



All Saints Parish Church

CROXLEY GREEN NEIGHBOURHOOD PLAN

2017-2032

[Referendum Version December 2018]

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PREFACE

Croxley Green is rated highly in “best places to live and bring up children” surveys. Why is this? I believe it is down to transport links and close proximity to London, surrounded by Greenbelt and possessing a great community spirit. How do we keep Croxley Green special? One tool is this Neighbourhood Plan.

The Neighbourhood Plan is an opportunity for local people to have control over the future of the Parish, by actively planning for new sympathetic development and protecting those parts of the Parish that are important to its character and function.

This is the final version, prepared following an extensive period of consultation with those likely to be affected by it. I thank all the people who have helped develop the plan, as a lot of hard work went into its development. The Plan should now become part of our statutory planning framework subject to a successful referendum.

Cllr Chris Mitchell

Chairman of the Neighbourhood Plan Working Party

EXECUTIVE SUMMARY

The Croxley Green Neighbourhood Plan is a new type of planning document, intended to give more voice to people about what happens in their local area. If it is approved by a majority of residents voting in a referendum it will be adopted by Three Rivers District Council (TRDC) as part of the Local Plan. It would then be applied by planners and planning committees to all future planning applications in Croxley Green. **Consequently it will affect everyone living or working in Croxley Green.**

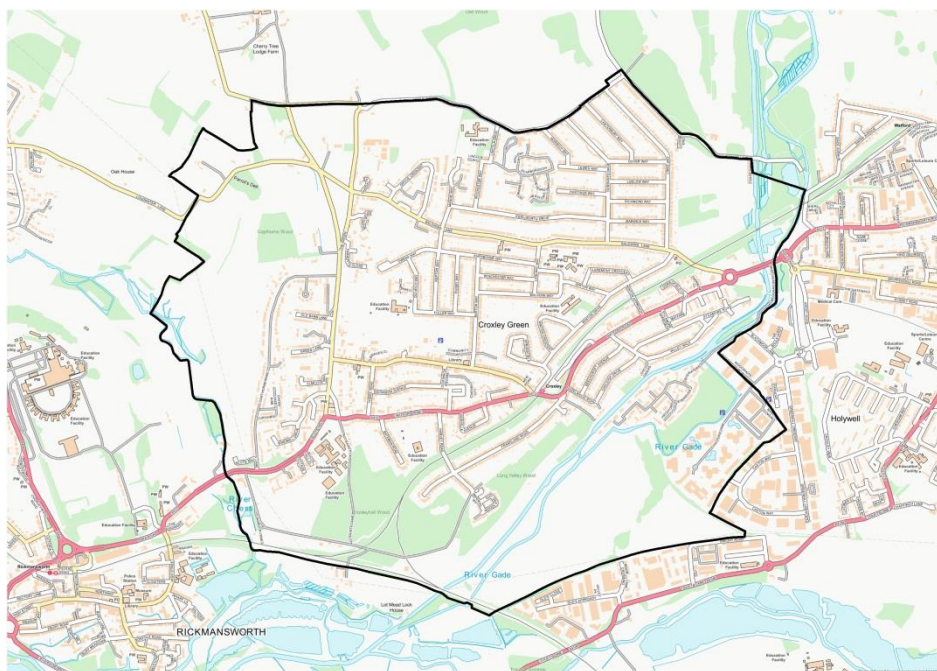
The context and vision for the Plan are described in Chapter 1, concluding with the high level aspirations and objectives of the Plan at paragraph 1.2.6. Chapter 2 summarises the planning context for Croxley Green including the natural environment, the history of development, its character and heritage, population, housing and social and economic factors. Chapter 3 explains how the planning objectives, planning policies and aims are set out to deliver the Plan’s overall vision. Chapter 4 summarises the twelve “Character Areas” which cover the parish and are described in more detail in Appendix B. Chapter 5 sets out the planning policies and aims commencing with conserving and enhancing the local character and heritage in each of the twelve Character Areas. It sets out the objectives and importance of each planning policy (or aim), with their justification. Chapter 6 outlines some specific development opportunities within Croxley Green.

This final version has been refined and amended following informal consultation with all those affected by it and especially the residents of Croxley Green who will decide whether it is to be adopted. Following this informal consultation it was submitted to TRDC for technical review and formal consultation. It was then considered by an Independent Examiner who concluded that the Plan should proceed to referendum subject to their recommended modifications. TRDC have accepted those modifications and updated the Plan accordingly.

1 CONTEXT

1.1 ABOUT THE NEIGHBOURHOOD PLAN

- 1.1.1 The production of the Croxley Green Neighbourhood Plan was led by the Croxley Green Parish Council. It is a new type of planning document, part of the Government's approach to planning under the Localism Act 2011, which was intended to give more voice to people about what happens in their area.
- 1.1.2 The Neighbourhood Plan is an opportunity for people to have control over the future of the Parish by actively planning for new sympathetic development and protecting those parts of the parish that are important to its character and function.
- 1.1.3 Three Rivers District Council (TRDC) will use our Neighbourhood Plan to provide a local context, which must complement the Three Rivers Local Plan¹ and the National Planning Policy Framework (NPPF)². This Neighbourhood Plan supplements but does not repeat policies already contained within other approved statutory documents, such as the Local Plan.
- 1.1.4 In November 2013 Croxley Green Parish Council made an application to TRDC to designate the Parish as a Neighbourhood Area. Following a period of public consultation undertaken during December 2013 and January 2014, the TRDC Executive Committee resolved that the area be designated as the Croxley Green Neighbourhood Area enabling preparation to commence on the Croxley Green Neighbourhood Plan.



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Croxley Green Neighbourhood Area (Designated 27.01.14)

¹ See Bibliography in Appendices for references

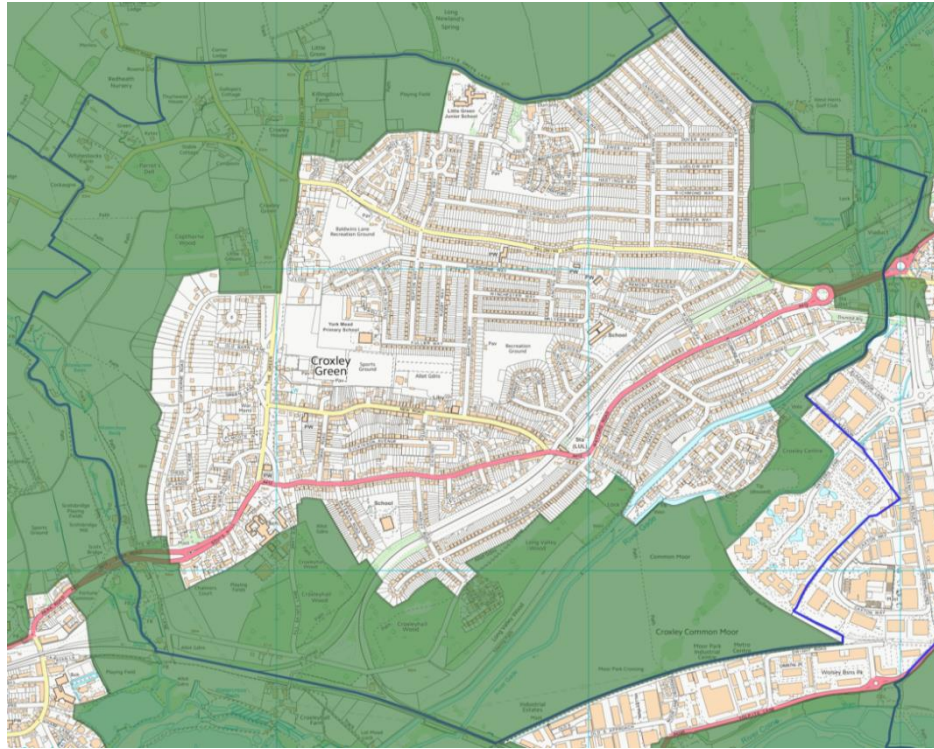
² See Bibliography in Appendices for references

- 1.1.5 Peter Goodwin of Chambers Goodwin and Partners was appointed in 2014 to help the Croxley Green Parish Council produce the Plan. The Parish Council's work has been led by the Chairman, Cllr Chris Mitchell, former Cllr Wendy Jordan and Cllr Andrew Gallagher with much support from other colleagues and the officers of the Parish Council. In addition, the various drafts have been discussed with TRDC planning policy officers who have provided helpful comments and guidance which we have appreciated. However, the Plan belongs to the people of Croxley Green and the vision behind it is based on consultations with residents, businesses and other organisations.
- 1.1.6 Residents and local businesses have been consulted³ on the draft Neighbourhood Plan since the inaugural open meeting on 12 November 2014. A final consultation draft (dated 2 Feb 2016) was sent to nearly 90 different interested parties and organisations in June 2016 and written responses had been received from 18 separate organisations or individuals (two responded twice each) by the closing date on 9 September. Their comments and suggestions have been considered carefully and many minor clarifications and amendments have been made in this Plan submitted formally to TRDC for independent examination.
- 1.1.6 The following paragraphs describe the Vision for the sustainable development of Croxley Green which is described in Section 2.0. The objectives, planning policies and aims are set out in section 3.0 and the following sections.

1.2 VISION: FUTURE OF CROXLEY GREEN

- 1.2.1 The essence of the Neighbourhood Plan is to plan a sustainable future for Croxley Green. Many people in the community refer to Croxley Green as a "*village*", due to the historic settlement and its semi-rural nature, but it cannot be designated as such because the population exceeds 5,000, which is the limit for a 'village' defined in the Three Rivers Local Plan. Croxley Green faces further change in the medium to longer term. The immediate challenges relate to the demanding housing targets set by government and managed by TRDC.

³ See the Consultation Statement for details of all consultation and responses



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Croxley Green and the Green Belt (pre-November 2014)



All Saints Church seen from The Green

1.2.2 Croxley Green is almost surrounded by designated Green Belt land, some within the parish, and much to the west, north and east in neighbouring parishes. This setting in a protected landscape gives Croxley Green much of its distinctive character and attractiveness. With more efficient communications to Central London and the West Coast main line and an enviable amount of protected open green space⁴, Croxley Green will become even more desirable to developers. Over the past few years a number of housing developments have

⁴ Designated open spaces are listed in Appendix H

been completed, for instance, Woodland Chase at the bottom of Harvey Road and the new estate at Durrants. There has been some increase in primary school provision, with a site for a proposed new secondary school allocated at the eastern end of Baldwins Lane. The local secondary school, Rickmansworth School, is over-subscribed and many pupils come in from outside the district. The increasing population is placing an increasing strain on local health, education and public utility services.



Dickinson Square – 19th century workers' cottages

- 1.2.3 Croxley Green is in danger of losing its distinctive character. The danger is that so much of its history and cultural assets are taken for granted. There are two Conservation Areas⁵ an extensive area of SSSI⁶ and a new protected Village Green⁷. However, these need to be put into a cohesive policy document for the development of the “village” so that decisions are taken on an informed basis. The issues outlined above are not controlled by the Parish Council. Housing and education are dealt with at district and county level and currently the input is via a consultative process including the Parish Council, but none of this is binding. The Localism Act offers an opportunity for the community to take more control and to work in alignment with the District and County Councils.
- 1.2.4 A good deal of work has already been done. A survey, carried out as a basis for a proposed Community Plan⁸, provided a wealth of information on local opinions supplied by the respondents. Some families have lived in Croxley Green for three generations or more. Our residents are immensely proud of their community and it is well served by volunteer groups. In addition, a pre-feasibility study for a “village centre” was completed in 2013 and this mapped the built environment and focused on ideas which could be developed to improve both business and public services.

⁵ The Green Conservation and Dickinson Square Conservation Square – see Appendix H

⁶ Croxley Common Moor

⁷ Long Valley Wood and Buddleia Walk, designated September 2007

⁸ Currently in abeyance

1.2.5 In the survey carried out for the Community Plan in 2013 residents were invited to identify their top five priorities from a list of twenty-two separate topics. The two highest scoring topics were:

- *Protecting and maintaining our open spaces and woodlands (83% of respondents)*
- *Green Belt protection (80% of respondents).*



Typical Croxley Green `“Metroland”` properties

1.2.6 The high level aspirations and objectives below were developed through public and steering group meetings and are the foundation of this Neighbourhood Plan. More focused objectives have been developed for specific sections and to inform the policies.

HIGH LEVEL ASPIRATIONS

- To maintain Croxley Green as a place to live, work and flourish and to keep the community ‘family friendly’.
- To protect and maintain the open spaces and woodland within the Parish Boundary.
- To ensure that the use of land enhances Croxley Green and protects the built environment.
- To maintain the semi-rural character by protecting and improving the green spaces and keeping rights of way.
- To ensure that new buildings are environmentally friendly and built to the highest standards in terms of sustainability and sensitivity to their surroundings.

