</b> residential development should demonstrate how this has been considered.
MINOR88	Page 80, paragraph 6.22	Internal space standards and amenity space standards are set out in Policy HO3.10 Building Standards for New Homes and Policy HO3.11: Private and <b>Communal Outdoor Shared Private</b> Amenity Space. Policies relating to sustainable construction are located in Chapter 8 'A Climate Emergency'.

MINOR89	Page 82, paragraph 6.25	The station area is a key node with limited sensitivity <u>to development</u> and excellent access to public transport. Strengthening the role of Clarendon Road as a gateway <del>into to</del> the <del>T</del> own <del>C</del> entre through good design and use of buildings with added height can make a contribution towards this.
MINOR90	Page 83, paragraph 6.26	Taller Buildings Study
MINOR91	Page 83, paragraph 6.26	Suitability: Proposals should demonstrate <del>the their</del> suitability <del>of the proposals</del> in relation to excellent public transport and cycling accessibility, proximity to town centres or local facilities, access to green spaces and designations for strategic development.
MINOR92	Page 83, paragraph 6.27	sustainability and climate change (Chapter 8 ‘A Climate Emergency’); open space (Chapter 9 ‘ <u>Conserving and Enhancing the Environment</u> ’) and sustainable transport (Chapter 11 ‘Sustainable <del>Travel Transport</del> Town’). The approach to building heights should also be considered alongside the Spatial Strategy and Local Plan objectives (Chapter 1 ‘Spatial Strategy for Watford’) and aspirations for the Strategic Development Areas (Chapter 2 ‘Core Development Area’).
MINOR93	Page 83, paragraph 6.29	Taller Buildings Study
MINOR94	Page 83, sub heading preceding paragraph 6.28	<del>Exceptional</del> <u>Outstanding</u> design, high quality living environments and community benefits
MINOR95	Page 84, paragraph 6.30b	<u>Enhanced</u> <del>P</del> rovision of infrastructure, including public transport, cycling and walking infrastructure and social infrastructure to support <del>communities’</del> <u>community</u> health and wellbeing, including public open space and access to services and facilities;
MINOR96	Page 84, paragraph 6.31	The Taller Buildings Study
<b>CHAPTER 7</b>		
MINOR97	Page 88, paragraph 7.5	<ul style="list-style-type: none"> <li>• Conservation Areas Management Plan;</li> <li>• Conservation Area <u>Character</u> Appraisal documents;</li> <li>• Local list of undesignated assets of local interest;</li> <li>• Register of buildings and structures at risk;</li> <li>• Supplementary planning documents to provide more detailed guidance on specific issues;</li> <li>• Article 4 Directions to protect designated and undesignated assets from small-scale changes <del>that which</del> are allowed under <u>Permitted Development Rights</u> and which would erode the significance of those assets.</li> </ul>
MINOR98	Page 92, Policy HE7.4: Archaeology, second paragraph	To protect the significance of archaeological assets, measures will need to be taken that are proportional to their importance to ensure the physical preservation of the assets and their setting. These measures should be prepared in collaboration with the <del>e</del> County <del>archaeologist</del> <u>Council’s Historic Environment team</u> and secured through planning conditions.
MINOR99	Page 92, paragraph 7.16	These can either be identified as part of the planning process or be on <u>the</u> Watford’s Local List. <del>Watford’s</del> <u>The Local List</u> identifies historic buildings and features that are valued by the local community. When planning permission is required for any proposal that directly or indirectly affects the significance of a non-designated asset, then the Council will treat the significance of that asset as a material consideration when determining the <u>planning</u> application.

MINOR100	Page 92, paragraph 7.19	Where <del>a development site</del> <del>an application site</del> includes, is considered to, or is found to have the potential to include, heritage assets with archaeological interest, it must be accompanied by an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation.
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**CHAPTER 8**

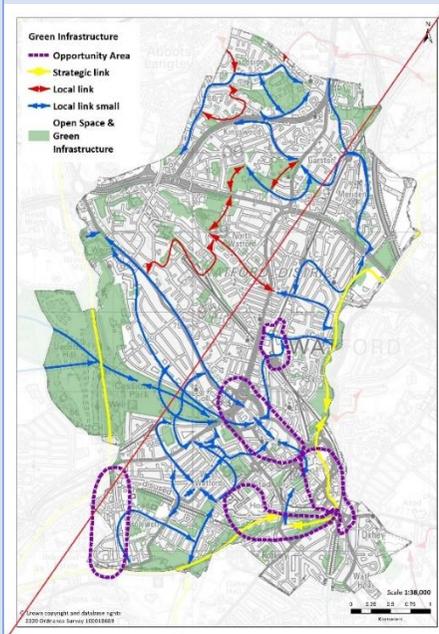
MINOR101	Page 98, Policy CC8.3, Energy Efficiency part (c)	<del>2018</del> <u>2021</u> - 2025
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MINOR102	Page 99, paragraph 8.27	Development should seek to achieve overall improvements to air quality and minimise the potential adverse impacts. The policy intends to ensure that the <del>potential</del> <u>possible</u> impacts of new development upon air quality is an issue considered early in the design process and when planning applications are determined.
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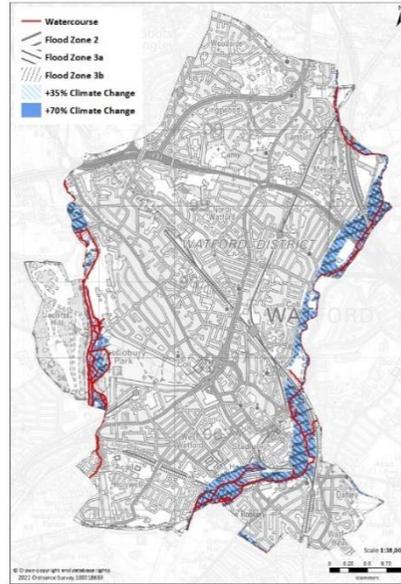
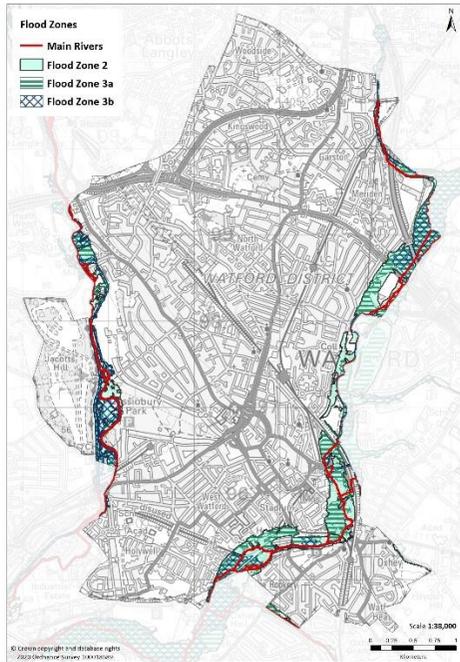
MINOR103	Page 99, paragraph 8.25	Sensitive development may include, but is not limited to, schools, <del>residential care homes</del> <u>supported living</u> and health facilities. Air pollution also has potential to have increased impact on the wider global environment and society with a changing climate.
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**CHAPTER 9**

