

APPENDIX 3

CROXLEY · GREEN
PARISH · COUNCIL



Metropolitan Line Railway Bridge over the Grand Union Canal at Two Bridges

CROXLEY GREEN NEIGHBOURHOOD PLAN

2017-2032

APPENDICES:

[Referendum Version December 2018]

CONTENTS

| | |
|--|----|
| CONTENTS..... | 2 |
| APPENDIX A: STATISTICAL CONTEXT..... | 6 |
| A.1 POPULATION..... | 6 |
| A.2 AGE STRUCTURE..... | 6 |
| A.3. HOUSEHOLDS..... | 8 |
| A.4 HOUSING STOCK..... | 8 |
| A.5 HOUSING TENURE..... | 10 |
| A.6 QUALIFICATIONS..... | 10 |
| A.7 ECONOMIC ACTIVITY..... | 11 |
| A.8 CAR OWNERSHIP (availability of vehicles)..... | 13 |
| A.9 TRAVEL AND VEHICLE USE..... | 14 |
| A.10 CONCLUSIONS..... | 15 |
| APPENDIX B: CHARACTER AREAS..... | 16 |
| B.1 PHYSICAL DIVISIONS AND THE DIFFERENT CHARACTER AREAS..... | 16 |
| B.2 CROXLEY GREEN PARISH CHARACTER AREAS..... | 20 |
| B.3 Character Area 1: COPTHORNE ROAD AND ADJOINING ROADS..... | 22 |
| SPECIAL FEATURES..... | 24 |
| B.4 Character Area 2: THE GREEN, STONES ORCHARD, WINDMILL ESTATE AND SCOTS HILL.... | 26 |
| SPECIAL FEATURES..... | 31 |
| B.5 Character Area 3: NEW ROAD AND DICKINSON SQUARE..... | 32 |
| SPECIAL FEATURES..... | 37 |
| B.6 Character Area 4: WATFORD ROAD (WEST), FRANKLAND ROAD, HARVEY ROAD AND BATEMAN ROAD..... | 39 |
| SPECIAL FEATURES..... | 44 |
| B.7 Character Area 5: WATFORD ROAD (EAST), VALLEY WALK..... | 46 |
| SPECIAL FEATURES..... | 51 |
| B.8 Character Area 6: WINTON DRIVE, BARTON WAY, AND BALDWINS LANE..... | 52 |
| SPECIAL FEATURES..... | 56 |
| B.9 Character Area 7: NORTH OF BALDWINS LANE, LINKS WAY AND LITTLE GREEN LANE..... | 58 |
| SPECIAL FEATURES..... | 61 |
| B.10 Character Area 8: BYEWATERS AND THE CROXLEY GREEN BUSINESS PARK..... | 63 |
| SPECIAL FEATURES..... | 64 |

| | | |
|---|---|----|
| B.11 | Character Area 9: COPTHORNE WOOD, PARROTS DELL AND SURROUNDING FIELDS AND FARMS ⁶⁶ | |
| | SPECIAL FEATURES..... | 68 |
| B.12 | Character Area 10: RAILWAY CUTTING AND EMBANKMENT | 70 |
| | SPECIAL FEATURES..... | 71 |
| B.13 | Character Area 11: CASSIOBRIDGE, RIVER GADE, CANAL AND COMMON MOOR | 72 |
| | SPECIAL FEATURES..... | 77 |
| B.14 | Character Area 12: CROXLEY HALL WOODS, LONG VALLEY WOOD AND BUDDLEIA WALK . | 79 |
| | SPECIAL FEATURES..... | 81 |
| APPENDIX C: EXTENSION GUIDELINES | | 83 |
| THE ESSENTIAL INGREDIENTS OF “METROLAND” DESIGN | | 83 |
| C.1 | COHERENT DESIGN EXAMPLES | 83 |
| C.2 | ADVISORY GUIDELINES FOR HOUSEHOLDERS TO AVOID INAPPROPRIATE EXTENSIONS | 85 |
| C.3 | EXTERNAL MATERIALS: BRICKS AND TILES..... | 85 |
| APPENDIX D: THE “VILLAGE CENTRE” | | 86 |
| D.1 | OVERVIEW..... | 86 |
| D.2 | Community Way | 87 |
| D.3 | THE PUBLIC CAR PARK..... | 87 |
| D.4 | THE VILLAGE HALL / COMMUNITY CENTRE | 87 |
| D.5 | THE PARISH OFFICE | 89 |
| D.6 | THE DEPOT | 90 |
| D.7 | THE “VACANT” SITE..... | 90 |
| D.8 | THE LIBRARY..... | 91 |
| D.9 | THE RED CROSS CENTRE..... | 92 |
| D.10 | NEW ROAD SURGERY AND OTHER HEALTH OUTLETS | 93 |
| D.11 | SUMMARY | 94 |
| APPENDIX E: TREES AND HEDGES | | 95 |
| E.1 | THE LANDSCAPED NATURAL ENVIRONMENT | 95 |
| E.2 | CASSIOBRIDGE HOUSE | 96 |
| E.3 | HIGHFIELD HOUSE..... | 96 |
| E.4 | DURRANTS HOUSE | 96 |
| E.5 | LITTLE GREEN LANE AND THE LAND TO THE NORTH | 97 |
| E.6 | OLD FIELD BOUNDARIES AND TREES IN THE BUILT ENVIRONMENT | 97 |
| APPENDIX F: TRANSPORT AND ROADS | | 98 |