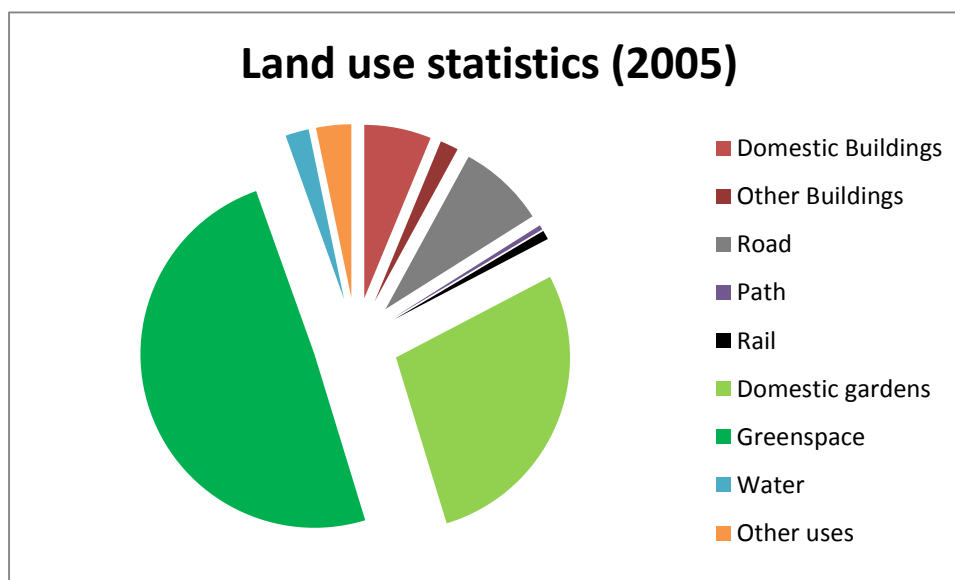
OBJECTIVES

- To produce a definitive inventory of community assets, including cultural and sports facilities.
- To produce guidance on design so that the different character areas are respected by housing developers and individual householders.
- To explore extending the Conservation Areas, designating character areas [relating to the design guidance] and landscape areas.
- To develop a business policy in relation to keeping local shops open and viable; to support those working in Croxley Green and to identify whether any new infrastructure is needed.

2 ABOUT CROXLEY GREEN

2.1 NATURAL ENVIRONMENT

- 2.1.1 Croxley Green lies on gently rising ground on a spur of the dip slope of the Chiltern Hills. It is bounded to the south by the Colne river valley, to the south-east and east by the Gade river valley and to the west by the Chess river valley. To the north and north-west the terrain is open and undulating and rises gently towards the distant crest of the Chilterns. The developed area of Croxley Green is liable to occasional local ground settlement caused by isolated sink holes in the underlying chalk. The chalk and the superficial deposits do not produce good quality agricultural soil and the area was mainly used for woodland and pasture before urban development.
- 2.1.2 The rivers Gade, Colne & Chess run adjacent to or through the Neighbourhood Plan area. Any proposed developments within or adjacent to these watercourses should not cause further deterioration under the Water Framework Directive and should seek to improve the water quality based on the recommendations of the Thames River Basin Management Plan. In addition new development lying within Flood Zones 2 and 3 should only be permitted in accordance with national and local policy.
- 2.1.3 Croxley Green is surrounded by countryside and greenery – fields, woodlands and marshy floodplain, mostly designated as Green Belt. Some of these areas lie within the parish, but most of them lie in adjoining parishes, to the south, west and north. These green areas provide a physical and visual buffer and help define the exclusive “village” feeling as well as being highly valued by the majority of residents. The main characteristic is of two storey houses set in residential roads many with glimpses of the open countryside which lies on all sides.



Croxley Green Land Use statistics⁹

⁹ Land Use Statistics (Generalised Land Use Database) January 2005 ONS

2.1.4 Apart from two sites allocated in the TRDC Local Plan¹⁰, Killingdown Farm (new housing) and Baldwins Lane (proposed new secondary school), no other development proposals are currently envisaged in the Green Belt. The countryside areas consist of woodland, agricultural fields and water meadows. Some of the woodland is in public ownership with open access, some is privately owned, and some has restricted access. In addition the built-up area contains a variety of parks and recreation grounds, woodlands and other green spaces. There is a rich variety of wildlife and the Common Moor is a Site of Special Scientific Interest (SSSI) designated for its unusual flora and fauna¹¹.



Winter view of the wooded backdrop from Links Way

2.1.5 Many areas within Croxley Green contain large trees and hedgerows remaining from the past and these act as a visual foil and provide privacy. The best of these should be protected and new planting should be encouraged. Some of the important trees, tree groups and hedges recommended for Tree Preservation Orders (TPOs) are identified in Appendix E. It is recognised that this will be a separate community action that does not form part of the planning policy elements of this Neighbourhood Plan.



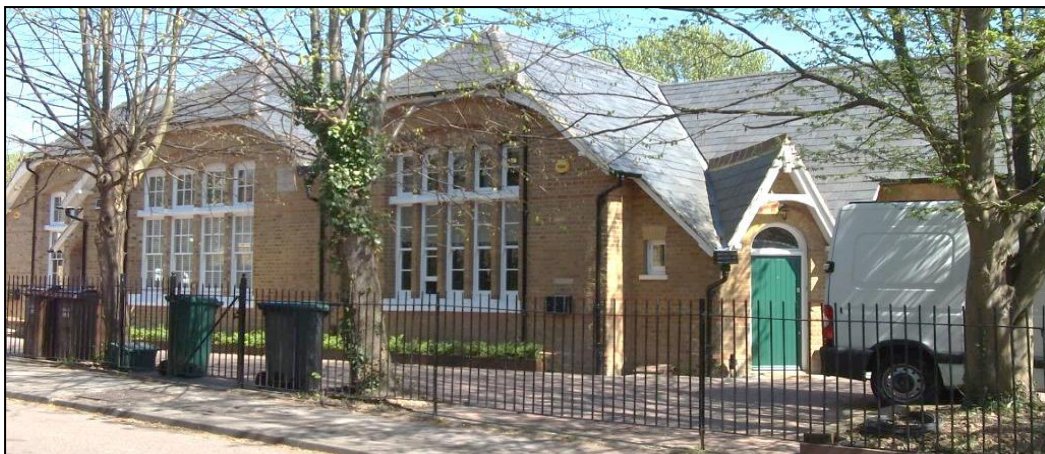
Public footpaths are well signed and well used in Croxley Green

¹⁰ Site Allocations Local Development Document approved by TRDC November 2014

¹¹ See Wikipedia https://en.wikipedia.org/wiki/Croxley_Common_Moor

2.2 HISTORY OF CROXLEY GREEN

- 2.2.1 Croxley Green, as it is today, is the result of four main historical influences: the geological structure, its agricultural origins, nineteenth century industry and twentieth century suburban growth.
- 2.2.2 In medieval times, Croxley Green was a small settlement with scattered farms on the high road between Watford and Rickmansworth. Croxley was the home farm for the Abbey at St Albans and the Great Barn at Croxley Hall¹² (just outside the current Parish boundary) is the magnificent survivor from those times. The “*village*” has a pleasant collection of buildings from the sixteenth and seventeenth centuries at Croxley Hall and in the farmhouses, cottages and pubs clustered around The Green. Croxley House was constructed about 1770 and became home to one of the main landowners soon afterwards. The agricultural past is evident in the softer landscapes of the Green, Common Moor, the disused watercress beds beside the Chess and Gade rivers, and the ancient woodlands of Croxley Hall and Cophorne. Further evidence of ancient field boundaries can be seen in the old lanes (Baldwins and Little Green), some of which survive amongst modern buildings. An important adjunct to the agricultural economy was the watermill at Scotsbridge, which has operated since medieval times and which in 1757 began producing paper on a small scale.
- 2.2.3 Improved communications transformed Croxley Green in the nineteenth century. The Grand Junction Canal from the Midlands to London (now renamed the Grand Union Canal) was fully operational by the early 1800s. In 1830 John Dickinson and Co. opened a new paper mill beside the canal at Croxley Green as part of its growing industrial empire. The mill was greatly expanded in the 1880s and, by the last quarter of the nineteenth century, Croxley was effectively a “*mill village*”, most of whose families earned their living from paper production. Today, the mill site is occupied by the Byewaters housing estate and almost nothing remains of the large factory. However, the workers’ housing in Dickinson Square and New Road, the Methodist Chapel, the Anglican Church, Yorke Road School and Croxley Guild Sports Ground were all created during the industrial expansion of the “*village*”.



Yorke Road School – now converted to 4 dwellings (included in the TRDC Housing Allocations)

¹² See <http://www.croxleygreatbarn.co.uk/CroxleyGreatBarn/Introduction.html>

- 2.2.4 The coming of the railways brought further changes. Rickmansworth was connected to the London & North West Railway (LNWR) main line in Watford by 1862 and the mainline from Baker Street arrived in the town in 1887. As a result, a number of wealthy London business people built large houses in Croxley Green. These included: Durrants (c. 1866), several houses on the western side of The Green, and Cassiobridge House (c. 1850). Some have now been replaced by modern housing (e.g. Scots Hill and Highfield Houses) but the specimen trees from their grounds still decorate the landscape¹³.
- 2.2.5 By the outbreak of the First World War, Croxley Green was a community of about 2,400 people, one fifth of its present population. Then, between the wars, the “village” was transformed again as much of the farmland was developed for housing. Croxley Green was chosen for the first council houses constructed by Rickmansworth Urban District Council at Gonville Avenue in 1921.



Gonville Avenue - original council housing dating from 1921

- 2.2.6 The growth accelerated with the opening of Croxley Green station on the Watford branch of the Metropolitan line in 1925. By 1939 houses had been built on much of Parrotts and Durrants farms to the north of New Road and on land to the south of Watford Road. In 1939 Durrants and Harvey Road Schools were opened to serve the growing community and the Anglicans built a new church at St Oswald’s in 1937. More large houses were built along Copthorne Road to the west of The Green. After the war and until recent times, the process of expansion and infilling continued through both private and council/social housing. There is now very little unprotected land within the built-up area remaining for new development.

2.3 CHARACTER AND HERITAGE

- 2.3.1 The main expansion and transformation in character of Croxley Green took place between 1925 and 1940 as a result of the opening of the Metropolitan Line and residential areas of this period comprise about 75% of the built-up area of the Parish. In appearance, these

¹³ See Appendix E

streets are typical of the “Metro-land” described by John Betjeman in his 1973 BBC documentary.

- 2.3.2 Some damage occurred from wartime bombing and it is possible to identify houses built as subsequent infill by their style or materials. There are also a number of streets of 1950s houses, mostly at the northern fringes of the 1930s stock, some built by local councils and some former “tied” industrial housing,. Development of larger sites, formerly in non-residential use, has continued through to 2010.
- 2.3.3 The two main features of the older parts of Croxley Green consist of The Green and the area around New Road. The Green is common land running north to south which dates to medieval times. It is designated as a Conservation Area with its surrounding houses and is well documented¹⁴. New Road - most of which dates from the 1880s onwards - runs at right angles from The Green eastwards as far as the 1920s Croxley Station. It has an entirely different character consisting of modest late Victorian terraced houses, some with retail use on the ground floor. To the south of New Road is Dickinson Square, a mid-Victorian development for the Croxley Mills employees, which is also a Conservation Area¹⁵. Yorke Road and the well planted Dickinson Avenue both dating from the 1890s and 1900s with attractive semi-detached and detached houses. There are a number of distinguished buildings in the Parish including churches and public halls and only some are included in the statutory list or local list.
- 2.3.4 The central portion of New Road comprises the “*Village Centre*” and the Parish offices and Community Association hall are set in the back-land north of New Road. New Road contains the larger shops including two small supermarkets, both open late night, and other facilities, such as the Library and one of the doctors’ surgeries. The TRDC Site Allocations Local Development Document (SALDD) Nov 2014 lists both New Road and Watford Road as “Local Retail Centres” but New Road and its back-land contains shops and many other “*Village Centre*” facilities (see Appendix D for details) whereas the Watford Road “*centre*” includes a number of smaller shops and businesses including a sub post office. There are four other small shopping parades spread across the Parish on the main thoroughfares of Watford Road and Baldwins Lane, so that the whole of the built-up area is within about 10 minutes’ walk of a shop. There are currently few vacant shop units and when vacancies do occur new businesses generally start up rapidly.

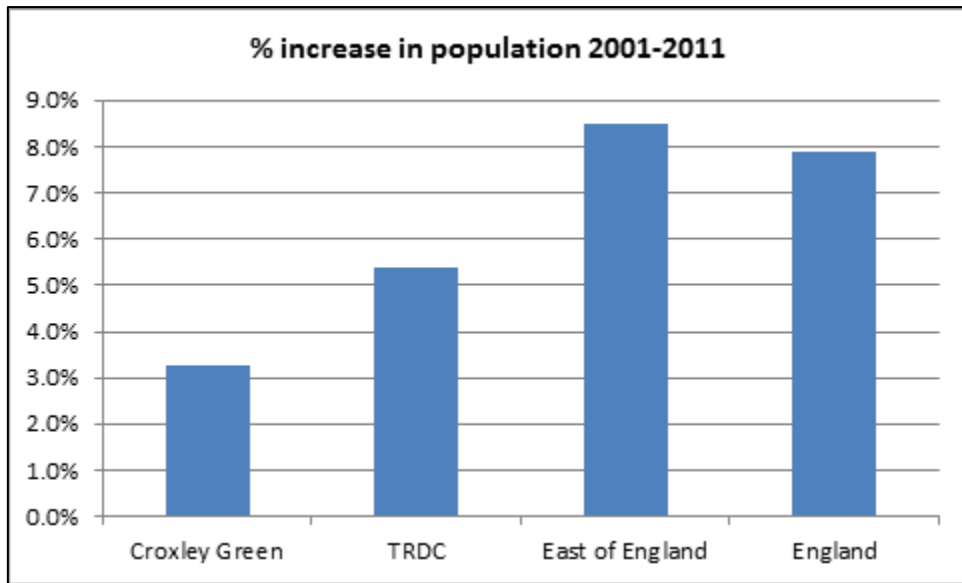
2.4 POPULATION¹⁶

- 2.4.1 According to the 2011 Census, the population of Croxley Green was 12,562 in 2011 and had increased by about 400 or 3% in the ten years between 2001 and 2011. This rate of increase was slower than in Three Rivers, the East of England or England as a whole.