MINOR104	Page 103, Figure 9.1: Green Infrastructure in Watford	<u>Open Space &amp; Green Infrastructure layer amended to reflect alterations made to the Policies Map. Legend corrected due to inclusion of Watercourse layer. Title changed to 'Green and blue infrastructure in Watford':</u>
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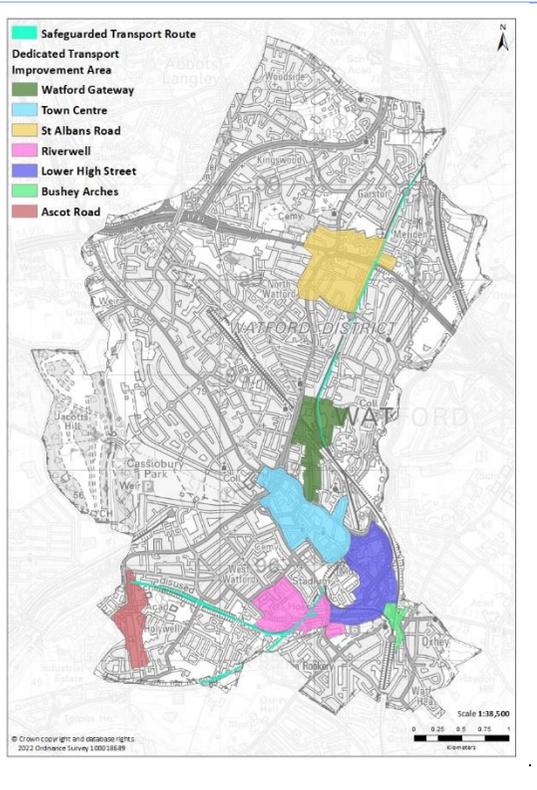
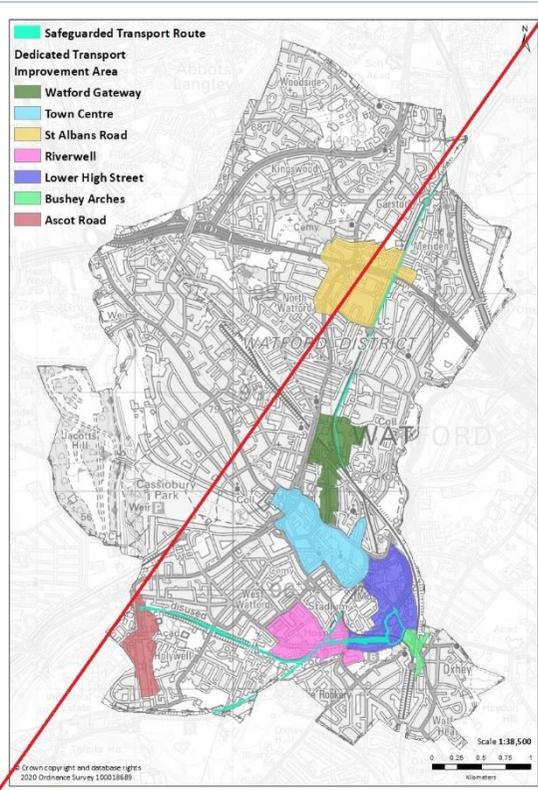
MINOR105	Page 106, paragraph 9.6	<p><del>Trees also make an important contribution to biodiversity and should be protected where possible to support the government's England Tree Strategy (2020).</del></p> <p>Trees also make an important contribution to biodiversity and should be protected where possible to support the government's emerging England Tree Strategy (Department for Environment, Food and Rural Affairs, 2020).</p> <p><a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/226965/Part_L_2013_IA.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/226965/Part_L_2013_IA.pdf</a></p>
MINOR106	Page 107, paragraph 9.7	<p>The Grand Union Canal, River Gade and the River Colne all flow through Watford and form the borough's blue infrastructure network. <del>Rivers Colne and Gade</del> <u>The rivers</u> are designated as main watercourses by the Environment Agency, whereas the Grand Union Canal is designated as an ordinary watercourse for the length it runs through Watford.</p>
MINOR107	Page 107, paragraph 9.7	<p><del>The Water Framework Directive (WFD)</del></p> <p><u>The Water Framework Directive (European Parliament &amp; Council, 2000)</u></p>
MINOR108	Page 107, paragraph 9.8	<p>During the plan period, there is expected to be new development occurring <u>close</u> <del>near</del> to <del>Watford's</del> watercourses <u>in Watford</u> <del>and their corridors</del>. High quality development presents an opportunity to enhance the role of watercourses and make them a central feature of new development. This would maximise the contribution that blue infrastructure can make <del>to</del> <u>in</u> creating successful places.</p>
MINOR109	Page 107, paragraph 9.9	<p>New development also presents an opportunity to enhance the quality of watercourses, to support them achieving <u>the</u> Water Framework Directive 'good' status within the established timeframe.</p>
MINOR110	Page 107, paragraph 9.11	<p><del>Environment Agency, Fluvial Design guide</del></p> <p><u>(Environment Agency, 2021).</u></p>
MINOR111	Page 109, Figure 9.3	<p>Flood Zones with climate change allowances in Watford</p> <p><u>+35% and +70% Climate Change layers added. Main Rivers layer replaced with Watercourses layer and symbology altered to aid clarity.</u></p>