| | | |
|--|---|-----|
| F.1 | MODES OF TRANSPORT | 98 |
| F.2 | ROADS and TRAFFIC..... | 99 |
| F.3 | TRAFFIC & TRAVEL DATA..... | 99 |
| APPENDIX G: DESIGN OF SHOP FRONTS | | 101 |
| G.1 | WHERE THEY ARE LOCATED | 101 |
| G.2 | WHICH FEATURES REQUIRE PLANNING CONSENT | 101 |
| G.3 | WHAT JARS VISUALLY..... | 101 |
| G.4 | EXAMPLES OF MORE HARMONIOUS DESIGN | 102 |
| G.5 | GUIDELINES..... | 103 |
| APPENDIX H: OPEN SPACES AND ALLOTMENTS | | 104 |
| H.1 | PUBLICALLY ACCESSIBLE OPEN SPACES | 104 |
| H.2 | ALLOTMENTS..... | 105 |
| APPENDIX I | GLOSSARY..... | 107 |
| APPENDIX J | BIBLIOGRAPHY AND ACKNOWLEDGEMENTS..... | 110 |
| | BIBLIOGRAPHY | 110 |
| | ACKNOWLEDGEMENTS..... | 111 |



The river Gade on Common Moor

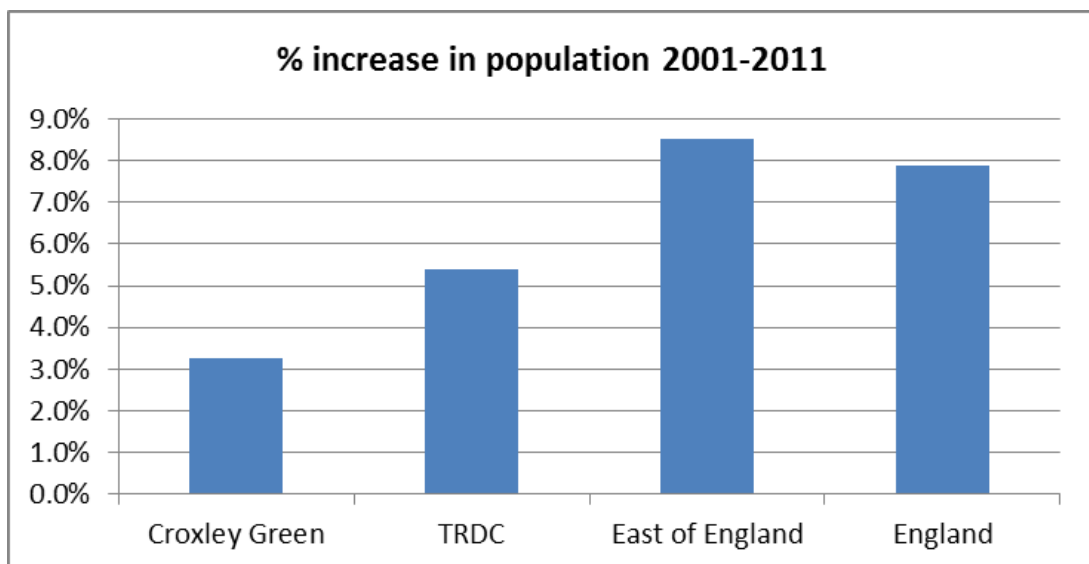


View across Common Moor from the new Village Green (Long Valley Wood and the Buddleia Walk)

APPENDIX A: STATISTICAL CONTEXT¹

A.1 POPULATION

A.1.1 According to the 2011 Census, the population of Croxley Green increased by about 400 (3.2%) from 12167 to 12562 in the ten years between 2001 and 2011. The percentage increase was slower than in Three Rivers, the East of England² or England as a whole. In 2011, 51.7% were females and 48.3% were males.



Percentage increase in resident population, Croxley Green, 2001 to 2011

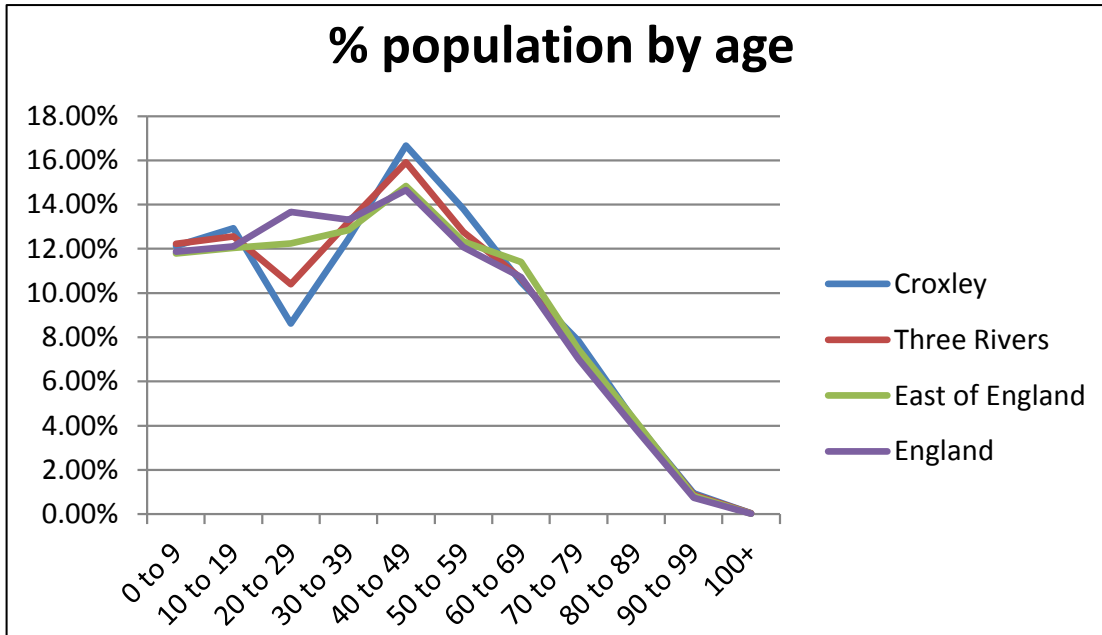
A.2 AGE STRUCTURE

A.2.1 The age structure of the population in 2011 differed significantly between Croxley Green, Three Rivers, the East of England and England as a whole as illustrated below. 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 may reflect young adults moving away from Croxley Green to find work and live elsewhere in the country. Or it may reflect the housing stock (and the relative cost of property) in Croxley Green with newcomers only able to afford to move into Croxley Green once they are established in their careers.