¹⁴ See Appendix B.4.1

¹⁵ See Appendix B.5.7

¹⁶ Refer to Appendix A for more information on the topics in this section and the following sections 2.5-2.7 (mostly from the 2011 Census)

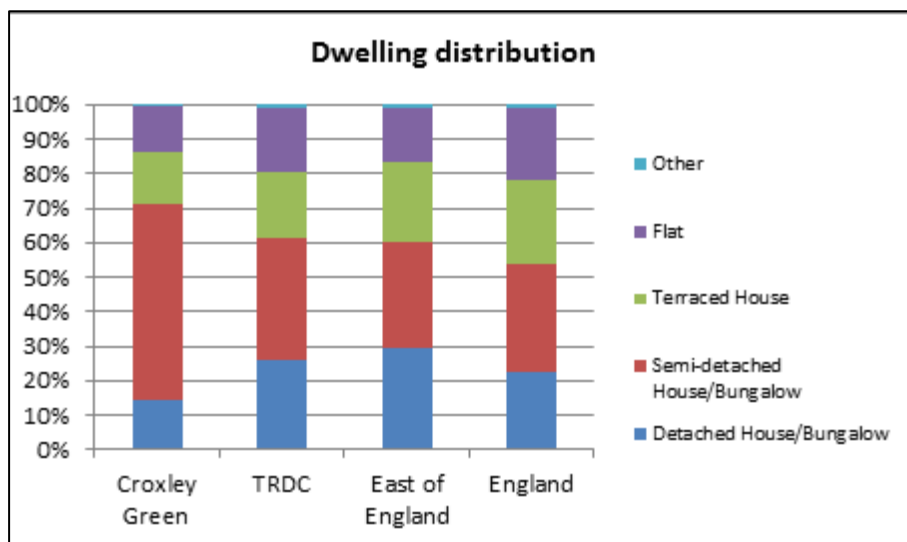


Population increase in Croxley Green (in context)

2.4.2 The age structure of the population in 2011 differed significantly between Croxley Green, Three Rivers, the East of England and England as a whole. Croxley Green has significantly less resident young adults between 20 and 29 than the rest of the country, somewhat less between 30 and 39, and more between 40 and 59. This reflects young adults moving away to find work living elsewhere because of the high cost of property in Croxley Green.

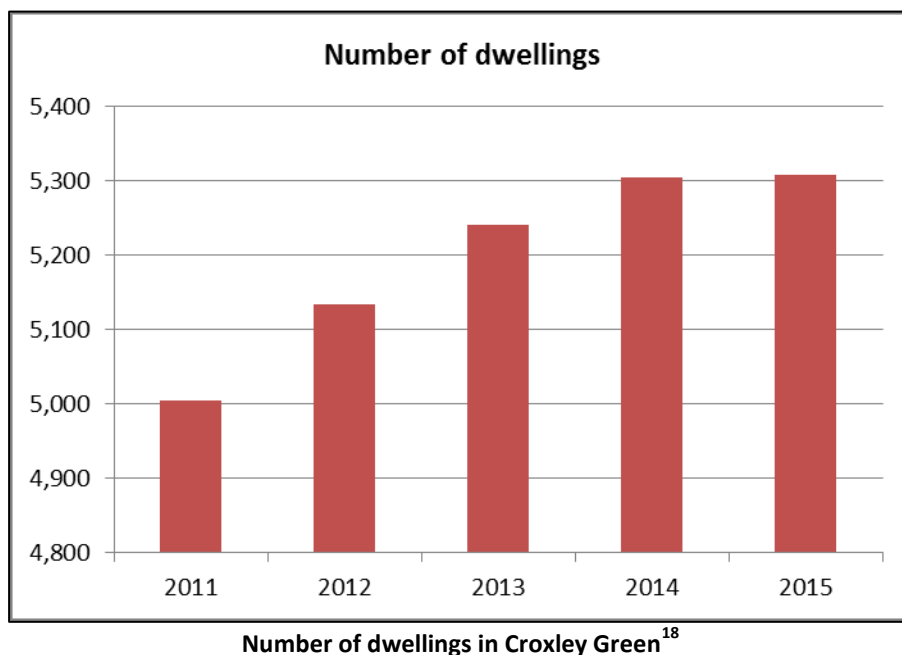
2.5 HOUSING STOCK, TENURE AND HOUSEHOLDS

2.5.1 Croxley Green, which has a total of about 5300 dwellings, is predominantly an area of semi-detached two storey houses and with a large number of bungalows. Despite new developments, the composition of the stock has changed very little over the last 50 years particularly in the north of the Parish. In 2011 seven of every eight dwellings were houses or bungalows. Nearly six out of ten houses were semi-detached, almost one sixth were terraced and almost one sixth were detached. Only one in eight of the dwellings were flats.



Distribution of dwelling types in Croxley Green (in context)

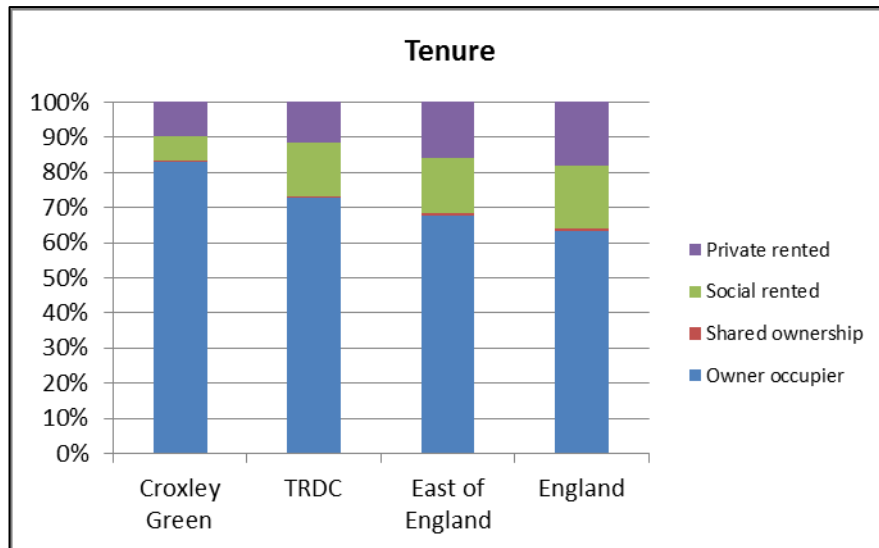
- 2.5.2 About five sixths of the housing stock is 75 years old or more – mostly semi-detached or detached houses and bungalows. About half the remainder dates from the 1950s, consisting of flats and houses originally constructed as rented social housing. Most of the purpose-built shopping parades are 1950s council blocks with flats on the upper two floors. Because of its age and the nature of its construction, mostly solid brickwork, the earlier pre-war housing stock performs poorly in terms of energy usage.
- 2.5.3 Council Tax records for the 5 years following the last Census reveal that very few new dwellings were constructed after the completion of some larger developments, such as the Durrants estate. Based on the TRDC current housing allocations¹⁷, it seems unlikely that the number of dwellings will increase significantly over the next 15 years (i.e. no more than 250 to 300 or 5% to 6% of the stock) unless larger “windfall sites” are forthcoming.



- 2.5.4 Virtually all the population lived in private households with only 30 in communal accommodation. The number of households increased by 107 or about 2% in the 2001 – 2011 period, of which almost a quarter were single persons, almost a third were couples and just over a quarter were couples with dependent children. The proportion of singles and couples were considerably less than England probably because of the preponderance of family houses in Croxley Green with few flats.
- 2.5.5 In 2011 five sixths of the households were owner occupiers, one in thirteen were social housing tenants and one in eleven were private tenants. This is a significantly higher proportion of owner-occupiers than TRDC, the East Region and England as a whole.

¹⁷ TRDC SALDD 2014

¹⁸ Source: Council Tax rolls in CGPC files



Housing tenure in Croxley Green (in context)

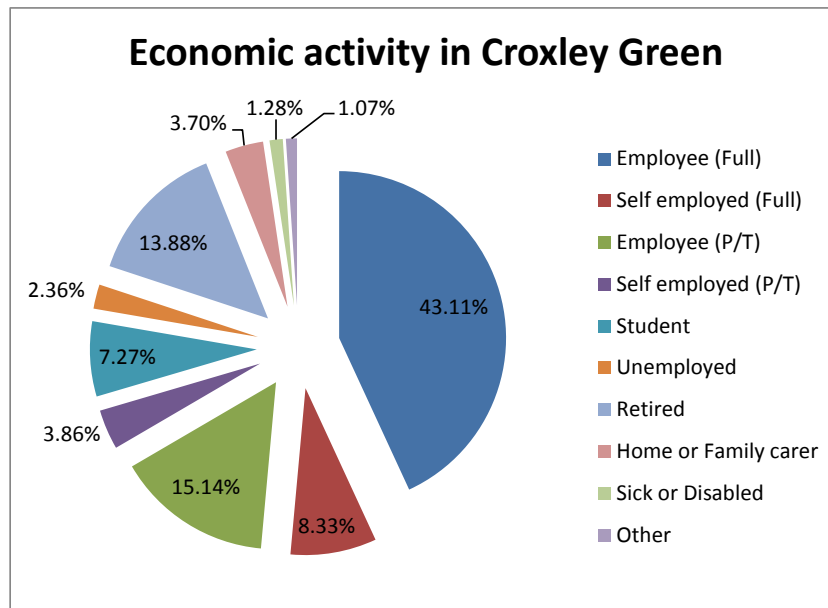
2.5.6 Over the period 2001-2011, 3% fewer households were owner occupiers, 1% fewer were social housing tenants but 3% more households were private tenants. While owner occupation is considerably higher than England as a whole, its downward trend and the increase in private rented accommodation reflects national trends.

2.6 EDUCATION AND EMPLOYMENT

2.6.1 Overall, residents in Croxley Green have a higher level of educational attainment and qualification than the average for the East of England or England as a whole, and a broadly similar level to the rest of TRDC.

2.6.2 Economic activity statistics are recorded in the Census for the population in Croxley Green between the ages of 16 and 74, excluding the population aged over 75, which is equivalent to about one eighth of the 16 to 74 age range. In 2011, over half the 16 to 74 age range was in full time work, with the majority working as full time employees. Nearly one fifth were working part time and the rest were retired, students, or in other categories. Compared with Three Rivers, the East of England and England proportionately more people in Croxley Green were in full or part time work in 2011. There were fewer students compared with the whole of England but about the same proportion as Three Rivers and the East of England.

2.6.3 Within Croxley Green the most significant employment area is located in the extreme eastern part of the Parish at the Croxley Business Park and only accessible by road through Watford or Rickmansworth. This is part of a much larger belt of light industrial and commercial development lying to the south-east of Croxley over the border in Watford.



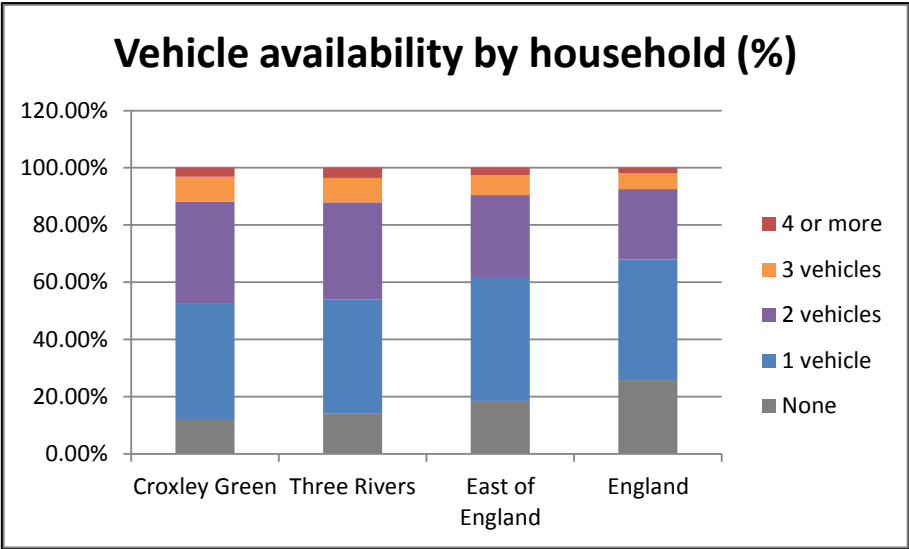
Economic activity by category in Croxley Green

- 2.6.4 The main office floor-space is located in Croxley Business Park which occupies part of the old Croxley Paper Mill complex. The development has a number of self-contained office buildings in a landscaped setting, some let to a single tenant and some in multiple lets. A management suite and cafe are located close to Croxley Moor. This site provides a wide range of office jobs including IT and also the Watford office of Thrive, the Three Rivers stock transfer housing association.
- 2.6.5 Most former industrial buildings elsewhere in the Parish have been redeveloped for housing. Despite residential redevelopment in recent years a number of smaller commercial and industrial buildings remain on side roads and on back-land sites. These include the service station and the tyre depot in New Road, the boat yard and marina. There are a few commercial premises remaining close to The Harvester on Watford Road. In addition, many businesses operate from domestic premises. In addition to shops, offices and domestic premises, other buildings, such as schools, public houses, churches, surgeries, library and various charities, generate employment, some for local people.