MINOR112	Page 111, paragraph 9.23	The quality and effectiveness <u>of</u> Sustainable Drainage Systems can vary.
MINOR113	Page 111, paragraph 9.23g	<a href="https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-five-londons-response/pol-12">https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-five-londons-response/pol-12</a> This hierarchy was prepared by Greater London Authority.
MINOR114	Page 112, paragraph 9.26	Watford’s open spaces are a great source of pride for <u>our local</u> communities. <u>Our The</u> award winning parks are not the only types of green spaces that Watford’s residents can enjoy, as the borough contains a wide variety of <u>facilities types-of-open-space</u> . From allotments to playing pitches, <u>these different open-spaces can they each</u> provide for a variety of different uses, functions and activities. Open space can make an important contribution to the green infrastructure network and offer valuable space for recreational and amenity use, <u>along with contributing Open-spaces can also contribute</u> towards flood risk management schemes and <u>sSustainable dDrainage sSystems</u> .
MINOR115	Page 112, paragraph 9.27	Everyone living, working in and visiting Watford should have access to high quality open space and sports and recreation facilities. The types of <u>open-spaces facility</u> provided and protected through new development should reflect <u>a locally identified needs</u> . This can help to avoid deficiencies in different types of open space, and to ensure that <u>open-spaces sites</u> are being effectively used. Watford’s open spaces are not evenly distributed across the borough- <u>with</u> some communities deficient <u>in open-space</u> and <u>require in need of</u> improved access to <u>these</u> recreational areas, <u>whereas Alternatively</u> , in some neighbourhoods there may be opportunities where alternative <u>open-space typologies</u> and ancillary uses could be considered if there is a demonstrated need.

MINOR116	Page 113, paragraph 9.29	The different types of open space have been defined in the Green Spaces Strategy. The <del>S</del> strategy sets out where these different facilities are located in the borough and appropriate catchment distances for each <del>typology</del> <del>type-of-open-space</del> . Where a development does not lie within the catchment distance of an <del>type-of</del> open space, it will be imperative that, <u>wherever possible</u> , this is provided on site to reverse the deficiency.
MINOR117	Page 113, paragraph 9.31	Therefore, new residential developments will be required to provide open space, such as amenity and equipped play space on site, or where practical, other <del>typologies</del> <del>forms-of-open-space</del> such as allotments or semi-natural areas, where opportunities exist to enhance the green infrastructure network and support local residents.
MINOR118	Page 114, paragraph 9.34	Given development pressures, it will <u>be</u> important to ensure that Watford's biodiversity is protected and enhanced. Development proposals should contribute positively to ecosystems in Watford through the delivery of net gains in biodiversity.
MINOR119	Throughout	<del>FZ</del> <u>Flood Zone</u>
MINOR120	Throughout	<del>SFRA</del> <u>Strategic Flood Risk Assessment</u>
MINOR121	Throughout	<del>SuDS</del> <u>Sustainable Urban Drainage Systems</u>
<b>CHAPTER 10</b>		
MINOR122	Page 117, paragraph 10.6	Significant infrastructure items such as, but not limited to, schools, community centres, public realm, or, public transport provision, <del>and</del> will often require different landowners or stakeholders to work together to secure timely and efficient delivery.
MINOR123	Page 118, paragraph 10.12	... in line with Chapter 11 'A Sustainable <del>Transport</del> <u>Travel</u> Town'. This will include delivery of onsite infrastructure as well as contributing towards projects identified in the Infrastructure Delivery Plan, Local Cycling and Walking Infrastructure Plan and Watford's Sustainable Transport Strategy ' <u>Transforming Travel in Watford</u> '.
MINOR124	Page 119, paragraphs 10.13 and 10.14	<p>The Metropolitan Line Extension, <del>commonly-known-as-MLX</del>, was a proposal to extend the existing line to Watford Junction <u>and Ascot Road</u>, creating two new stations <del>including one in Vicarage Road</del>. <del>It was a project costing more than £300 million, with funding secured from the government, Hertfordshire County Council, Watford Borough Council, and Transport for London (TfL). However, the financial contributions from Transport for London were withdrawn in 2018.</del></p> <p>Watford Borough Council continues to support the Metropolitan Line Extension, or a comparable alternative, and considers that the route along the disused former Croxley Rail Line provides <u>the opportunity for a walking and cycling link and</u> a potential future route for Mass Rapid Transit <del>as well as an opportunity for a walking and cycling link</del>. As such, the route and access to it should be safeguarded to maintain the possibility of its use by these modes; details of the land to be preserved are set out within the <u>Croxley Line – Safeguarding for Mass Rapid Transit Technical Report</u> <del>Watford Metropolitan Line Extension Safeguarding Report</del> and reflected on the Policies Map.</p>