A.2.2 The change in the age structure of Croxley Green residents can be studied either by comparing each 10 year band between 2001 and 2011, or by comparing each 10 year band in 2011 with the younger band in 2001 (following the cohort of residents). The following graphs compare the actual numbers in each 10 year age band between 2001 and 2011.

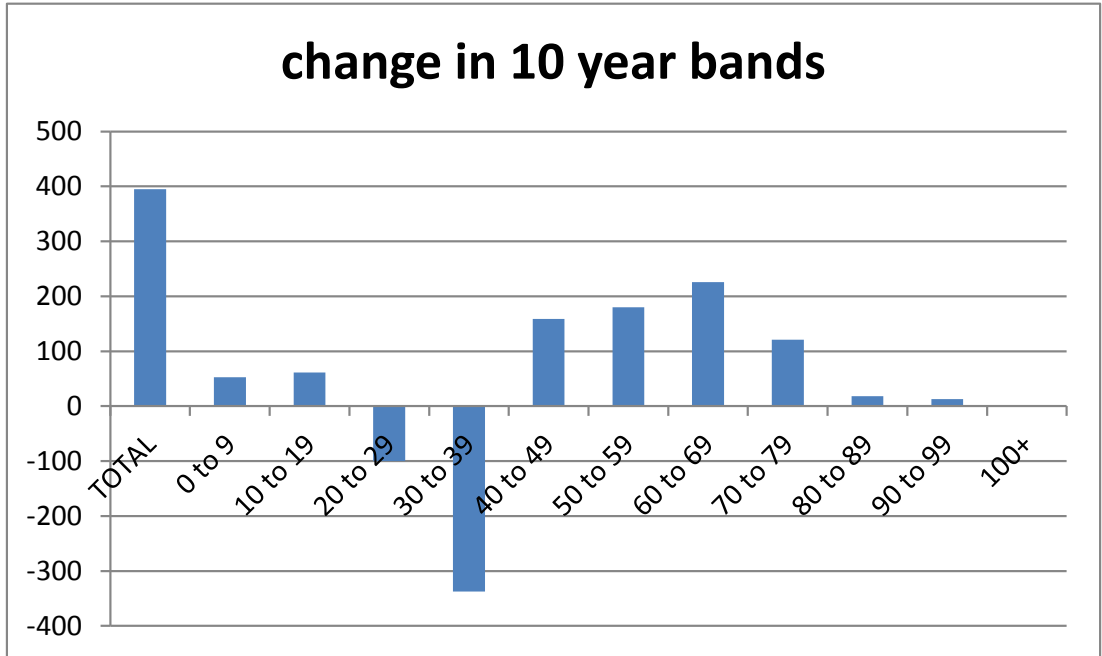
¹ The Tables contained in this Appendix have been compiled from Census data on the ONS website. Most data is therefore at least 5 years out of date. The interpretation of the data is ours.

² The East of England consists of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk with a population of nearly 6m



Age profile of the resident population in Croxley Green, 2011

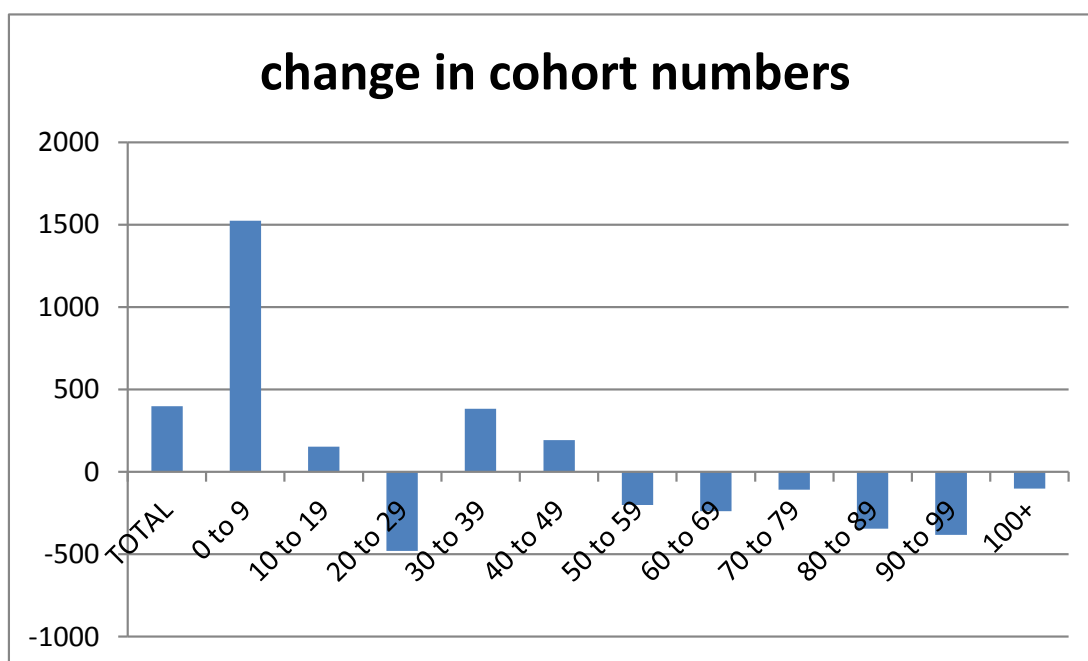
A.2.3 The change in 10 year bands shows significant reductions in the numbers of 20 to 39 year olds balanced by increased numbers of 40 to 79 year olds (reflecting an older “working age” and retired population resident in Croxley, but with a slightly higher number of school age children). It also shows a roughly unchanged number of elderly people (over 80).