2.7 VEHICLE OWNERSHIP, TRAVEL TO WORK AND TRANSPORT

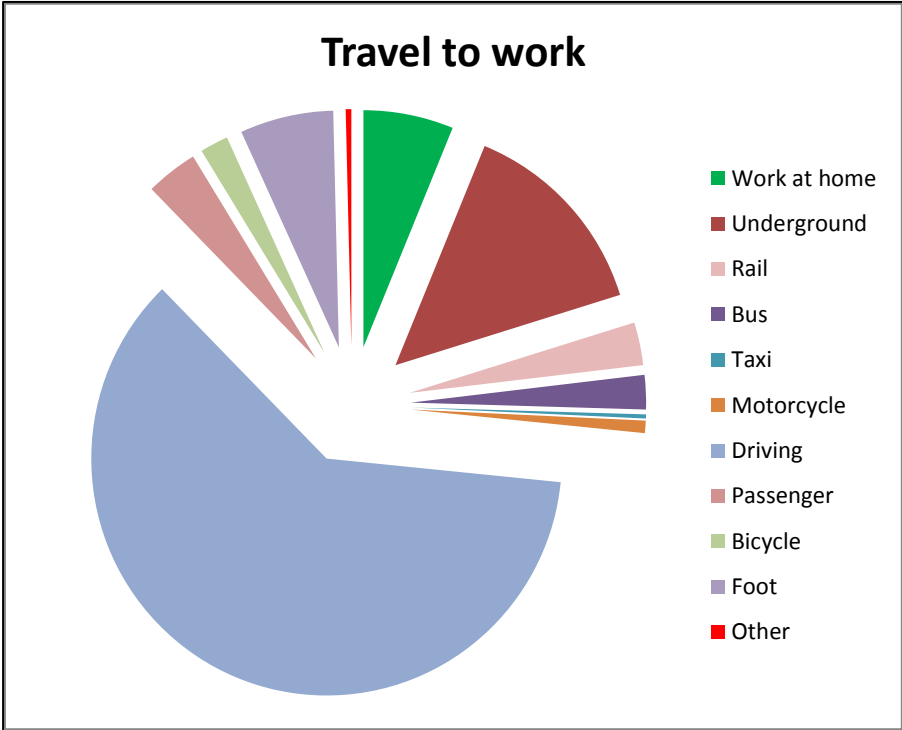
- 2.7.1 In 2011 40% of households in Croxley Green had the use of either a car or a van and a further 43% of households had the use of 2 or more vehicles. In other words, less than one in six households *did not have the use of a vehicle*, significantly fewer than the national figure. The effect of this intensified vehicle ownership is visible throughout the Parish with widespread kerb side parking and forecourt hard-standings replacing front gardens on many of the roads¹⁹.

¹⁹ See Front Garden Policy 5.7



Vehicle availability by household in Croxley Green

2.7.2 Of the three quarters of the over 16s in employment, six out of ten drove a car or van to work. One in thirteen used the Underground, one in sixteen walked to work and a similar number worked from home. Very few used buses. These figures have changed comparatively little since 2001, with the main changes being a small increase in numbers using the Underground and a slight reduction in those working from home. The Hertfordshire Travel Survey (2012)²⁰ found that the key work destinations were Greater London (40%) and Watford (13%) with a smaller percentage travelling elsewhere.



Travel to work from Croxley Green by mode of transport

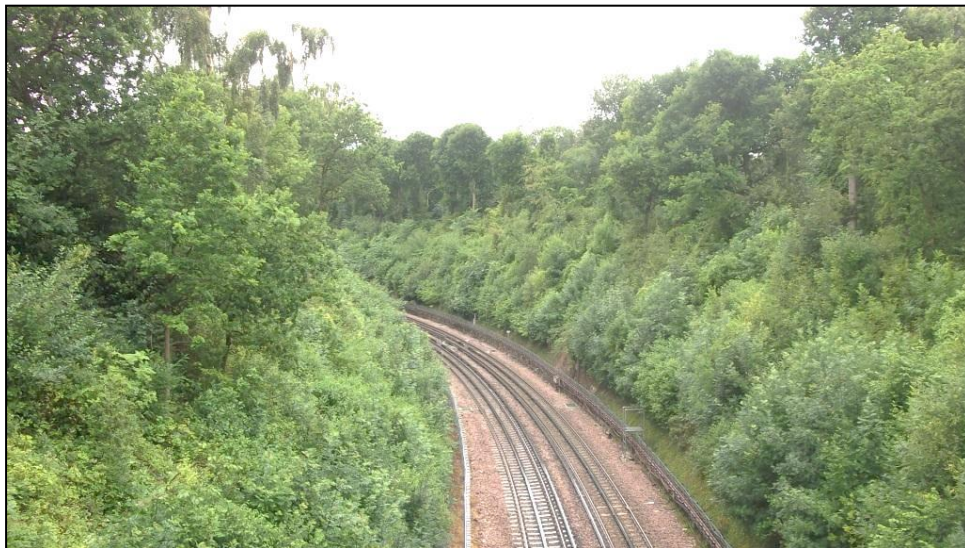
²⁰ See bibliography. This information is based on Three Rivers District rather than the Parish

- 2.7.3 Public transport serving the Parish includes the Metropolitan Line and buses. The canal, constructed in the early 19th Century and once an important transport artery, is now used almost exclusively for pleasure boating.



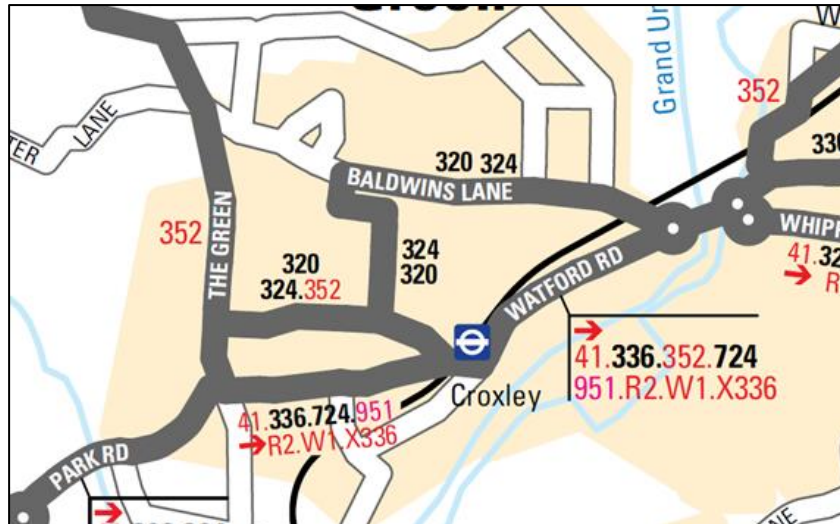
New Road near Barton Way – a bus route outside the Library and local shops

- 2.7.4 The Metropolitan Railway runs diagonally across the Parish, mostly in cutting, severing the residential areas into several smaller neighbourhoods.



The Metropolitan Line to Watford opened in 1925

- 2.7.5 Buses run along Baldwins Lane, Watford Road and New Road and some lesser roads. Only two of the routes that pass through Croxley Green are relatively convenient (passing within 1 km of most of the built-up area). The rest of the routes follow the main roads through the south of Croxley Green, mainly with limited frequency. The recent reductions in bus services in the evenings and at weekends limit the usefulness of buses for people on low salaries working in retail or service sectors and affect those without a car, especially the elderly, who may feel ‘trapped in the village’.



Bus routes through Croxley Green²¹

- 2.7.6 To supplement the bus service, the Parish Council runs special services for senior citizens on Fridays to and from Watford Town Centre. A bus picks up passengers along local residential roads on three routes in turn, calling at retirement homes and sheltered living accommodation, to provide a direct service with a return service a few hours later on each route.
- 2.7.7 Within the built-up areas, there is little special provision for cyclists apart from the cycle lanes in Watford Road from the Harvester Roundabout to Hazelwood Road. The only road with a 20 mph limit is the central portion of New Road but there are extensive public footpaths and bridleways both within the built-up area and in the surrounding countryside.

2.8 ROADS and TRAFFIC²²

- 2.8.1 All road traffic entering or leaving Croxley Green must pass through one of three junctions, the mini roundabout at the top of Scots Hill (towards Rickmansworth) the twin roundabouts at Two Bridges (towards Watford) or the cross roads to the north of the Green. Most of the traffic in Croxley Green is through traffic on the three main routes: Watford Road (A412), The Green and Baldwins Lane. Traffic in Three Rivers has been forecast to grow by 6.5% by 2021 and by 12.4% by 2031.
- 2.8.2 The A412 passes through the southern built-up area, connecting Rickmansworth to the west with Watford to the east. This road was formerly part of the outer London Orbital Road until it was replaced by the Watford and Rickmansworth bypass now incorporated into the M25. It continues to be an important road carrying mainly local traffic, with an annual average weekday (AAWD) traffic flow (measured at Scots Hill) of between 22,000 and 24,000 vehicles in recent years. It is used as the authorised diversion route when the M25 has to be closed for any reason.

²¹ Extract copied from Intalink website

²² See also Appendix F

2.8.3 Two busy unclassified roads pass through Croxley Green. To the west the Green connects Sarratt Road (to the north) to the A412 (west towards Rickmansworth). Bisecting the northern area of the built-up area Baldwins Lane connects Sarratt Road (to the north) to the A412 (at the east end of the Parish towards Watford). Sarratt Road has an AAWD of between 8,000 and 9,000 vehicles. Rickmansworth School is adjacent to the roundabout junction of Watford Road (A412) with the Green at the top of Scots Hill. Extensive pedestrian movement causes traffic congestion at the junction in the mornings and afternoons. The proposed new school at the eastern end of Baldwins Lane²³ will have a similar effect on traffic at the roundabout between the Watford Road (A412) and Baldwins Lane at Two Bridges.

2.9 CONCLUSION

2.9.1 The Neighbourhood Plan has been developed to provide a tool for future planning and development. The previous sections describe the rich history and heritage of Croxley Green including statistical analysis up to the present. We need to look to the future and this is why we present our objectives, planning policies and related aims on the following pages.

2.9.2 “Character Areas” have been identified alongside the Conservation Area sites and specific proposals are set out to produce a viable framework for planners to use in future. Both the design of the built environment and the conservation of the natural landscape are vitally important to enhance and preserve the special and unique characteristics of our community. We wish to draw attention to the importance of our trees and hedges, which provide a visual and physical buffer within the locality. A proactive approach has been adopted, laying out a future strategy that is consistent within both local and national policies. As we approach near capacity for future development it is essential that we set out plans for its most appropriate use, with the intent to promote a sustainable balance of development, function and a sense of wellbeing.

²³ See project action plans and policies in Section 6

THE POLICIES AND THE AIMS



Distinguished houses in New Road currently outside the Conservation Area boundary



The Canal (Common Moor Lock with “Byewaters” beyond)

3 INTRODUCTION TO POLICIES AND AIMS

3.1.1 This part of the Croxley Green Neighbourhood Plan sets out policies and aims that will deliver the Plan's overall vision. Neighbourhood Plan policies must relate to the use and development of land but there is no reason why the Plan cannot include non-planning related policies that local people wish to achieve. This Plan distinguishes between land use planning policies and non-planning policies by calling the former a "Policy" and the latter an "Aim".