MINOR125	Page 121, paragraph 10.19	There will be a need to consider the ability of each site to contribute its fair share towards infrastructure, affordable housing and sustainability standards, whilst ensuring new development is viable and that the market is appropriately incentivised to deliver <u>it</u> .
<b>CHAPTER 11</b>		
MINOR126	Page 124, Heading	A Sustainable <del>Transport</del> <u>Travel</u> Town
MINOR127	Page 124, paragraph 11.1 and footnote	<del>2018 UK Greenhouse Gas Emissions, Final Figures, ONS,</del> <del><a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf</a></del> <del>(ONS, UK Greenhouse Gases, 2018)</del>
MINOR128	Page 124, paragraph 11.1	Working collaboratively with transport providers including Hertfordshire County Council as the Local Highway Authority, <u>National</u> Highways <del>England</del> , and both bus and rail operators, the importance of a strategic direction to <del>the development of</del> <u>developing</u> transport options for Watford is reflected in the <del>development of a</del> Sustainable Transport Strategy ' <u>Transforming Travel In Watford</u> ', <del>which</del> <u>This strategy</u> should be considered alongside the Local Plan.
MINOR129	Page 124, paragraph 11.4	Additional county-wide transport strategies, to which development should align, include the Intalink Bus Strategy (2019), <del>draft</del> Rail Strategy (2020), <u>the Speed Management Strategy (2020)</u> and forthcoming Highways Network Management Strategy.
MINOR130	Page 127, Section title	Protecting and enhancing future public transport routes and Watford Junction station area as a <u>sustainable</u> transport hub
MINOR131	Page 127, paragraph 11.13	Hertfordshire County Council is developing plans for a new <del>m</del> <u>M</u> <del>a</del> <u>s</u> <del>s</del> <del>r</del> <u>R</u> <del>a</del> <u>p</u> <del>i</del> <u>d</u> <del>t</del> <u>T</u> <del>r</del> <u>a</u> <u>n</u> <u>s</u> <u>i</u> <u>t</u> <del>s</del> <u>S</u> <del>y</del> <u>s</u> <u>t</u> <u>e</u> <u>m</u> to significantly increase connectivity across the county. This will bring <del>significant</del> <u>substantial</u> benefits to Watford, and it is expected <del>therefore</del> that proposed routes for this system will not be <del>prevented</del> <u>compromised</u> by new development.
MINOR132	Page 127, paragraph 11.18	Provision should also be made for active travel links to the termination of the <u>disused</u> former Croxley <del>Green</del> Rail Line on Wiggshall Road.
MINOR133	Page 129, Figure 11.3: Transport Improvement Areas	<del>Lower High Street, Dalton Way and Thomas Sawyer Way removed from the Safeguarded Transport Routes layer</del>



MINOR134

Page 130, paragraph 11.19

Lower High Street should be seen as a corridor primarily for sustainable transport, preserving the current high frequency bus service, as well as ~~accommodating mass rapid transit~~ helping to link the potential future Mass Rapid Transit System, plus being a key walking and cycling route for the site. To enhance bus services, introducing bus priority measures on the ring road should also be supported. Ensuring access ~~to the site~~ for people walking and cycling should also be considered as part of development in the area, ~~including~~ This should include upgrading the public realm and reducing severance at the Lower High Street/Exchange Road junction, plus providing high quality cycle routes on Lower High Street and Wigganhall Road.

MINOR135

Page 130, paragraph 11.20

Without additional intervention, modelling suggests increasing stress on Lower High Street, south of Waterfields Way, and the Buses Arches gyratory road network ~~Gyratory~~, as well as a number of further links including Pinner Road, being over capacity. It is ~~therefore~~ expected that development around Bushey Arches will support a package of sustainable transport interventions that is coherent with those to the north, around Lower High Street. Developments should make sure that best use is made of existing public transport in the area, in particular by contributing to high quality walking and cycling links to Bushey Station and upgrading those around the Bushey Arches gyratory road network

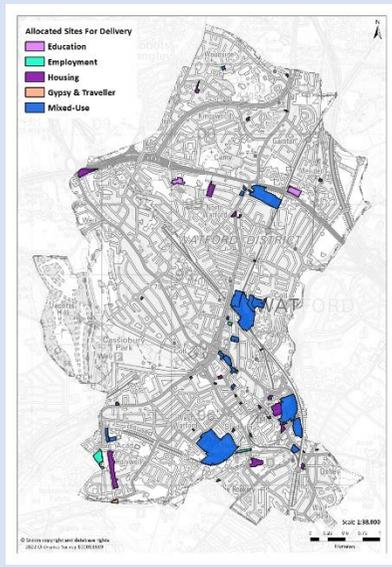
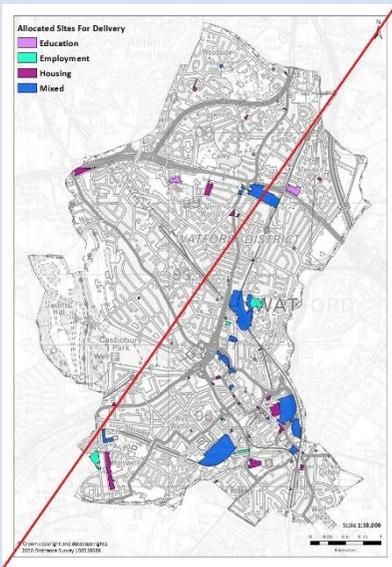
		<del>Gyratory</del> . Bus priority measures around the gyratory and connecting to a Lower High Street sustainable transport corridor should also be supported.
MINOR136	Page 131, paragraph 11.23	New development in the Ascot Road Area should preserve the opportunity for providing mass rapid transit and walking and cycling on the disused <del>former</del> Croxley Railway line, including safeguarding land for a potential terminus.
MINOR137	Page 131, paragraph 11.26	Development sites within Watford Town Centre have high accessibility to public transport options, as well as services, amenities and employment opportunities within convenient walking and cycling distances. Many of the arterial roads leading towards the town centre are congested at peak times <del>currently</del> , and high traffic levels on the central ring road affect bus journey times and reliability, as well as it causing significant severance. It will therefore be expected that parking provision will be minimised, <del>at all new developments</del> with car-free development encouraged, and contributions made to the <del>development of enhanced</del> <u>enhancement of</u> public transport and active travel infrastructure in the town centre.
MINOR138	Page 131, paragraph 11.27	This <del>would</del> <u>should</u> include bus priority interventions along and in the vicinity of the ring road, <u>which in the future could potentially contribute towards</u> , <del>as well as preserving its ability to become part of a</del> <u>M</u> mass <u>R</u> rapid <u>T</u> ransit <u>S</u> ystem <del>route</del> .
MINOR139	Page 133, paragraph 11.32	Without an easily accessible and secure place for people to store their cycle, both at home and at their destination, they are unlikely to choose to cycle <del>their journey</del> .
MINOR140	Page 134, paragraph 11.37	All major <del>non-residential developments and residential</del> developments should provide short-stay cycle parking for visitors who will not be able to access parking provided for employees or residents.
MINOR141	Page 134, paragraph 11.39	In the largest of developments it is encouraged that this is in the form of a bike share parklet that combines standard cycle parking with bike share bays. The requirements for <del>these bike share</del> bays is specified in the cycle parking standards in Appendix D.
MINOR142	Page 136, paragraph 11.40	Controlling car parking and providing alternatives to personal vehicle ownership have been found to be some of the most effective methods for managing demand, <del>and thus addressing</del> <u>It can help to address</u> issues such as the perception of a car-dominated environment, congestion, unreliable journey times, diminished air quality and higher carbon emissions amongst others.
MINOR143	Page 136, paragraph 11.41	There is limited space available to support new development, and new schemes will be expected to make the most efficient use of the land available for redevelopment. Continuing to provide excessive car-related infrastructure, particularly overgenerous parking, will exacerbate existing issues associated with the transport network and the environment. <del>These</del> <u>The</u> requirements <u>in Policy ST11.5</u> will also support Watford becoming a Sustainable Travel Town (Policy ST11.1 'Sustainable Travel Town') by encouraging <del>mode</del> <u>modal</u> shift away from private car trips and thus reducing the impact of transport on the environment.
MINOR144	Page 136, paragraph 11.42	New development in all areas of the borough <del>is to</del> <u>should</u> provide car parking that is reflective of the needs of its location, and <u>that</u> encourages <u>a</u> greater proportions of people to use alternative <u>sustainable</u> transport modes <del>to the private vehicle</del> in the long-term.