Change in age profile of resident population in Croxley Green, 2001 to 2011

A.2.4 The change in cohort numbers shows a large number born within the previous decade (either to existing residents, or moving into the area with their parents), a reduction in the 20 to 29 year age range balanced by small increases between 30 to 49 years and a reduction in the numbers from 50 years upwards (presumably a combination of older age people moving away to retirement areas and mortality). For example, the 100+ category shows the

departure of most (101) of those who were in the 90 to 99 cohort at the time of the 2001 census. Overall this suggests that Croxley Green is a desirable area for parents with younger children to move into and from which some parents with older or adult children move out.



Comparison of cohort numbers of the resident population, Croxley Green, 2001 to 2011

A.3. HOUSEHOLDS

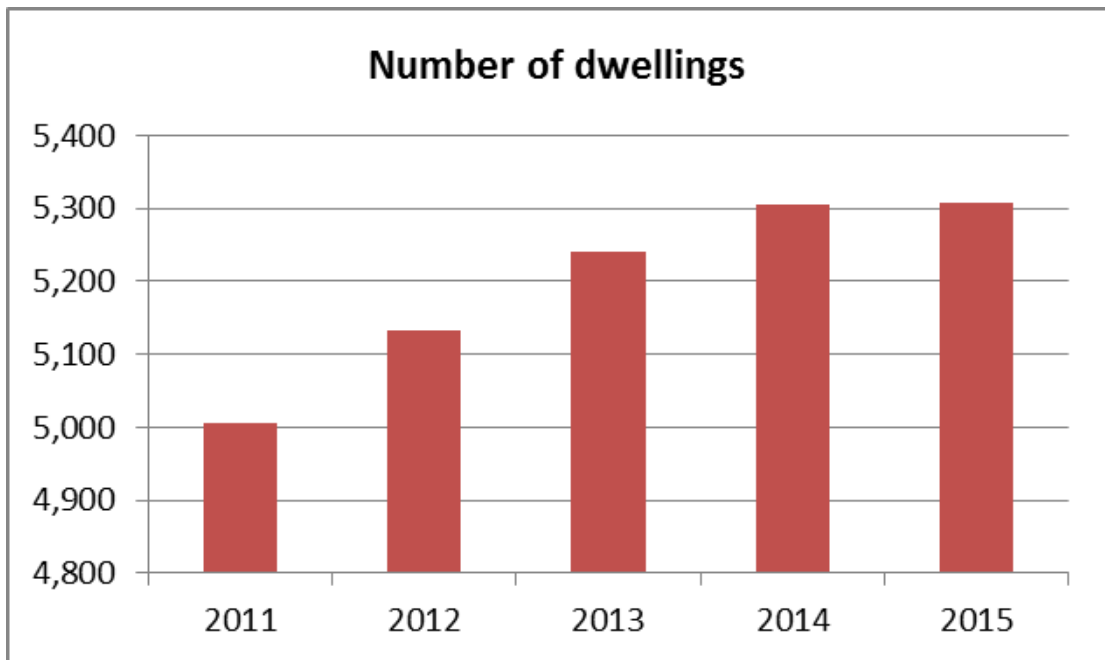
A.3.1 Virtually all the population lived in private households with only 30 in communal accommodation at Croxley House³. The number of households increased by 107 in the 2001 – 2011 period, of which almost a quarter were single persons, almost a third were couples and just over a quarter were couples with dependent children. The proportion of singles and couples were considerably less than England as a whole presumably because of the preponderance of family houses and the small number of flats in the Parish – see following paragraphs.

A.4. HOUSING STOCK

A.4.1 Council Tax records reveal that in the last two years - after the completion of several larger housing schemes on sites formerly in other uses, like Durrants - very few dwellings have been constructed. It seems likely that even with the TRDC current Housing Allocations the number of dwellings will not increase significantly over the next 15 years (i.e. no more than 250 - 300 or 5 - 6%) unless additional large “windfall” sites are forthcoming⁴.

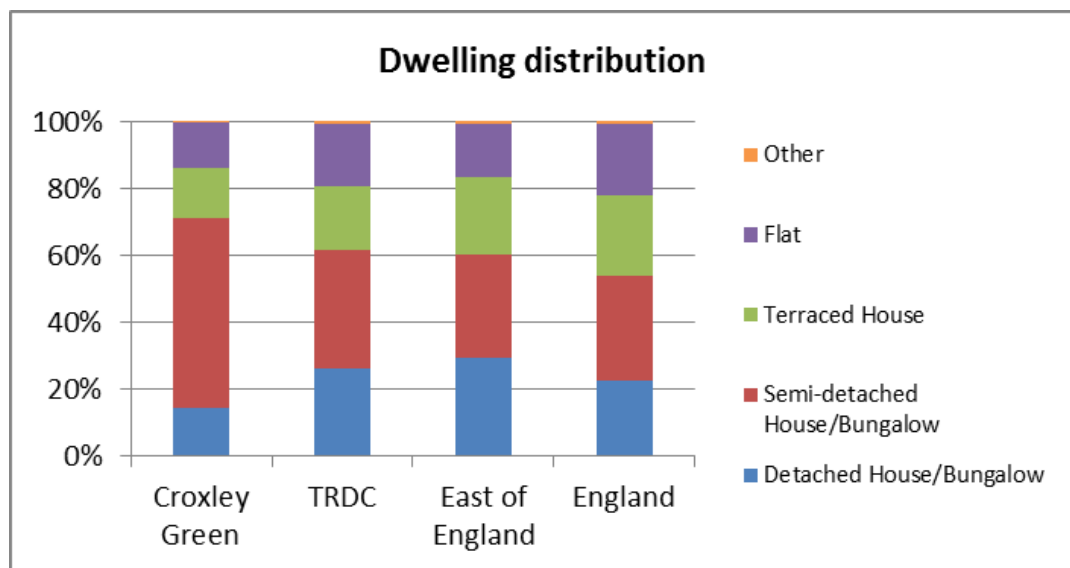
³ Our assumption

⁴ This conclusion is based on the lack of development sites of significant size within the Parish