3.1.2 The following topics are included in the Policies and Aims:

DEVELOPMENT MANAGEMENT POLICIES AND AIMS

Character Areas and Heritage

Sustainability

Leisure, Community, Welfare and Health

Retail and Employment

Recreational Open Space

Transport, Road Safety and Parking

Front Gardens

Street Furniture

Trees and Landscape

Footpaths and Public Access to the Countryside

Shop Fronts and Advertising

SPECIFIC PROJECTS and OTHER DEVELOPMENT OPPORTUNITIES

Croxley Green Centre

Proposed Croxley Danes School at Cassiobridge

Proposed Croxley Station Development

Proposed Killingdown Farm Development

Other Development Opportunities

3.1.3 Each topic has its own section structured in an identical fashion as follows:

Each objective is set out in a dark green box

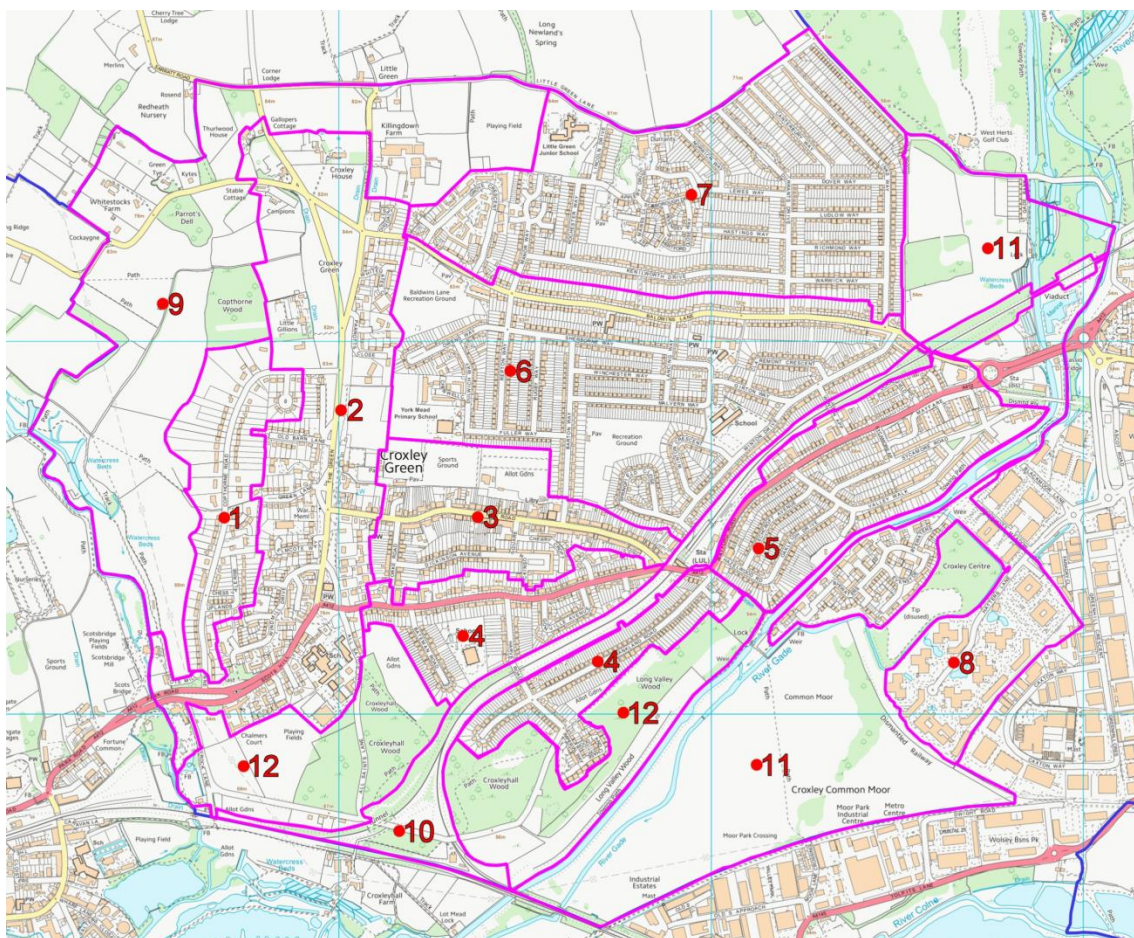
The importance of each objective is explained in a light green box

Each objective is normally supported by one or more policies which are presented in a grey box

Objectives can also be supported by aims which are highlighted in dark green text

Where necessary, text explains how and why the policy and aim requirements must be met.

4 DESIGNATION OF CHARACTER AREAS



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Character Areas

4.1 URBAN CHARACTER AREAS

4.1.1 In this Plan the Parish has been divided into 12 areas, as described in detail in Appendix B. The eight “Urban Character Areas”, which reflect the different topography, age of development and style of building, are as follows. They include within their boundaries areas of public and private open space including allotments.

- Area 1: COPTHORNE ROAD AND ADJOINING ROADS



Copthorne Road – Character Area 1

- Area 2: THE GREEN, STONES ORCHARD, WINDMILL ESTATE AND SCOTS HILL
- Area 3: NEW ROAD AND DICKINSON SQUARE



Croxley Station (between Character Areas 3, 4 and 5)

- Area 4: WATFORD ROAD(WEST), FRANKLAND ROAD, HARVEY ROAD & BATEMAN ROAD
- Area 5: WATFORD ROAD (EAST) AND VALLEY WALK
- Area 6: WINTON DRIVE, BARTON WAY AND BALDWINS LANE
- Area 7: NORTH OF BALDWINS LANE, LINKS WAY AND LITTLE GREEN LANE
- Area 8: BYEWATERS AND CROXLEY BUSINESS PARK



Little Green Lane near Durrants – Character Area 7

4.2 RURAL CHARACTER AREAS

4.2.1 The four Rural Character Areas fall into zones of different topography or landscape character, such as the canal/river valleys, woodlands or agricultural land. All four lie outside the built-up area of the Parish and are designated Green Belt.

4.2.2 When the TRDC Land Allocations were incorporated into the Local Plan in November 2014 (which included the designation of several new areas as Open Space), two areas formerly within the Green Belt were identified for development – a small part of the proposed Croxley Danes School site (remaining in Character Area 11) and the Killingdown Farm housing site (Character Area 9). When developed this will be divided between the adjacent urban Character Areas 2 (the Green) and 7 (north of Baldwins Lane) along The Green Conservation Area boundary. The Croxley Danes School site will remain in Rural Character

Area 11 because the Land Allocations policy map limits the school buildings to the southern part of the site with the rest of the area remaining within the Green Belt²⁴.

4.2.3 The “Rural Character Areas” are as follows:

- Area 9: COPTHORNE WOOD, PARROTS DELL AND SURROUNDING FIELDS AND FARMS
- Area 10: RAILWAY CUTTING AND EMBANKMENT
- Area 11: CASSIOBRIDGE, RIVER GADE, CANAL AND COMMON MOOR
- Area 12: CROXLEY HALL WOODS, LONG VALLEY WOOD AND THE BUDDLEIA WALK



The Canal in Character Area 11 (Common Moor Lock)

²⁴ See Paragraph 6.2.3 for the Inspector’s comments on this recorded in the TRDC Site Allocations Examination Report in 2014

5 THE DEVELOPMENT MANAGEMENT POLICIES AND AIMS

5.1 CHARACTER AREAS AND HERITAGE

OBJECTIVES:

Conserve local character by sympathetic development whatever the proposed use

Encourage all new developments to be appropriate for the Parish's needs and to suit the Character Area in which they are located

Ensure that all residential extensions and conversions are appropriate in scale, design and materials for the Character Area in which they are located

Identify and safeguard certain streets, areas, buildings and structures as having special status

By reason of topographical formation and historical developments (like the railway and the canal) Croxley Green is divided into a number of areas of distinct identity. Appendix B identifies each Character Area and the elements of streetscape, building groups, individual buildings and landscape features which distinguish them. The reinforcement of these Character Areas by development which adheres to the specific characteristics is an important principle of this Plan. Some of the new housing built over the last decade within the Parish, particularly in the smaller developments consists of small gated communities of large “executive” houses, completely inappropriate in the majority of the Character Areas.

Over the years, alterations under Permitted Development to individual houses including replacement windows and over-cladding have had a detrimental effect on the overall character of Croxley Green. Many residential extensions do not require planning permission. However, in the past some side extensions, roof extensions and porches which do require planning permission have been allowed, leading to an adverse visual effect on the surrounding streets. The Council wishes all future extensions which require planning consent to adhere to the special characteristics of the Character Area in which the proposal is located. Guidance on the sourcing of appropriately matching facing bricks, tiles and other materials will be made available by the Parish Council.

POLICY CA1: New developments

New development should seek to conserve and, wherever possible, enhance the key elements of the character and appearance of the Character Areas described in Appendix B through careful design and massing of new buildings and the protection and enhancement of private gardens and open space without inhibiting innovative design.

To conserve the visual cohesion new development should pay respect to adjoining buildings and the uniqueness of the Character Areas without resorting to pastiche, and pay particular attention to:

- the layout and urban grain, especially in any proposed back-land development
- the building line, scale, eaves heights and ridge heights
- the dominating architectural scale, detail and use of external materials

When required to support an application, a Design and Access Statement must demonstrate how the development respects the specific characteristics of the Character Area in which it is located.

Generally, where plot sizes are restricted, planning consent for all new development should specifically exclude Permitted Development Rights in order to contain future development and prevent infilling of amenity space.



A sloping street in Character Area 5 with a view framed by trees

POLICY CA2: Extensions to existing buildings and conversions

Domestic extensions requiring planning consent should seek to conserve and enhance the Character Areas described in Appendix B through the careful control of massing, alignment and height. Extensions that have an overbearing or adverse visual effect on the Character Area in which it is located will be resisted. Proposals should take account of the guidelines in Appendix C.

In the case of subdivision of a house into flats the impact of additional parking demand and the shared use of the garden must be considered as well as the social impact on the wider community of wide scale subdivision of dwellings.

AIM 1: The use of appropriate materials in all extensions

In the case of extensions under Permitted Development the Parish Council refers householders to the guidelines in Appendix C to discourage the use of inappropriate features and materials and the loss of architectural detailing.

- 5.1.1 The urban Character Areas have been designated to reflect the topography, period of construction, differing street layout, building forms, architectural styles, external materials and detail. The criteria set out in Appendix B for each Character Area will be used in assessing the suitability of new development. The density of any proposed redevelopment should be appropriate within the context of the Character Area and new buildings should not “crowd” the adjoining properties. The use of eclectic features or pastiche is seldom appropriate. Bespoke innovative designs in modern styles are acceptable provided other criteria are met.
- 5.1.2 In streets where long rows of bungalows predominate, such as Links Way and Sherborne Way, redevelopment of bungalows with new buildings of two or more storeys will be discouraged, to maintain visual coherence and prevent loss of privacy. On sloping ground, as in Links Way, bungalows permit views from higher houses over their roofs of open country beyond. Piecemeal redevelopment of these bungalows with two storey development will lead to an erosion of “open” character and a loss of a vital ingredient in the local housing stock. In the case of existing bungalows and chalets the Council will generally oppose reconstruction which includes an additional storey by extending the walls upwards, i.e. any proposed first floor accommodation extension should be contained within the existing roof void and new dormers should be of an appropriate scale.



View of open countryside over roofs of Links Way bungalows

- 5.1.3 The 1920s and 1930s development which followed the opening of the railway used “pattern book” developer designs which reflected aspirations of the time such as “Stockbroker’s Tudor”. Houses were built of bricks and plain clay tiles which were locally manufactured. The homogeneity of the Character Areas reflects this²⁵. In some modern extensions, the use of inappropriate materials or loss of architectural features tends to detract from the visual cohesion of the streetscape. Some obtrusive roof extensions are visible over a long distance and disrupt the visual harmony of the streets. In particular, roof conversions and extensions to bungalows should be designed sensitively to avoid lop sided or ungainly proportions. The

²⁵ See Appendix C

overdevelopment of gardens with large outbuildings allowed under permitted development is causing concern locally and in certain streets where gardens are of very limited size an article 4 direction²⁶ may be needed to control the problem.



Illustrative examples of unsympathetic extensions (a) asymmetric modifications, (b) bulbous protrusion of roof, (c) inharmonious materials

²⁶ An article 4 direction is made by the local planning authority. It restricts the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area.

OBJECTIVE:

To protect areas of heritage value and high townscape quality and certain buildings which are of special interest



The western end of New Road lying outside The Green Conservation Area

The Parish contains certain streets and locations of high visual quality and cohesion and a number of individual buildings of merit which are neither protected by Conservation Area status nor by local or statutory listing respectively. Designation would restrict the ongoing erosion of character but it is appreciated such processes may take some time and there is no guarantee that it will occur. The Policy seeks to protect the heritage value of these assets.

POLICY CA3: Streets and areas with special characteristics

The design of all new buildings and extensions in the following streets or areas should respect and be in harmony with the character and scale of the immediate environment:

- Copthorne Road and Copthorne Close, Milthorne Close, Chess Vale Rise and Uplands, leading from it (Character Area 1): mainly detached houses in a variety of styles in a landscaped setting
- Elmcote Way, Green Lane and Old Barn lane to the west of The Green Conservation Area (in Character Area 2): mainly 1950s detached houses
- New Road, Yorke Road and Dickinson Avenue (Character Area 3): late Victorian and Edwardian villas and terraces
- Gonville Avenue estate including the Watford Road frontage (in Character Area 4): 1920s “cottage estate” early social housing
- The railway throughout the length of the Parish (Character 10): 1920s engineering structures largely as originally constructed
- The Canal throughout the length of the Parish (Character Area 11): 18th and 19th Century engineering and domestic structures.

5.1.4 These streets and locations have special qualities similar to existing designated Conservation Areas elsewhere (such as the Canal in Rickmansworth). Rigorous attention should be paid to the design of new development or large extensions to ensure that the unique qualities are not compromised. In a few cases article 4 directions²⁷ could be used to limit the erosion of the traditional appearance of certain streets, caused by alterations allowed under Permitted Development. The primary role of the railway corridor is for transport and some development which affects the character of the railway and the canal corridors may be necessary for operation and maintenance purposes.