MINOR145	Page 136, paragraph 11.43	Car parking standards <a href="#">are set out in Appendix E and (Appendix E)</a> have been set in consideration to the Core Development Area, the availability of public transport modes and the type of development, in accordance with the National Planning Policy Framework.
MINOR146	Page 137, paragraph 11.46	This is particularly important for the areas located in the Core Development Area. Controlled Parking Zones are well established in the borough and will be kept under review as part of the Council's approach to traffic management. New development should not increase parking demand <del>in Controlled Parking Zones</del> and users will therefore be exempt, or subject to restriction, from obtaining permits for existing Controlled Parking Zones.
MINOR147	Page 137, paragraph 11.49	Providing space to park powered two wheeled vehicles will increase the attractiveness of <del>powered two wheeled vehicles</del> <a href="#">using them</a> as an alternative to car ownership, and reduce instances of illegal parking that often obstruct footways.
MINOR148	Page 140, paragraph 11.60	<del>Roads in Hertfordshire: A Design Guide. <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx</a></del> <a href="#">Roads in Hertfordshire: Highway Design Guide (2011)</a>
MINOR149	Page 141, paragraph 11.62	Where the travel behaviour of the end user is unknown at the time of the planning application submission, <del>applications</del> <a href="#">applicants</a> will be expected to prepare draft Travel Plans with indicative modal shift targets for the planning application, before agreeing to update the Travel Plan with site-specific data upon occupation.
MINOR150	Page 141, paragraph 11.62, footnote	<del>Hertfordshire County Council's Travel Plan guidance <a href="http://www.hertfordshire.gov.uk/travelplans">www.hertfordshire.gov.uk/travelplans</a></del> <a href="#">Hertfordshire County Council Travel Plan Guidance (2020)</a>
MINOR151	Page 141, paragraph 11.63	A Travel Plan Review document, covering results, implementation updates and recommended revisions, should be shared with <a href="#">Hertfordshire County Council HCC</a> within 30 days of data collection, and this will be assessed and recorded in Hertfordshire's Travel Plan monitoring system.
<b>CHAPTER 12</b>		
MINOR152	Page 144, paragraph 12.1	Good masterplanning and the high quality design of buildings, outdoor spaces and the relationship between them make an important contribution towards health and wellbeing. It can lift the spirits or have a negative impact on people <a href="#">both in terms of the physical health and their mental wellbeing</a> . Internal living spaces, personal and shared, and access to open space are known to help people relax and counter the stress of modern urban life.
MINOR153	Page 145, paragraph 12.3	The health of an individual and the wider community is often dependent <del>of</del> <a href="#">on</a> a variety of issues, and the way people go about their everyday life.
MINOR154	Page 145, paragraph 12.3	Environmental quality: poor air quality and other disturbances such as noise, light, odour and vibration are commonly associated with vehicle traffic and industrial emissions. These can be improved through <del>higher</del> better use of technology, prioritising non-vehicular travel such as walking and cycling and also locating new development where people will not be adversely affected by pollution.

MINOR155	Page 147, Policy HC12.2 b)	Policy HC12.2 b) Major transport infrastructure improvements, including major new roads or major new junctions, existing rail networks, rail stations and transport interchange areas and the proposed Mass <u>Rapid</u> Transit System along the <u>disused</u> former Croxley Rail link;
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**CHAPTER 13**

MINOR156	Page 150, Figure 13.1: Allocated Sites for Delivery	Plan amended to reflect alterations to sites ED01, EM05, GT01, MU05, MU06, and MU21, along with removal of sites MU17 and HS33. Legend amended to include <u>Mixed-Use</u>
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MINOR157	Page 150, paragraph 13.2	<del>See Chapter 3 for further breakdown of how the housing figures have been derived</del>
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MINOR158	Page 151, paragraph 13.5	They consist of a mix of requirements for on-site provision and considerations to aid scheme design by identifying key constraints and <u>are</u> bespoke to specific sites.
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MINOR159	Page 152, Table 13.1 Sites HS01-HS32	The site is allocated for residential development, <u>Use Class C3</u> .
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MINOR160	Page 181, Site allocation MU16, second bullet point	Enhance connectivity to the River Colne. This includes providing open space and a green route along the river as part of the linear park proposal. Re_naturalisation of the culverted River Colne will also be supported;
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MINOR161	Page 169, Table 13.2 Mixed-use sites title	Table 13.32: Mixed-use sites
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MINOR162	Page 182, MU17 44-56 Vicarage Road	Renumber Table 13.2 (MU18-MU23) to take account of deletion of MU17.
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MINOR163	Page 188, Table 13.3 Employment sites title	Table 13.43: Employment sites
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MINOR164	Page 191, Table 13.4: Education Facilities title	<u>Table 13.45</u>
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**APPENDICES**