Number of dwellings in Croxley Green, based on Council Tax records

A.4.2 In 2011 almost 87% of the housing stock consisted of houses or bungalows - 56.8% semi-detached, 14.9% terraced and 14% detached.

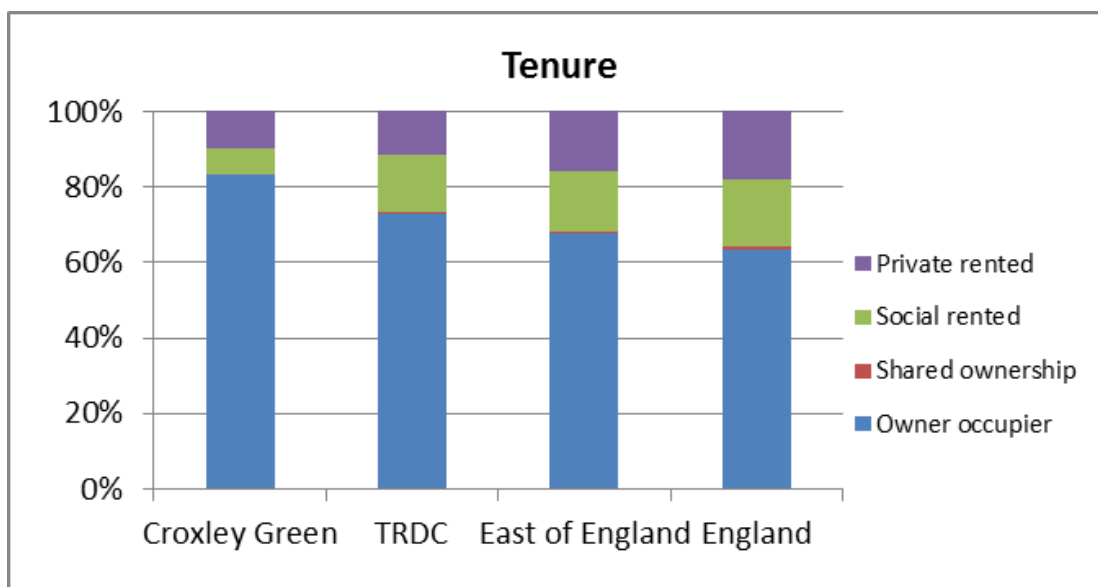


Distribution of dwelling types in Croxley Green in context, 2011

A.4.3 Compared with the rest of Three Rivers the East of England and England as a whole, Croxley Green is predominantly an area of semi-detached 2 storey houses and bungalows. Despite new developments recorded elsewhere in this Plan, the composition of the housing stock in terms of size and nature has changed very little over the last 50 years particularly in the north of the Parish.

A.5 HOUSING TENURE

A.5.1 In 2011 83% of the households were owner occupiers, 7% were social housing tenants and 9% private tenants. This is a significantly higher proportion of owner-occupiers than TRDC, the East Region and England as a whole.



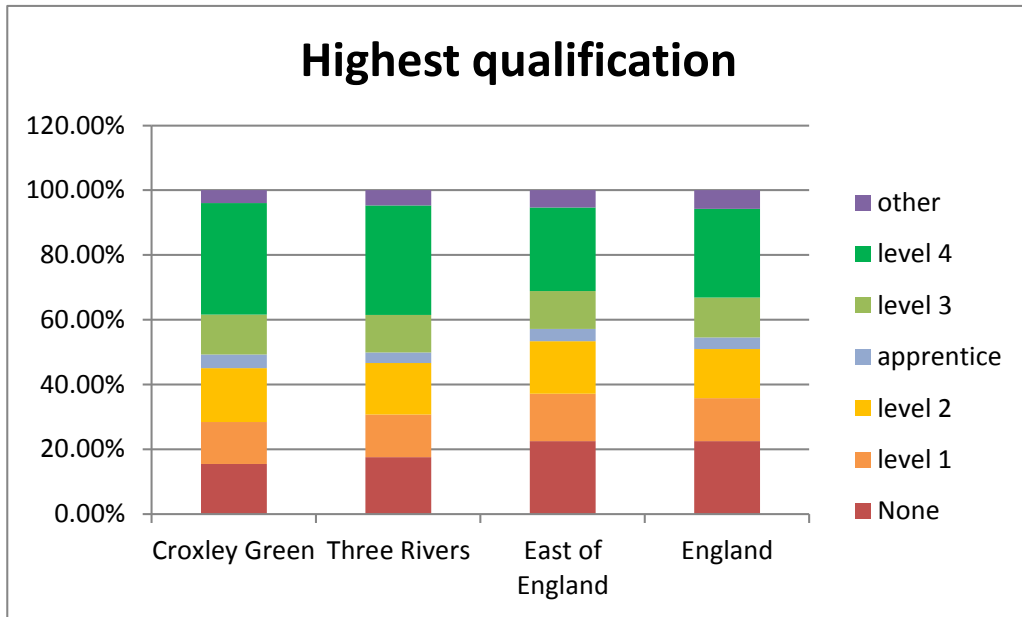
Housing tenure in Croxley Green in context, 2011

A.5.2 Over the 2001-2011 period there were 3% fewer owner occupiers, 1% fewer social housing tenants but 3% more private tenants in Croxley Green. While owner occupation is considerably higher than England as whole, the downward trend reflects the national trend and the increase in private rented accommodation similarly reflects the national trend⁵.