(a) northern part

Copthorne Road (Character Area 1)

(b) middle part



Dickinson Avenue (Character Area 3)

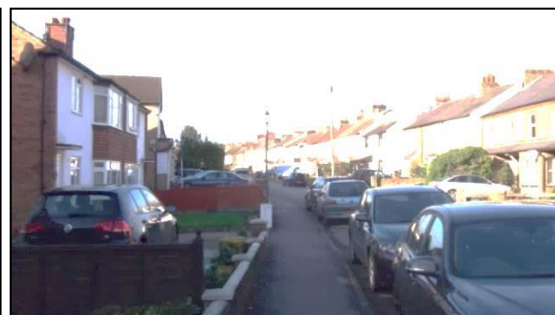


Gonville Avenue (Character Area 4)



(a) eastern part looking east

New Road (Character Area 3)



(b) eastern part looking west

²⁷ See footnote [29] for an explanation of article 4 directions



New Road (central part looking west)



(Character Area 3) Yorke Road



The railway (Character Area 10) and the Canal (Character Area 11)

POLICY CA4: Landmark buildings and structures

The following buildings and structures make a particular architectural contribution to the Parish. Improvements will be encouraged as long as they maintain or enhance the positive contribution the buildings make to the surrounding character. Any proposed change to or replacement of these buildings and structures will only be permitted if the design respects the character and scale of the immediate environment. Any loss of these buildings and structures will be resisted unless the public benefits of any proposal outweigh the loss.

- **Baldwins Lane Baptist Church: fine 1930s building with recent high quality extensions**
- **Methodist Chapel, New Road: Victorian building in Conservation Area with simple architectural detail**
- **Spire of St Bede`s: distinctive copper clad feature on 1950s building**
- **St Oswalds Church: 1930s church with unusual brick and stone details**
- **Holly Lodge Cottage, Baldwins Lane: Victorian detached house**
- **Old Lodge House, Baldwins Lane: early Victorian, original lodge to Durrants**
- **The Harvester, Watford Road: symmetrical Neo Georgian 1930s building with balcony recesses on first floor (and with inappropriate modern extensions)**
- **The Red House, Watford Road: Victorian red brick public house and outbuildings**
- **Common Moor Canal Lock 79 and nearby canal edge (formerly a wharf)**
- **Baldwins Lane railway bridge and Cassiobury railway bridge: 1920s London Transport steel structures**
- **Redundant LNWR lattice girder bridge (1910 steel structure)**
- **Shops and flats, 188 to 198 Watford Road: neo Georgian symmetrical 1930s block opposite Croxley Station car park) with later extensions**
- **Metropolitan Drinking Fountain and Cattle Trough in Scots Hill (Victorian granite trough now used as planter)**



St Oswalds Church



Old Lodge House



The Harvester



The Red House



Baptist Church



St Bede's RC Church Spire



Methodist Chapel



188 - 198 Watford Road



Cr **Railway bridges (this one at Cassiobridge)** 7] [re



Common Moor Lock 79



Holly Lodge Cottage



Scots Hill horse trough

5.1.5 Currently twenty-two buildings in Croxley Green are protected by statutory “listed building” status. They are not identified in this Neighbourhood Plan²⁸. A further forty-two buildings are listed²⁹ by TRDC as being Locally Important Buildings. The fourteen buildings and structures identified above are not protected at all. They are not currently listed as having architectural or historic interest but should be considered when the list of Locally Important Buildings is reviewed. They enhance their surroundings and add diversity to the Character Area in which they are located and should receive appropriate protection.

5.2 SUSTAINABILITY

OBJECTIVES

Ensure that all new housing meets the specific needs of the Parish and is of the highest standard of design, construction and sustainability

Increase the supply of affordable housing

Achieve a high quality environment

Improve access to jobs, services and facilities

Reduce the carbon footprint

Reduce crime and anti-social behaviour

Ensure that all residents in the Parish are able to take advantage of initiatives for energy saving and carbon emission reduction in their houses

²⁸ The current list of statutorily protected buildings may be consulted on the Historic England website

²⁹ The current list of Locally Important Buildings is available from TRDC Planning Department

Sustainable development is the key principle underpinning the TRDC Core Strategy and the priorities for sustainable development are as set above. This Neighbourhood Plan reflects TRDC's overarching policy on sustainable development and aspirations for social progress which recognises the needs of the whole community.

Evidence has been provided in Section 2 of changing socio-economic characteristics within Croxley Green over the period 2001-11 and subsequently. If extrapolated, these will reduce housing tenure choice and therefore tend to exclude certain age groups and income groups from the parish diminishing the progress towards the TRDC goals. In addition, certain characteristics of housing stock in the Parish such as the scarcity of flats for all age groups or accommodation suitable for the elderly or disabled mean that there is an exodus to other areas of people who might otherwise contribute towards the sustainability objectives. Policies to reverse these trends will contribute to the sustainability objectives.

The majority of recent developments contain large dwellings which are out of scale to the general housing stock of modest family houses and bungalows. The population is ageing and there are few flats in the parish to allow downsizing locally. Young persons have no choice but to move away from the parish to meet their housing needs.

Energy conservation in buildings contributes to sustainability objectives by using natural resources more efficiently and thereby reducing carbon emissions.

National and local targets for the improvement of insulation are supported by TRDC's own initiatives for sustainability.

Low rates of crime encourage confidence and wellbeing in a community as well as investment in private property and the public domain and thereby contribute to sustainability.

POLICY HO1: Satisfying local housing needs

All new housing proposals should consider the needs of at least one of these local priority groups:

- **The ageing population with specially designed accommodation including residential homes**
- **The starter market for young singles and couples**
- **Affordable housing for rent for a range of household sizes**

All proposed major developments should have at least two dwelling types, of which at least one type should be for families.

5.2.1 Although there will be proposals for redevelopment of windfall sites (not previously allocated by TRDC) there only two major redevelopment proposal envisaged³⁰. In the

³⁰ TRDC SALDD 2014

circumstance of the anticipated slow growth in the housing stock in the period of this Plan it is reasonable for the planning authority to insist all new development is built to meet local needs.

- 5.2.2 About 7% of dwellings in Croxley Green were owned by social housing agencies in 2011 but the number had fallen considerably in the preceding decade. To the best of our knowledge there are no proposals for new rented social housing other than that required under the TRDC threshold³¹ which may be modified by national policies. There are opportunities for new social housing identified below in Action Plans and Opportunities. The Parish Council wishes to ensure there is a continuing adequate supply of affordable housing to rent within the Parish.
- 5.2.3 The existing housing stock lacks diversity as can be seen from Section 2. A mixture of dwelling types is required in major new developments (e.g. 10 or more properties) to contribute to the Parish's need for a wider range of dwelling sizes and types, in particular smaller properties.

AIM 2: Accessibility of all new dwellings

All new dwellings in the Parish should be constructed to the standards for "Accessible and Adaptable Dwellings" in the Building Regulations Part M.

The Parish Council will support the inclusion of specific requirements in the Local Plan through evidenced policies

- 5.2.4 Much of the existing housing stock was built more than eighty years ago and few of the buildings are suitable to provide a good standard of adaptation to meet the needs of the elderly or those with disabilities. The population in Croxley Green is ageing. Incorporating these accessibility standards in all new housing over the period of this Plan will provide a wider choice of accessible dwellings for those groups.

POLICY HO2: Lifetime neighbourhoods and security

The location, design and layout of new housing development will be required to contribute to the creation of "lifetime neighbourhoods"³¹. In particular, all new dwellings should be safe and secure for everyone in line with the design principles of "Secured by Design, New Homes 2014" or any successor document. Gated developments will be discouraged.

- 5.2.5 Incorporation of the principles behind Lifetime Neighbourhoods will subscribe to a more socially inclusive Parish. The entry requirements of Part Q of the Building Regulations apply to all new dwellings and are not a planning matter. Adoption of Secured by Design

³¹ TRDC Core Strategy stipulates in new housing developments of more than 10 dwellings 45% should be affordable of which 70% should be social rented and 30% shared ownership. Only 2 TRDC Allocated Sites will exceed this number of dwellings

standards will deter criminals and add to feeling of well-being. Adherence to Secured by Design³² should ensure that the design of new housing deters criminal activity.

5.2.6 Currently there are at least six “gated” developments in the Parish which has one of the lowest crime rates in the country. The Council is conscious of the need to deter criminals by appropriate measures – such as those recommended in Secured by Design - but considers that gated developments are antisocial and forbidding in appearance and they detract from the character of the community. Research by the School of Law at the University of Leeds found that gated communities created resentment among outsiders whilst those within them became more fearful of the perceived threat from outside. For example, both the London Borough of Harrow and the London Plan discourage gated developments.



Gated schemes do not harmonise with open streets layouts and create social division

AIM 3: Crime prevention

The Parish Council will continue to support the Hertfordshire Constabulary in its efforts to reduce crime by:

- **assisting residents to follow police advice for crime deterrents in their own homes**
- **encouraging Neighbourhood Watch and OWL schemes and**
- **contributing towards the cost of local policing**

5.2.7 The close liaison between the Parish Council and the local police has progressively improved crime detection and prevention and the Council wishes this to continue.

AIM 4: Dwelling sizes

All new housing and conversions of existing buildings should meet the dwelling sizes and room sizes contained in the “Technical Housing Standards, DLG, 2015”

The Parish Council will support the inclusion of the national space standards in the Local Plan for new dwellings, the subdivision of existing buildings, and residential conversions.³³

³² Nationally approved security design standards administered by local Crime Prevention Officers, Secured by Design New Homes 2014

³³ The text preceding TRDC Core Strategy Policy CP3 defines the overall housing mix required (proportion of dwellings of each size) but does not state a minimum size of scheme to which the mix applies

5.2.8 The average space standards of new housing in England are some of the lowest in Europe, well below that of the 1930s housing stock in Croxley Green which comprises three quarters of the stock. The Department of Communities and Local Government (DLG) published “Technical Housing Standards” in March 2015 which Local Authorities may incorporate into their Local Plans to ensure higher housing space standards. The Parish Council aspires to a similar standard for all new housing, subdivision of existing buildings, and residential conversions³⁴ within the Parish.

AIM 5: Reduction of carbon footprint

All new buildings, subdivisions of existing buildings, and residential conversions, in the Parish should be designed and constructed to the highest standards of energy efficiency and to be carbon neutral.

AIM 6: Improving energy efficiency

The Parish Council will work with TRDC to encourage householders to upgrade their homes to save energy without compromising the features of each Character Area, including providing guidance on the problems of the older housing stock, such as the insulation of brick walls without cavities.

5.2.9 The housing stock in the Parish averages over 80 years old and its construction does not lend itself to simple or cheap improvement to achieve energy efficiency. It will take many years under voluntary initiatives by owner-occupiers for the whole of the stock to be improved to reduce carbon emissions. The Parish Council wishes all new buildings within the Parish, whatever the size of scheme, to be constructed to “carbon neutral” standard in order to conserve fossil fuels and alleviate fuel poverty. The energy performance of new buildings is now regulated outside of the planning system and is governed by standards in Part L of Building Regulations. Aim HO6 is aspirational because a developer has the choice whether to design buildings to performance levels beyond Part L of the Regulations. Sustainability will be encouraged through the carbon neutral standard. The use of the Passivhaus standard is regarded as highly desirable as it relies on building fabric rather than equipment to conserve energy.

5.2.10 Some 80% of the existing housing stock is constructed with solid walls. Cavity insulation is therefore impossible and the only choices for upgrading the insulation is to over-clad the building with render or to dry line the inner face of external walls, reducing room sizes and requiring major redecoration, replacing skirting boards and window linings. Advice needs to be tailor-made to suit the individual house if extensive over-cladding is not to have a permanent and aesthetically adverse effect on the street appearance. The Hertfordshire Renewable and Low Energy Study (2010) is recognised in the TRDC Local Plan and TRDC has initiatives advising householders on improving energy performance.

³⁴ Conversion of some non-residential buildings to residential is currently Permitted Development and some of these conversions are of very inferior quality in terms of amenity and space standards

POLICY HO3: Connections to existing footpaths and cycle ways in new developments

All new development should connect into the existing networks and improve their connectivity.

5.2.11 The provision of appropriate facilities for pedestrians and cyclists and their connection to the outside world is an integral part of the sustainability goals.

5.3 LEISURE, COMMUNITY, WELFARE AND HEALTH

OBJECTIVE:

Support and retain the use of the community buildings and outdoor facilities and a viable and adequate provision of health and education services within the Parish

Facilities such as halls, churches, schools and open spaces listed in Table LC1 are vital to the Croxley Green Parish as a community. These facilities provide the huge variety of activities in the area and the loss of any would detract from the richness of the community life. The Parish Council will support all organisations to enable them to fulfil their role in the community. The population of Croxley Green is ageing and the health services need to adapt to the changing needs and the Parish Council is committed to helping the facilities to stay within the Parish and if possible to expand their services.

AIM 7: Support for leisure and community facilities

The Parish Council will make every effort to secure the future of leisure, community, and health and education facilities and to support the enhancement of existing facilities and the provision of new facilities



Baldwins Lane doctors` surgery



New Road doctors` surgery

5.3.1 All the buildings and facilities listed in Table LC1 on page 42, including recreational facilities, open spaces and allotment gardens, in both public and private ownership, serve a vital role in the community of Croxley Green and subscribe to the sustainability objectives. The loss of any facility would diminish the diverse character of the Parish. In particular, the provision of adequate health facilities in the locality is vital for the wellbeing of the whole population.