APPENDIX A: MONITORING FRAMEWORK					
MINOR165	Page 193, Title	Appendix A: <del>Draft</del> Monitoring Framework			
MINOR166	Page 193, Chapter 1: A Spatial Strategy for Watford, row 1	Percentage of <u>completions floorspace</u> on previously developed land	90% employment, 80% residential	Planning applications	
MINOR167	Page 193, Chapter 1: A Spatial Strategy for Watford, row 3	<u>Number of residential completions</u> <del>Completions</del> within the Core Development Area and in the rest of the town	<del>N/A</del> Not applicable	Planning applications	
MINOR168	Page 193, Chapter 2: Core Development Area, row 1	Net additional homes <u>completions</u> <del>ionsed</del> within each Strategic Development Area	<u>Increase the number of homes</u> <del>Number of allocated homes</del>	Planning applications	
MINOR169	Page 193, Chapter 2: Core Development Area, row 2	Net <u>additional</u> office and industrial floor space within each Strategic Development Area	<u>Increase the a</u> Amount of <del>allocated</del> office/ industrial floor space	Planning applications	
MINOR170	Page 193, Chapter 3, Policy HO3.1, new indicator	<u>Number of residential permissions that have lapsed without implementation.</u>	Not applicable	<u>Planning applications</u>	
MINOR171	Page 193, Chapter 3, Policy HO3.2, row 1	Density of <u>new</u> residential developments (dph)	<u>At least</u> 95+ dph within the Core Development Area and 45+ dph elsewhere in the town	Planning applications	
MINOR172	Page 193, Chapter 3, Policy HO3.2, row 2	Percentage of family-sized units <u>within new residential developments</u>	<u>At least</u> 20% of all new homes to be family sized (three bedrooms or more)	Planning applications	
MINOR173	Page 193, Chapter 3, Policy HO3.3, row 1	Percentage <del>breakdown</del> of <u>new residential units that are classified as</u> affordable housing	35% of all residential units on sites of 10 or more dwellings to be affordable.	Planning applications	
MINOR174	Page 194, Chapter 3, Policy HO3.4, row 1	Number of discounted market rent units <u>on build to rent developments</u>	35% of all residential units <u>on build to rent schemes</u> (on sites of 10 or more	Planning applications	

			dwellings) to be <u>affordable</u> <del>discounted market rent</del>	
MINOR175	Policy HO3.9; HO3.5; HO3.6; HO3.8; HO3.7; HO3.10	Reorder these indicators correctly		
MINOR176	Page 194, Chapter 3, Policy HO3.9, row 1	<del>Number of conversions refused planning permission based on exceeding 10% exceeding threshold.</del> <u>Number of planning permissions granted for Houses in Multiple Occupation where existing residential conversions exceed 10%</u>		
MINOR177	Page 194, Chapter 3, Policy HO3.9, row 2	<del>Number of conversions permitted</del> <u>Number of conversions of residential units into smaller units</u>	<del>N/A</del> Not applicable	Planning applications
MINOR178	Page 194, Chapter 3, 'Relevant Policies'	Policy HO3.5: Specialist <del>Housing and Care Homes</del> <u>Care and Supported Living</u>		
MINOR179	Page 194, Chapter 3, Policy HO3.5, row 1	Number of specialist, <del>and</del> <u>care and supported living</u> bed spaces completed	<u>No net loss of bed spaces</u> <del>102 bed spaces</del>	Planning applications
MINOR180	Page 194, Chapter 3, Policy HO3.8, row 1	Number of pitches granted planning permission	Fulfil the identified need for <del>2</del> <u>Gypsy and Traveller</u> pitches <u>in the borough if required.</u>	Planning applications
MINOR181	Page 194, Chapter 3, Policy HO3.7, row 1	Number of self-build plots provided and completed	<del>Proposals for 20 houses or more to provide a plot to contribute towards meeting the needs of people on the self-build and customhouse building list</del> <u>Provide a self-build plot for every 10 dwellings on sites of 50 or more non-flatted homes.</u>	Planning applications
MINOR182	Page 194, Chapter 3, Policy HO3.10, row 1	<u>Number of dwellings delivered that comply with M4(2) and M4(3) standards</u> <del>Delivery of accessible homes</del>	All new homes to comply with M4(2) standard, <u>on developments of 10 homes or more, 10% 4%</u> to comply with M4(3) standard <del>and 2% of new homes on developments of 50</del>	Planning applications

			<del>dwelling or more to be dementia friendly</del>	
MINOR183	Page 194, Chapter 3, Policy HO3.10, new indicator	<u>Number of dwellings designed to be dementia-friendly</u>	<u>2% of new homes on developments of 50 dwellings or more to be dementia friendly.</u>	<u>Planning applications</u>
MINOR184	Page 195, Chapter 4, Policy EM4.2, row 1	Loss of <u>B2, B8 or E(g)(ii)</u> <del>B</del> class floorspace	No net loss	Planning applications
MINOR185	Page 195, Chapter 4, Policy EM4.3, row 1	<u>E(g)(i)</u> class office floorspace	No net loss	Planning applications
MINOR186	Page 195, Chapter 4, Policy EM4.4, row 1	Loss of <u>E(g)(i), B2 and B8</u> class floorspace (outside designated areas)	No net loss	Planning applications
MINOR187	Page 195, Chapter 5, Policy VT5.1, row 1	<u>Maintain percentage of ground floor units, within the defined Town, District and Local Centre boundaries which are in a Main Town Centre Uses.</u> <del>Percent of uses which are retail, office and leisure</del>	<u>No net loss</u> <del>N/A</del>	Planning applications <u>Land Use Surveys</u>
MINOR188	Page 195, Chapter 5, Policy VT5.1, row 2	<del>Maintain active ground floor uses</del>	<del>N/A</del>	<del>Annual Shop Survey</del>
MINOR189	Page 195, Chapter 5, Policy VT5.2, new indicator	<u>Policy VT5.2 Watford Town Centre</u>		
		<u>No net loss in active ground floor uses within the defined Town, Centre boundary</u>	<u>No net loss</u>	<u>Land Use Surveys</u>
MINOR190	Page 195, Chapter 5, Policy VT5.3, row 1	<u>No net loss in active ground floor uses within the defined Town, District and Local Centre boundaries</u> <del>Maintain level of active ground floor uses</del>	<u>No net loss</u> <del>N/A</del>	<u>Land Use Surveys</u> <del>Annual Shop Survey</del>
MINOR191	Page 195, Chapter 5: A Vibrant Town	<del>Policy HC12.3: Built Cultural and Community Facilities</del>	<del>Number of community facilities</del>	<del>N/A</del>
				<del>Annual Shop Survey</del>