A.6 QUALIFICATIONS

A.6.1 Overall, residents in Croxley Green have a higher level of educational attainment and qualification than the average for England or the East of England, and a broadly similar level to the rest of Three Rivers. Just over one third (34.5%) had at least level 4 qualifications (HNC, HND, RSA Higher Diploma, BTEC Higher Level) or level 5 qualifications (Degree, Higher Degree, or Professional qualifications) in 2011, compared with just over a quarter (25.7%) in the East of England. Only 15.4% of Croxley Green residents had no qualification compared with 22.5% in England.

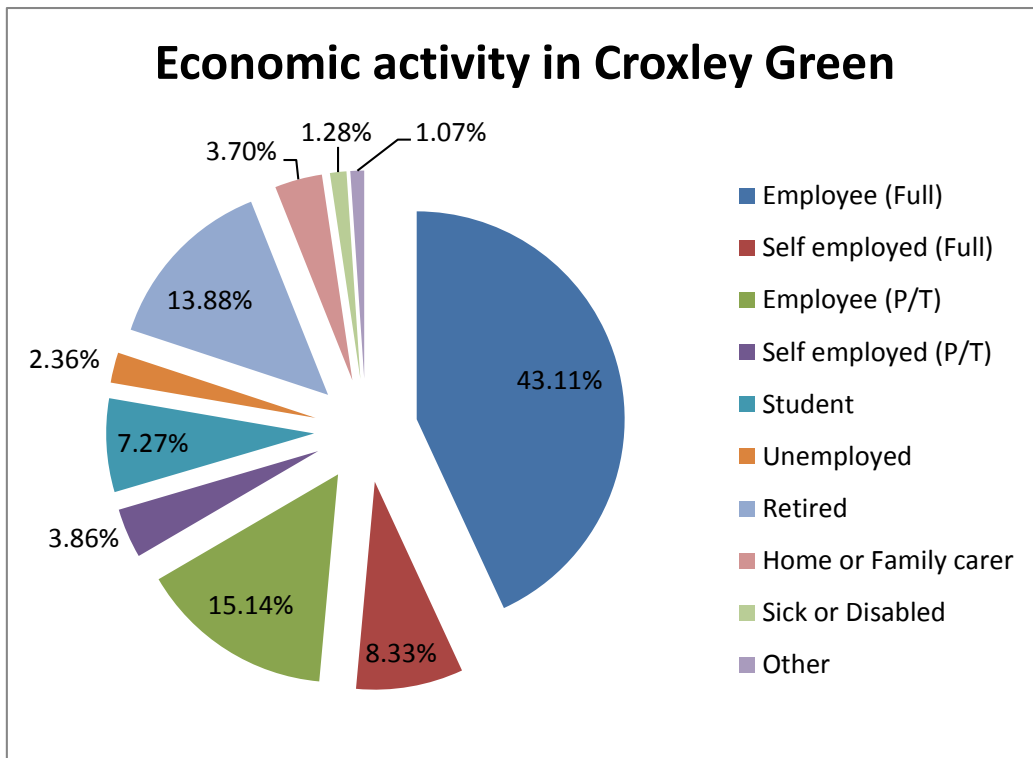
⁵ It is too early to say whether Government initiatives to increase owner occupation will be successful but it seems unlikely with such a small number of projected new dwellings



Educational attainment and qualifications in Croxley Green in context, 2011

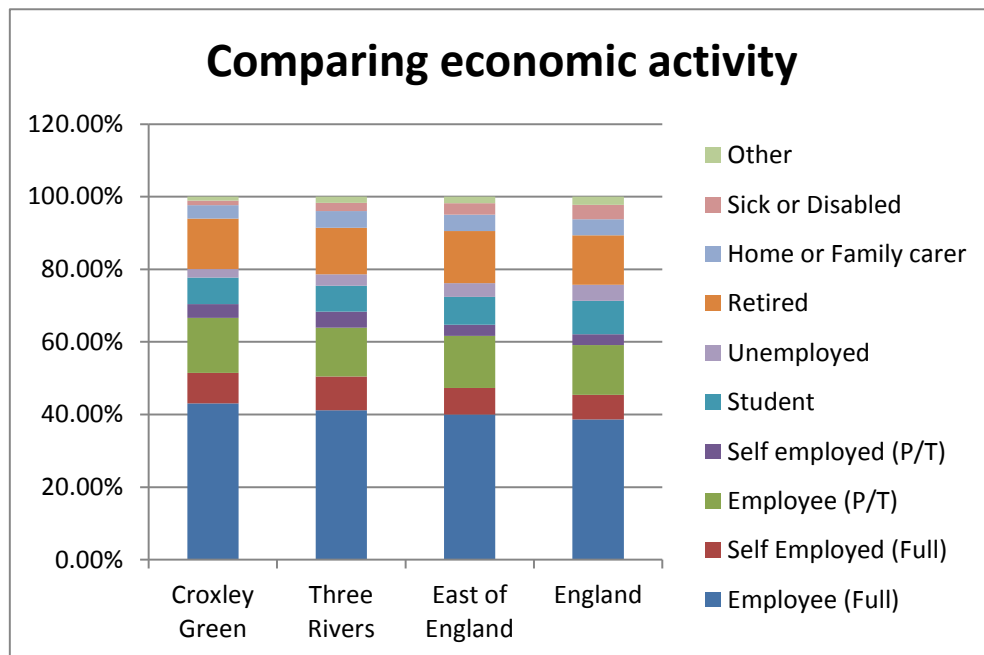
A.7 ECONOMIC ACTIVITY

A.7.1 Economic activity statistics are recorded for the population between the ages of 16 and 74. They exclude a small part of the population (from 75 to 100) who are likely to be retired or working only part time. In 2011, in Croxley Green there were 1,124 people in this (excluded) category, almost 9% of the whole resident population, and equivalent to 12.6% (one eighth) of the 16 to 74 age range. Approximately 27% of Croxley Green residents aged over 16 were not in employment in 2011. This was slightly less than Three Rivers District (30%), and markedly less than the East of England (33%) and the whole of England (35%).