5.3.2 The Parish Council publishes a “Directory of Clubs, Societies and Groups”. It lists the community groups, classes and events which take place within the Parish including the venues and times. This document is a witness to the variety of activities and the extent to which community buildings are used.

| Type of facility | Name of building | Address | Ownership of land |
|--|--|------------------------------------|---------------------------|
| Public or “quasi-public” on public land | CROXLEY GREEN COUNCIL OFFICES | Community Way | TRDC |
| | CROXLEY GREEN COMMUNITY ASSOCIATION | Community Way | TRDC |
| | LIBRARY AND RED CROSS HALL | New Road | TRDC/Herts CC |
| Churches | ALL SAINTS CHURCH | The Green | C of E |
| | CROXLEY GREEN BAPTIST CHURCH | Baldwins Way | Baptists |
| | CROXLEY GREEN METHODIST CHURCH | New Road | Methodists |
| | FULLER WAY CHURCH | Fuller Way | Explore Christian Charity |
| | ST BEDES (RC) CHURCH | 185 Baldwins Lane | RC Church |
| | ST OSWALDS CHURCH | Baldwins Lane | C of E |
| Public Houses + Restaurants | THE ARTICHOKE | The Green | Private |
| | THE COACH AND HORSES | The Green | Private |
| | THE RED HOUSE | Watford Road | Greene King |
| | THE HARVESTER | Watford Road | Harvester |
| | THE SPORTSMAN | Scots Hill | Private |
| | THE FOX AND HOUNDS | New Road | Greene King |
| Voluntary Groups and Charities | ROYAL BRITISH LEGION | 161 Watford Road | RBL |
| | SEA CADETS | (south of Watford Road Roundabout) | TRDC |
| | CROXLEY GREEN SCOUTS | Watford Road | Scouts |
| Schools | RICKMANSWORTH SCHOOL, | Scots Hill | Academy Trust |
| | YORKE MEAD PRIMARY SCHOOL including CROXLEY GREEN CHILDRENS CENTRE | Dulwich Way | HCC |
| | LITTLE GREEN JUNIOR SCHOOL | Lincoln Drive | Herts CC |
| | MALVERN WAY INFANTS SCHOOL | Malvern Way | Herts CC |
| | HARVEY ROAD PRIMARY SCHOOL | Harvey Road | Herts CC |
| Recreational facilities and Open spaces | CROXLEY GUILD OF SPORTS AND SOCIAL CLUB | The Green | TRDC |
| | CROXLEY GUILD BOWLS CLUB | | TRDC |
| | CROXLEY TENNIS CLUB | | TRDC |
| | TENNIS COURTS | Appleby Drive (Durrants) | Durrants |
| | ALLOTMENTS | Barton Way | TRDC |
| | ALLOTMENTS | Croxley Hall Woods | TRDC |
| | ALLOTMENTS | Frankland Road | TRDC |
| ALLOTMENTS | Lavrock Lane | TRDC | |

5.4 RETAIL AND EMPLOYMENT

OBJECTIVES:

Retain a wide range of local retail facilities

Retain a wide range of local employment opportunities and encourage new businesses

The Council wishes the type of retail outlets to remain wide ranging and diverse to provide choice for the community and support the sustainability objectives by reducing the need to travel and providing local employment.

The Council wishes to encourage businesses to set up and to thrive in Croxley Green, particularly those generating local employment. This will support the sustainability objectives by reducing commuting, providing local employment opportunities for all age groups and increasing the local business rate income.

POLICY RE1: Protection of retail uses

Where planning consent is required, there will be a presumption against any proposed change of use from any A Use Classes¹ to residential use on the grounds of loss of consumer choice, and potential loss of parking and servicing access, subject to marketing evidence and viability testing.



Shopping parades (a) at the east end of Baldwins Lane and (b) on Watford Road

5.4.1 Retail uses in Croxley Green are located in the “Village Centre” in New Road and shopping parades in Scots Hill, Baldwins Lane (two parades) and Watford Road (three parades) and other scattered locations. There are few void units and re-letting is generally rapid. The Parish Council regards the sub post office in Watford Road as being of great importance and it is concerned about the lack of banking facilities. Most of the retail use parades are located under flats in 1950s local authority blocks with rear service yards and forecourt parking which is intensively used. Where no front parking is available, shoppers using cars are often inhibited from calling at the shops because of lack of parking for customers. Each retail location has a convenience store or minimarket and there are a variety of other specialist shops including sub post offices and pharmacies, hairdressers and cooked food, both takeaways and cafes, mostly with adjoining parking for customers and deliveries. There are

various health services such as dentists, physiotherapists and chiropodists and some specialist shops serving a wider catchment area. The distribution of the retail units means few dwellings are more than about 10 minutes` walk from a convenience store contributing to the sustainability goals.

- 5.4.2 Appendix 5 of the TRDC Development Management Policies sets out various parking standards for new developments, recognising that parking demand in certain parts of Three Rivers like Croxley Green is higher than other less densely developed areas. The current unallocated parking provision associated with the various retail parades in the Parish is far below that which would now be required and any further loss would aggravate local parking difficulties including loss of passing trade.

POLICY RE2: Safeguarding employment

Where planning permission is required, there will be a presumption against change of use from any B Use Classes¹ to Residential Use on the grounds of loss of employment, increased parking demand and potential loss of servicing access, subject to marketing evidence that continued use for employment purposes is no longer viable.

POLICY RE3: Encouraging new employment

The Council will support all existing and new businesses which are compatible with neighbouring properties and will encourage the erection of buildings or the conversion and extension of buildings to new business premises where they are compatible with neighbouring residential properties.

- 5.4.3 The Croxley Business Park offers a range of large modern commercial buildings which provide employment for local residents and commuters. In New Road a number of the shops have small office suites on first floor. These units provide diversity as well as additional local employment opportunities. Elsewhere there are potential sites where business premises could be located. The Parish Council wishes to encourage a diversity of commercial uses and the creation of local employment.

5.5 RECREATIONAL OPEN SPACE

OBJECTIVE:

Ensure that all suitable open space remains available for recreational use by the wider community and that adequate new open space is provided for any increase in housing

Open space is a precious resource and its maintenance is expensive. Opportunities for maximising its use should be compatible with long term sustainability.

AIM 8: Safeguarding recreational land

The Parish Council will work with TRDC to ensure that all land in recreational use or previously in recreational use, regardless of ownership, is properly maintained to promote recreational use.

AIM 9: Protection of allotments

The Parish Council will work with TRDC and others to ensure that all land currently used for allotments is safeguarded and, where there is an unmet demand, additional land is provided.



Cultivation at Barton Way allotments

- 5.5.1 Croxley Green has a considerable area of recreational open space, including four separate allotment grounds. Some of this space has access restricted to club members or other groups. The use of such spaces tends to be intensive.
- 5.5.2 Three of the four current allotment grounds are to the south of the Parish with the other (largest) one at the centre close to the Parish Council offices. There is no provision to the north of the built-up area.

5.5.3 Maintenance of landscape features and access to the countryside and footpaths is covered by other policies and aims in this Plan.

5.6 TRANSPORT, ROAD SAFETY AND PARKING

OBJECTIVES:

Ensure the needs of those relying on public transport and pedestrians and cyclists are given priority over private vehicles

Ensure there is adequate parking provision for those relying on cars for work or personal use

Ensure that the increase in demand for parking is considered in any conversion proposal

It is important that everyone in the community – whether a car owner or not - is able to travel easily and safely within the Parish and that congestion is minimized for those visiting or passing through the area. With a continuing growth in the ownership of vehicles the demand for on street and off street parking requires constant monitoring if it is to be met without environmental damage.

AIM 10: Road Safety and control of parking

The Parish Council will work with Herts CC and TRDC to prepare an Action Plan to

- Extend 20mph speed limit zones within the Parish
- Promote other traffic speed restrictions
- Discourage parking on pavements
- Improve facilities for pedestrians and cyclists
- Encourage “car clubs” and similar schemes for traffic reduction

5.6.1 Pedestrian casualties are significantly reduced in accidents where vehicles are travelling at less than 20mph rather than 30mph. The Parish Council aims to extend 20mph limits throughout the Parish including speed reduction measures where necessary. Parking on pavements can cause obstructions for those with young children and push chairs, the elderly and those with disabilities.

5.6.2 The road works carried out in 2016 on Community Way combining traffic speed abatement and pedestrian safeguarding measures is an example of an excellent response by TRDC to a previously hazardous situation.

AIM 11: Safe Parking

The Parish Council will encourage the provision of safe parking facilities sufficient to support the trade of local businesses and allow visitors to the Parish to enjoy the facilities and take part in “village” life and events. This includes adequate provision for recharging electric vehicles.



Parking hard shoulders at Bateman Road

5.6.3 Some local businesses rely on the ability of customers to park close to their premises. Whilst the use of healthy and sustainable modes (walking and cycling) and public transport is encouraged, this is not always possible for everyone.

5.7 FRONT GARDENS

OBJECTIVE:

Prevent the complete loss of front gardens and front boundary walls, hedges or fences

The 1920s and 1930s houses, which comprise about 75% of Croxley Green, were set well back from roads. In recent years, front garden walls and hedges have been removed from many front gardens, often providing forecourt parking for 2 or 3 cars. Footways sometimes have continuous crossovers, creating hazards for pedestrians because of reversing vehicles. Retaining part of each front garden can add to the appearance and attractiveness of the area.

AIM 12: Conservation of front gardens

The Parish Council wishes to see about 25% of front gardens retained as cultivated areas when forecourt parking is constructed in the front of houses, notwithstanding the fact that most forecourt paving is Permitted Development. In appropriate cases, it wishes to see new trees planted by house owners in front gardens to offset the loss of street trees.

5.7.1 Car ownership in the Parish is very high with nearly half the households owning 2 or more cars and only 12% of households with no car. In general, forecourt parking is 'Permitted Development'³⁵ although the construction of dropped kerb crossovers is a matter for the highways authority.

5.7.2 In some roads, such as long sections of Sherborne Way, the loss of front gardens over a series of properties is almost complete. Home owners have used a variety of disparate materials, including concrete and asphalt, both of which are impermeable, resulting in

³⁵ The Planning Portal website provides a definition of when the paving is Permitted Development https://www.planningportal.co.uk/info/200130/common_projects/45/paving_your_front_garden

additional discharge into road drains and a very bleak appearance. On-street parking by visitors and delivery vehicles becomes difficult without blocking access to the forecourts. The loss of greenery from the front gardens also leads to a loss of natural habitat.



Forecourt parking with complete loss of front gardens

- 5.7.3 The Parish Council will work with Herts CC and TRDC to see what can be achieved in collaboration with residents and by providing voluntary planning guidance to ameliorate the situation. If home owners who decide to pave their front gardens were to retain about 25% of their front garden as soft landscape, some kerbside space would be left for on-street parking. The use of permeable paving to reduce storm water runoff would be highly desirable.

5.8 STREET FURNITURE

OBJECTIVE:

Ensure that street furniture is appropriate to the Character Area

Street furniture such as lampposts, signage and other items can detract from the visual aspects of an area where those items are unsympathetic to their surroundings in terms of design or colour.

AIM 13: Street furniture

The Parish Council will work with Herts CC and TRDC to limit the proliferation of road and traffic signs and the use of inappropriate street furniture and to ensure an adequate maintenance regime

- 5.8.1 Duplicated or excessive street signs are a cost burden on the taxpayer, as well as providing visual intrusion. There is a wide variety of different designs of bollards, street signs, lampposts and other street furniture across the Parish, and the Parish Council will encourage the standardisation of designs at the point of replacement or installation of new items, to preserve the character of the area.

5.9 TREES AND LANDSCAPE

OBJECTIVE:

Conserve and enhance the character of the landscape and maintain and replace trees in the public realm, encourage private owners to replace trees which are lost and ensure that street trees are replaced using appropriate species

Many large trees in Croxley Green predate the urban development and some are very old. They need skilled maintenance. Some will die from time to time. The preservation of this amenity can only be achieved by replanting with appropriate species. There is a continuing loss of street trees.

AIM 14: Protection of trees

The Parish Council will work with TRDC to survey and identify the trees, groups of trees and hedges which contribute to the amenity of the landscape and ensure as many as possible are protected by TPOs. The Parish Council will encourage the planting of replacement trees, ideally of native or naturalised species, when trees are lost.

- 5.9.1 A strong characteristic of the suburban townscape of the Parish is the backdrop of trees which provide screening and privacy as well as natural habitat. In addition, the edge of the built-up area is mostly bounded by trees or hedges. Continuing care for these plants, whether in private or public ownership and their replacement when lost is vital for the long-term amenity and preservation of Character.
- 5.9.2 The rural Character Areas contain many trees and high hedgerows, most of which have been recorded by the Parish Council Rangers on the map in Appendix E. These contribute to the unique quality of Croxley Green's countryside. They should be protected for ecological and amenity reasons. This should be developed in conjunction with TRDC officers.

AIM 15: Street trees

The Parish Council will work with Herts CC and TRDC to encourage the new planting and replacement of street trees

- 5.9.3 Street trees provide an environmental benefit both visually and in terms of mitigating atmospheric pollution and providing shade and a cooling effect. Whilst there is a maintenance cost associated with them, the Parish Council considers that the longer-term and intangible benefits outweigh the costs. Many trees have been lost over the years through disease or accident. A long term gradual programme of street tree replacement will ensure that the visual quality of the streets and the Character Areas is conserved and enhanced. Wherever trees are planted, they should be appropriate for their location and manageable in context to avoid disturbance of walls and pavements.