MINOR192	Page 195, Chapter 6, Policy QD6.2; Policy QD6.3; Policy QD6.4, row 1	Number of planning applications refused <del>als based</del> on design grounds	<del>N/A</del> Not applicable	Planning applications
MINOR193	Page 195, Chapter 7, Policy HE7.2; Policy HE7.3; Policy HE7.4, row 1	Number of buildings/structures on the <u>Heritage at Risk Register</u> . <u>Number of conservation areas that are considered to be in the “at risk” category as set out by Historic England.</u>	<del>N/A</del> <u>Reduce number of buildings/structures on the Heritage at Risk Register.</u> <u>No Conservation areas should be in the “at risk” category</u>	<u>Heritage at Risk Register</u>
MINOR194	Page 195, Chapter 7, Policy HE7.2; Policy HE7.3; Policy HE7.4, row 2	Number of applications granted planning permission contrary to advice from Historic England	<del>N/A</del> <u>None</u>	Planning applications
MINOR195	Page 196, Chapter 8, Policy CC8.1	<del>Number of new residential developments which meet carbon emission reduction standards</del>	<del>19% energy efficiency above Part L of the Building Regulations (2013)</del>	<del>Planning applications and post completion certificates</del>
MINOR196	Page 196, Chapter 8, Policy CC8.1, row 2	Percentage of carbon emissions reduction since <del>2008</del> <u>2018</u>	<del>40% reduction by 2030</del> <u>Reduction in carbon emissions above 2018 baseline</u>	UK local authority and regional carbon dioxide emissions national statistics
MINOR197	Page 196, Chapter 8, Policy CC8.2, row 1	Percentage of <u>major</u> non-residential developments which meet BREEAM standards	100% of <u>non-residential</u> developments meeting <del>either excellenet or very good</del> <u>BREEAM excellent standard</u>	Planning applications
MINOR198	Page 196, Chapter 8, Policy CC8.3, new indicator	<u>Number of new residential developments which meet carbon emission reduction standards</u>	<u>19% energy efficiency above Part L of the Building Regulations (2013)</u>	<u>Planning applications and post completion certificates</u>
MINOR199	Page 196, Chapter 8, Policy CC8.4, row 1	Number of Air Quality Management Areas	Reduction in <u>the</u> number of Air Quality Management Areas	Planning applications
MINOR200	Page 196, Chapter 8, Policy CC8.5, row 1	Number of planning permissions refused on	Zero refusals	Planning applications

		pollution <u>or disturbance</u> grounds			
MINOR201	Page 196, Chapter 9, Policy NE9.3; NE9.4, row 1	<del>Number of Environment Agency objections to planning applications</del> <u>Number of applications granted planning permission contrary to Environment Agency advice.</u>	No planning permissions granted contrary to the advice of the Environment Agency on flooding or water quality grounds	Planning applications	
MINOR202	Page 196, Chapter 9, Policy NE9.2, row 1	<u>Gains and losses to the areas of designated green infrastructure and open space</u> <del>Area of designated green infrastructure</del>	No net loss of green infrastructure	Planning applications	
MINOR203	Page 196, Chapter 9, new indicator	<u>Policy NE9.8: Biodiversity</u> <u>Biodiversity net gain as per DEFRA biodiversity metric</u>	<u>10% net gain</u>	<u>Planning applications</u>	
MINOR204	Page 197, Chapter 10, Policy IN10.1, row 1	Relevant Policies: Policy IN10.1 Integrated Infrastructure Delivery; <u>Policy IN10.2 Providing Infrastructure to Support New Development</u>			
MINOR205	Page 197, Chapter 10, Policy IN10.2, row 1	Delete indicator. Combine with indicator for Policy IN10.1 (Minor194)			
MINOR206	Page 197, Chapter 10, Policy IN10.3, row 1	<u>Developer</u> contributions paid on new developments	<del>N/A</del> Not applicable	Section 106 agreements, planning applications and infrastructure funding statements	
MINOR207	Page 197, Chapter 11, Policy ST11.1, row 1	Percentage of new housing within 400m of a bus stop or railway station	<del>N/A</del> Not applicable	Planning applications	
MINOR208	Page 197, Chapter 11, Policy ST11.2, row 1	Delete indicator			
MINOR209	Page 197, Chapter 11, Policy ST11.4, new indicator as row 1	<u>Percentage of new developments granted planning permission with policy-compliant cycle parking provision</u>	<u>100%</u>	<u>Planning applications</u>	
MINOR210	Page 197, Chapter 11, Policy ST11.4, row 1 to become row 2	Percentage of people walking and cycling for transport	<del>Increase</del> <u>Improvement</u> on baseline levels	<u>Hertfordshire County Council HCC</u> travel survey	