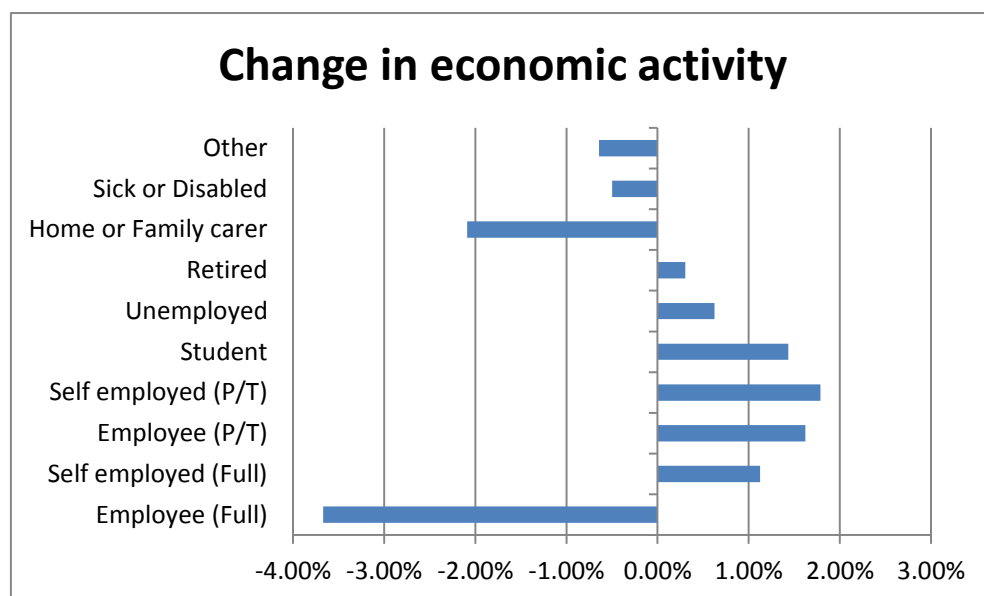
Economic activity by category in Croxley Green, 2011

A.7.2 In 2011, over half the 16 to 74 age range in Croxley Green was in full time work, with the majority working as full time employees. Nearly one fifth (19.0%) were working part time and the rest were either retired, students, full time home or family carers, unemployed, long term sick or disabled and other. Compared with Three Rivers, the East of England and England as a whole, proportionately more people in Croxley Green were in full time work and more in part time work in 2011. There were less unemployed, long term sick and disabled, and full time family and home carers. Compared with the whole of England there were fewer students but about the same proportion as Three Rivers and the East of England.



Economic activity in Croxley Green in context, 2011

A.7.3 The changes in economic activity of the 16 to 74 population between 2001 and 2011 were broadly the same as in Three Rivers, the East of England and England. The figures for the Parish are expressed as a percentage of the total within the age range.

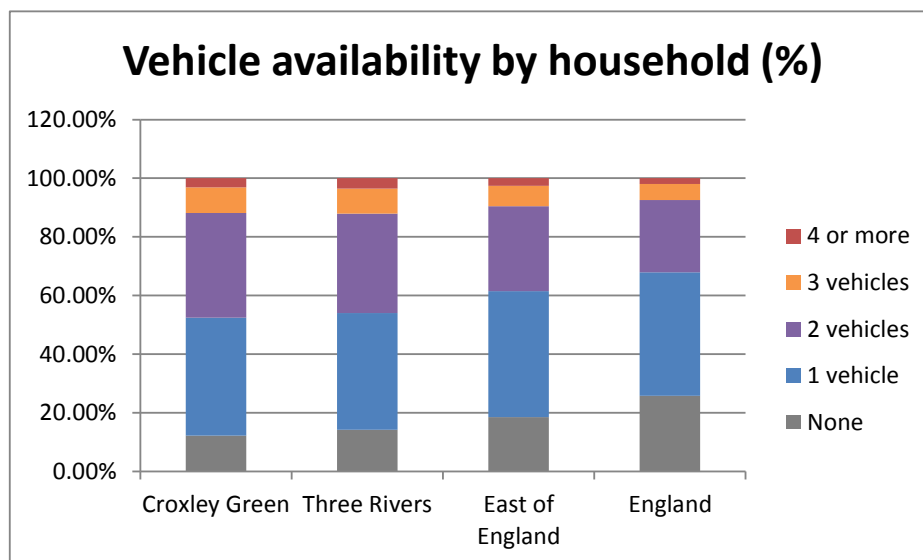


Change in economic activity of the resident population, Croxley Green, 2001 to 2011

A.7.4 There was a slightly greater reduction in the number employed full time matched by a slightly greater increase in those self-employed or working part time. There were some other minor differences in the changes between Croxley Green and other areas but none seems particularly significant.