Roads with and without street trees:

(a) Dickinson Avenue

(b) Sherbourne Way

(c) Oakleigh Drive

5.10 FOOTPATHS AND PUBLIC ACCESS TO THE COUNTRYSIDE

OBJECTIVE:

Ensure footpaths and bridle ways, including gates, styles and fences, are maintained in a satisfactory fashion and are available for public use throughout the year

The network of footpaths and bridle ways is a vital ingredient of Croxley Green and the allocation of appropriate resources for maintenance is essential.

AIM 16: Maintenance of footpaths and bridleways

The Parish Council will maintain the footpaths and bridle ways which are included within its remit and ensure they are open at all times for public use.

5.10.1 The widespread distribution of footway and bridle ways provides an outlet for many residents as well as visitors and contributes to the sustainability of Croxley Green as a community.

5.10.2 There are places in the Parish where the ownership of a footpath or its verges and the responsibility for maintenance is confused or unknown. This should be resolved as some footpaths, which are not the responsibility of the Parish, are in a poor state of repair. In addition, those whose properties abut footpaths are responsible for trimming hedges and cutting back any overhanging foliage which restricts the right of way. Any work to hedges can only take place at certain times of the year, for example to avoid the bird nesting season.

5.10.3 There are instances where public footpaths should be created or enhanced and consideration is encouraged to be given to the following community aspirations:

- The diversion of the Gade around the old watermill site is an important reminder of the past and should be conserved, especially the stepped weir taking the river out of the canal.
- Beggars Bush Lane should be protected and maintained as a footpath to connect with the open space to the north.

- Mill Lane could become a much more appealing and attractive route from the station to Long Valley Walk, the Canal, Byewaters and the Business Park. An interpretation board at the canal lock would enhance the area.

5.11 SHOP FRONTS

OBJECTIVE:

Ensure that new shop fronts respect the character of the street and the host building

Shop front design varies from the subdued to the bizarre as can be seen in the examples in Appendix G. More consideration in the design and layout of new shop fronts can add to the appearance and attractiveness of the area.



Shopping parade on Watford Road showing discordant shop front design

POLICY SF1: Shop fronts

All applications for consent for new shopfronts should have regard to the guidelines in Appendix G.

- 5.11.1 New shop fronts affect the appearance of a whole street and can introduce a jarring effect on the character of the area.

6 SPECIFIC PROJECT ACTION PLANS and OTHER OPPORTUNITIES

6.1 CROXLEY GREEN CENTRE

OBJECTIVE:

Provide a “*Village Centre*” which is worthy of the Parish including a permanent home for the Parish Council optimising the use of the existing buildings and land or relocating to a more appropriate site if available.

The Parish Council considers that New Road and its immediate environs should become the centre of the “*village*” and that a concerted and ongoing effort should be made to improve the visual appearance and amenities of the buildings and the street.

AIM 17: Croxley Green Centre

The Parish Council will work with Herts CC and TRDC to:

- Prepare a joint Action Plan for the improvement of the appearance and amenities of the New Road area and the optimisation of the land and buildings currently in public or community use including the creation of a shared surface on New Road to increase the pedestrians’ domain.
- Identify the location of a site for a “*Village Centre*” and persevere towards its implementation.
- Increase and diversify the use of the Library to accommodate adult education and community activities, including more intensive use of the Red Cross building.
- Increase the use of the square adjacent to the Library, possibly including a refreshment kiosk, and stage a market on a regular basis.
- Improve the appearance of Community Way by tree and shrub planting.

6.1.1 While New Road possesses value in townscape and heritage terms, its appearance and amenities require comprehensive upgrading. A voluntary code for coordinated environmental improvements and individual property upgrading is under consideration by the Parish Council.

6.1.2 A number of buildings and facilities, including the Community Centre, Parish Council offices, Parish Council Depot, Public Car Park and Allotments, are grouped in the back land at the end of Community Way. The Library and its adjacent square and the Red Cross Hall are in a separate group. Some facilities like the Library are only open for short periods. Some buildings are temporary or require major expenditure. The public realm is bleak and unimaginative. There is considerable scope for improvement.



The Community Centre and the Parish Council offices



New Road Library and its square –an underused “community asset”

6.1.3 Community Way is visually unattractive and is used extensively by pedestrians, often mothers with small children walking from school or playground. Until very recently, there was no defined pedestrian path and no speed restriction measures apart from 15mph speed limit signs. In 2016 TRDC (the landowner) remarked the road as a shared surface with a pedestrian footway and speed control ridges.



Community Way

6.2 PROPOSED CROXLEY DANES SCHOOL AT CASSIOBRIDGE (TRDC ALLOCATION)

OBJECTIVES:

Ensure that:

- the proposed school site is developed strictly in accordance with TRDC's sustainability goals
- the built area of the school is confined to the smallest possible area of former Green Belt land
- no further incursions into Green Belt on this site are made within this Plan
- all trees now protected by TPOs are retained
- the school facilities are only used for educational and recreational purposes and are available for wider community use
- effective traffic management measures are put in place to ensure safety for all road users and particularly pedestrians and cyclists, both users of the school and the general public
- there are effective parking controls to preserve parking spaces for the local shops and businesses during and after the development

The site allocated for the school is designated open space although it is in private ownership and used for grazing. It lies within the Thames Valley National Landscape Character Area and is designated as The Central River Valleys in Hertfordshire County Council Landscape Strategy. The South Hertfordshire Landscape Character assessment designates the area as the Lower Gade Valley describing the landscape as moderate with strong character. This land is of strategic importance to TRDC and the Parish as its rising land buffers the east of the Croxley Green built-up area from the built up area of Watford. The southern edge of the site is defined by the Metropolitan Line elevated on a high wooded embankment and the site is adjacent to a busy road with the proposed access close to an existing junction and a well-used footpath.

AIM 18: Proposed Croxley Danes School Site

The proposals for the school site should be the subject of a planning brief devised by TRDC and subject to the most rigorous scrutiny by TRDC in association with the Parish Council and local residents to ensure that:

- The landscape value of the site is safeguarded
- The archaeology of the site is thoroughly investigated
- Trees covered by the TPOs are retained and additional planting incorporated
- The school facilities are available for out of hours use by the public
- The issues of access, parking and road safety are adequately resolved

And further consideration is given to:

- Safeguarding the northwest portion of the site designated for playing fields as open space
- Identifying land suitable for additional detached playing fields

- 6.2.1 The proposed school site allocated by TRDC includes a 12 hectare delineation in designated Green Belt although only the southern section, which is relatively level, is zoned for school buildings. It was only allocated “reluctantly” by TRDC for secondary education purposes in the Site Allocations³⁶ policy.
- 6.2.2 The technical report prepared in 2011 for Herts CC³⁷ indicates that the land north of the level portion is “unlikely to be suitable for school playing fields” because of its gradient and “terracing would be very expensive”. The report continues ... “development of the site for a new school should seek to create attractive well designed buildings.....and should also incorporate substantial areas of new planting and open space..... there is the potential for an area of parkland open space in the north-western part of the site, assuming the area is too steeply sloping to be used as playing fields”. The report also states “there would be broadly neutral effects for 75 properties.....to the west of the site assuming the north-western part of the site is too steep for playing fields”. Among its conclusions the report suggests that “any deficit (in playing fields) could be made up through detached provision (which could be the former Durrants School playing fields to the north west)”. An alternative site is identified to the north, outside the Parish boundary and the area of this Plan.
- 6.2.3 The Site Allocations Examination Inspector refers in his 2014 report to Transport for London (TfL)’s aspiration to use the north-west portion of the site for housing and concludes “To constrain possibilities at the stage by committing or even safeguarding a good portion of this key site for housing development would be incautious in the extreme....”.
- 6.2.4 Most of the Allocated Site to the north outside the defined building area and known as “The Horses Field” is a hogback in configuration and as a result serves as a screen between the Parish and West Watford hidden behind it to the east. Its retention as a green barrier is of vital importance to the Parish and is included as one of the “High level Aspirations” in this Plan.
- 6.2.5 The proposed new secondary school will occupy part of the grounds of the now demolished Cassiobridge House. There has been a long history of settlement on the site and the landscape includes some ancient features. One of the ancient manors of Croxley, Snelles Hall, was previously on this site although the precise location of the old hall is not now known. A thorough archaeological investigation is therefore likely to be required before the redevelopment of the site can proceed.

³⁶ See TRDC SALDD

³⁷ See Vincent and Gorbing report for Herts CC

6.3 PROPOSED CROXLEY STATION DEVELOPMENT (TRDC ALLOCATION)

OBJECTIVE:

Ensure that the “mixed use” redevelopment of the site includes more than just the TRDC Housing Allocation of twenty five dwellings and retail and that other uses including community facilities and commercial premises are incorporated to contribute to the sustainability objectives.

Croxley Station represents the major opportunity within the built-up area of Croxley Green for a new development which includes car parking for station access and transport needs but also provides an ideal location for public and commercial facilities which could provide a new focus for the Parish.

AIM 19: Croxley Station

The proposed development should be the subject of a detailed planning brief devised by TRDC in association with the Parish Council to ensure that the major mixed use redevelopment at the heart of the Parish, which includes the approved Housing Allocation, will also include community and commercial uses which complement or enhance existing facilities in the Parish.

- 6.3.1 There are few opportunities to provide new premises for community activities within Croxley Green. The station site is centrally located and of sufficient size to accommodate a variety of commercial and residential development together with provision for community uses. A Planning Brief which has been the subject of public consultation would ensure that wider public benefit would result from the development.
- 6.3.2 The existing station buildings are locally listed and form a notable landmark at the bend of Watford Road over the railway bridge.
- 6.3.3 The collaboration is intended to lead to the increase in the housing allocation from 25 dwellings including an appropriate quota of affordable housing. Although there is currently no commitment or funding for step-free access at Croxley station, provision for future step-free access should be included within the proposals. There is a need to include at least 100 spaces for commuter parking³⁸ and ample secure cycle storage. The development represents a substantial design challenge but could possibly include a parish assembly hall or other community facilities.

³⁸ The current provision at the lower level car park is 93 marked spaces (plus 3 for disabled use) and a small area for motorbikes). There are also 7 parking bays in front of the station, three marked for staff, one for disabled use and three for taxis. The figure of 100 is therefore similar to the existing provision.



Croxley Station (a) booking hall and



(b) car park and platform buildings



Croxley Station car park access road (a) looking north-east and



(b) looking south west

6.4 PROPOSED KILLINGDOWN FARM DEVELOPMENT (TRDC ALLOCATION)

OBJECTIVE:

Ensure that the development at Killingdown Farm respects the setting of the listed buildings within and adjacent to the site and the Green Conservation Area and is a model development reflecting the sustainability goals and other policies in this Plan

By far the biggest of the Allocated Housing Sites within the Parish, the Killingdown Farm development offers a unique opportunity for a high quality scheme incorporating sustainable features, community facilities and open space. It also provides a rare opportunity for new social rented housing which is a vital ingredient of this Plan.

POLICY PRO1: Killingdown Farm Development Site

The proposed development should ensure that the scheme on a site previously in the Green Belt preserves or enhances the character or appearance of the Conservation Area and the setting of listed buildings and seeks the retention of natural features.

6.4.1 About half the area of the site allocated by TRDC for 140-180 dwellings lies within the Green Conservation Area, the farm house itself and several adjacent buildings are listed. It was previously designated Green Belt. The site is surrounded by trees and hedgerows of substantial amenity value.

- 6.4.2 Any proposed development should reflect the character of the adjoining Character Areas, Area 2 (the Green) to the west and south and Area 7 (north of Baldwins Lane) to the east.
- 6.4.3 Evidence presented during the preparation of the TRDC Site Allocations included an indicative site plan submitted by the land owner which included site access to the major portion of the site through the garage courts off Grove Crescent. If feasible this proposal could resolve the traffic issues by minimising the use of Little Green Lane for access to the site.

6.5 OTHER DEVELOPMENT OPPORTUNITIES

OBJECTIVES:

Optimise the use of vacant or disused land in the Parish and increase the TRDC Housing Allocations to meet the growth target without further loss of Green Belt land

Ensure all land is used to its optimum potential to meet the sustainability objectives for the benefit of the community

While much of Croxley Green is developed, there are a few pockets of land which lend themselves for housing redevelopment or other uses. Several potential sites have been identified for housing beyond those allocated in the Local Plan. The development of these sites should be based on the housing priorities defined above.

AIM 20: Smaller unallocated housing sites

The Parish Council will work with TRDC and other landowners to bring other potential development sites into active use or more beneficial use.

- 6.5.1 There are smaller potential development sites within Croxley Green under consideration by the Parish Council which could increase the TRDC Housing Allocation and some are suitable for affordable housing, for instance in underused garage courts³⁹. The firming up of these proposals into additional Site Allocations would need the agreement of the site owners.

AIM 21: Former Durrants School playing field

The Parish Council will work with Herts CC and others to bring the former Durrants School playing field, now used for agricultural purposes, into recreational open space use for the community.

³⁹ Multiple lock up garage in courtyards off the estate roads were normally constructed in social housing schemes in the 1950s onwards. Most modern cars are too wide to fit into these garages which tend to be used for storage by residents or commercial companies. These underused areas can often be used for new infill housing. There are a number within Croxley Parish.

6.5.2 The increase in population⁴⁰ experienced in the Parish as a result of developments such as the Killingdown Farm site warrants additional open space provision and the reuse of land designated as Green Belt and formerly used as playing fields is appropriate.

⁴⁰ See TRDC SPD Open Space, Amenity Space and Children's Play Space 2007