MINOR211	Page 197, Chapter 11, Policy ST11.5, row1 and additional indicator.	Percentage of electric vehicles within the borough's total car ownership mix. <del>Level of car ownership</del> <u>Level of car ownership across the borough</u>	<u>Improvement</u> <del>Increase</del> on baseline levels	Department for Transport, <u>Census data</u>
MINOR212	Page 197, Chapter 11, Policy ST11.6, row 1	Percentage of developments which have an active Travel Plan	<del>Increase</del> <u>Improvement</u> on baseline levels	Planning applications
MINOR213	Page 197, Chapter 12, Policy HC12.2, row1	Number of <u>qualifying planning schemes with</u> Health Impact Assessments completed	All schemes over 100 units	Planning applications
MINOR214	Page 197, Chapter 12: A Healthy Community, new indicator	<u>Number of community facilities</u>	Not applicable	<u>Planning applications</u> <u>Land Use Survey</u>
MINOR215	Page 202, Watford Gateway Strategic Development Area, third row, first column	<u>Watford Junction Sustainable Transport Hub, Railway Station and Bus Station Upgrades</u> <del>Western Station Access Priority Reallocation and bus station upgrade</del>		
<b>APPENDIX F: MARKETING REQUIREMENTS</b>				
MINOR216	Page 208, Appendix F Marketing Requirements, Press advertisement bullet point	<b>Press Advertisement</b> – for small commercial units and community facilities an advert should be placed and maintained in the local newspaper, <u>and specialist publications as appropriate</u> . For larger commercial units specialist publications should <u>always so</u> be used. In addition, for large commercial units a press release should be given to local and regional press.		
<b>APPENDIX G: GLOSSARY</b>				
MINOR217	Page 209, Glossary: Affordable Housing	<p><b>Affordable Housing</b> Housing for sale or for rent for those whose needs are not <del>being</del> met by the market (<u>including housing that provides a subsidised route to home ownership and/or is for essential local workers</u>); and which <u>complies with one or more of the following definitions</u>: <del>This includes social rented housing, affordable rented housing and intermediate housing.</del></p> <p><b>a) Affordable housing for rent:</b> <u>Meets all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</u></p>		

		<p><b>b) Starter homes:</b>  <u>Is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</u></p> <p><b>c) Discounted market sales housing:</b>  <u>Is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</u></p> <p><b>d) Other affordable routes to home ownership:</b> <u>is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.</u></p>
MINOR218	Page 209, Glossary: New term.	<p><b>Archaeological Written Scheme of Investigation</b>  <u>A document which outlines proposed archaeological works to be undertaken including fieldwork and post-excavation.</u></p>
MINOR219	Page 209, Glossary: New term	<p><b>Biomass</b>  <u>Living matter within an environmental area, for example plant material, vegetation, or agricultural waste used as a fuel or energy source.</u></p>
MINOR220	Page 210, Glossary: New term	<p><b>Circular Economy</b>  <u>A model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended. In practice, it implies reducing waste to a minimum. When a product reaches the end of its life, its materials are kept within the economy wherever possible.</u></p>
MINOR221	Page 210, Glossary: New term	<p><b>Clawback Agreements</b>  <u>A contractual agreement between a purchaser and seller of property which provides the seller with added benefits should specified events occur such as planning permission being granted on the site.</u></p>
MINOR222	Page 210, Glossary: Development Contributions	<p><del>Contribution in the form of money, land or other means collected from developers to deliver infrastructure. This could be through the Community Infrastructure Levy (CIL) or a Section 106 Agreement as well as onsite contributions.</del> <u>Development contributions is a collective term mainly used</u></p>

		<a href="#">to refer to the Community Infrastructure Levy (CIL) and Planning Obligations (commonly referred to as ‘Section 106’ or ‘S106’ obligations after Section 106 of the Planning Act). These are planning tools that can be used to secure financial and non-financial contributions (including affordable housing), or other works, to provide infrastructure to support development and mitigate the impact of development.</a>
MINOR223	Page 210, Glossary: East of England Forecasting Model	<a href="#">East of England Forecasting Model: This is a computer model developed by Oxford Economics to project economic, demographic and housing trends in a consistent fashion across the East of England and beyond, and is used by local authorities.</a>
MINOR224	Page 210, Glossary: New term	<b><a href="#">Employment Land Areas of Search</a></b> <a href="#">Areas identified within the Hertfordshire County Council Waste Site Allocations document, as being compatible with waste management uses, but which currently have little potential for redevelopment.</a>
MINOR225	Page 210, Glossary: New term	<b><a href="#">Functional Economic Market Area (FEMA)</a></b> <a href="#">An area that is not constrained by administrative boundaries but takes account of how the economy works in a local area. This takes account of the relationships between where people live and work and how the regional economy links together.</a>
MINOR226	Page 211, Glossary: New term	<b><a href="#">Heat Pumps</a></b> <a href="#">A device which can transfer thermal energy to capture existing heat and move it inside to heat a home or building using electricity.</a>
MINOR227	Page 211, Glossary: New term	<b><a href="#">Houses in Multiple Occupation</a></b> <a href="#">A property rented out to people who are considered to be at least three separate households and who have shared facilities such as kitchen and bathroom.</a>
MINOR228	Page 211, Glossary: New term	<b><a href="#">Nationally Described Space Standards</a></b> <a href="#">Government defined standards set out in Building Regulations for the Gross Internal (floor) Area of new dwellings of any tenure at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.</a>
MINOR229	Page 212, Glossary: New term	<b><a href="#">Permitted Development Rights</a></b> <a href="#">Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.</a>
MINOR230	Page 212, Glossary: Self Build and Custom Build Housing	Change custom and self-build to two separate definitions
MINOR231	Page 213, Glossary: New term	<b><a href="#">Standard Methodology</a></b> <a href="#">The methodology set out by the government to identify the annual, minimum number of homes to be planned for.</a>

## INTERACTIVE POLICIES MAP

MINOR232	<a href="https://wbc.maps.arcgis.com/apps/webappviewer/index.html?id=2fd1fd3671c347a4bffeac110bc9bba">https://wbc.maps.arcgis.com/apps/webappviewer/index.html?id=2fd1fd3671c347a4bffeac110bc9bba</a>	All layers to be cropped to extent of borough to allow visibility of surrounding base map
MINOR233	<a href="https://wbc.maps.arcgis.com/apps/webappviewer/index.html?id=2fd1fd3671c347a4bffeac110bc9bba">https://wbc.maps.arcgis.com/apps/webappviewer/index.html?id=2fd1fd3671c347a4bffeac110bc9bba</a>	All modified layers of policies map to be amended on interactive policies map due to multiple alterations in the Schedule of Proposed Modifications