A.8 CAR OWNERSHIP (availability of vehicles)

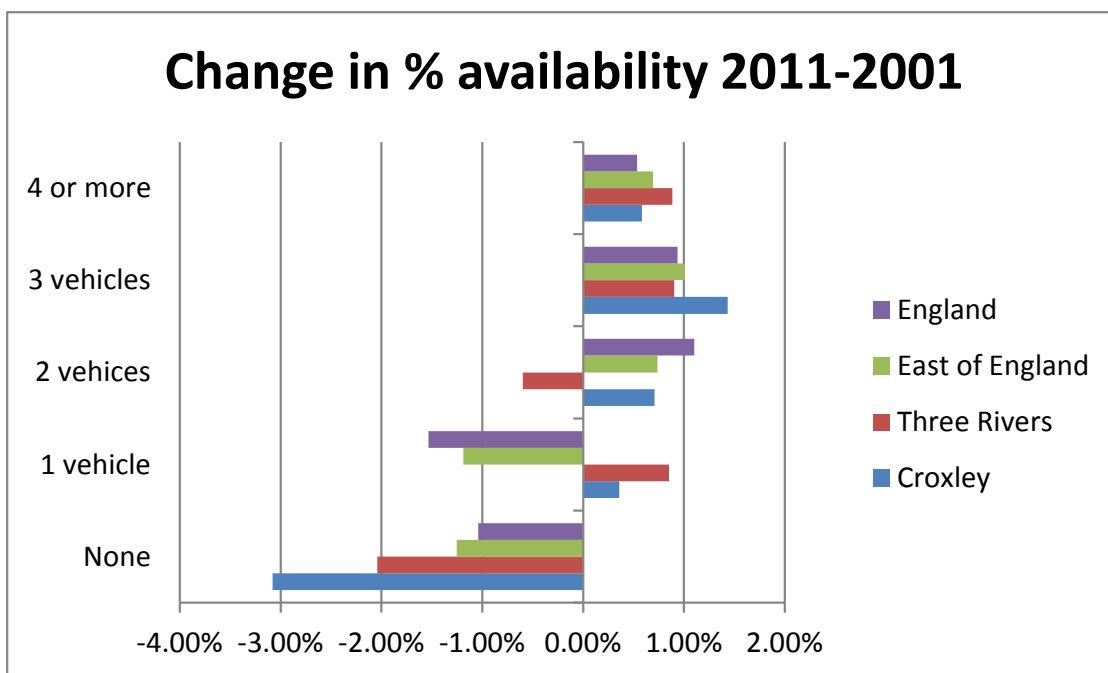
A.8.1 In 2011 40% of households in Croxley Green had the use of either a car or a van and a further 43% of households had the use of 2 vehicles or more. This is similar to the whole of Three Rivers and broadly similar to the East of England and the whole of England, although there were fewer households without access to a vehicle in Croxley Green and more with access to 2 or more vehicles. This suggests that residents in Croxley Green are better off and that they are likely to be more dependent on cars (or vans) as a mode of travel than other places in the East of England and in England as a whole.



Number of vehicles by household, Croxley Green, in context, 2011

A.8.2 Between 2001 and 2011 there was a small but significant change in the pattern of availability. In general, more households had access to at least one vehicle in 2011 than in 2001 (3% less of households in Croxley Green had no vehicle) and the greatest increase was in the number with access to three vehicles. This intensification of vehicle ownership is visible throughout the parish with extensive kerb side parking in many places and the widespread conversion to forecourt hard-standings in place of front gardens on many of the older roads⁶. If extrapolated onwards there will be significant effects on character and amenity in many parts of the Parish.

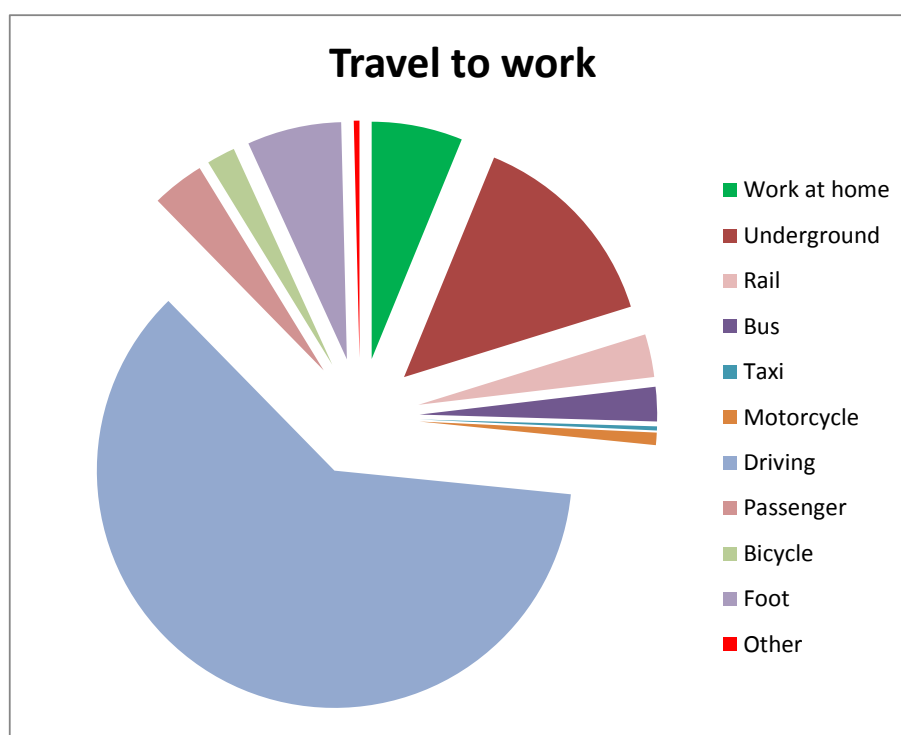
⁶ See Section 5,7 Aim FG1



Change in number of vehicles per household in Croxley Green, in context, 2001 to 2011

A.9 TRAVEL AND VEHICLE USE

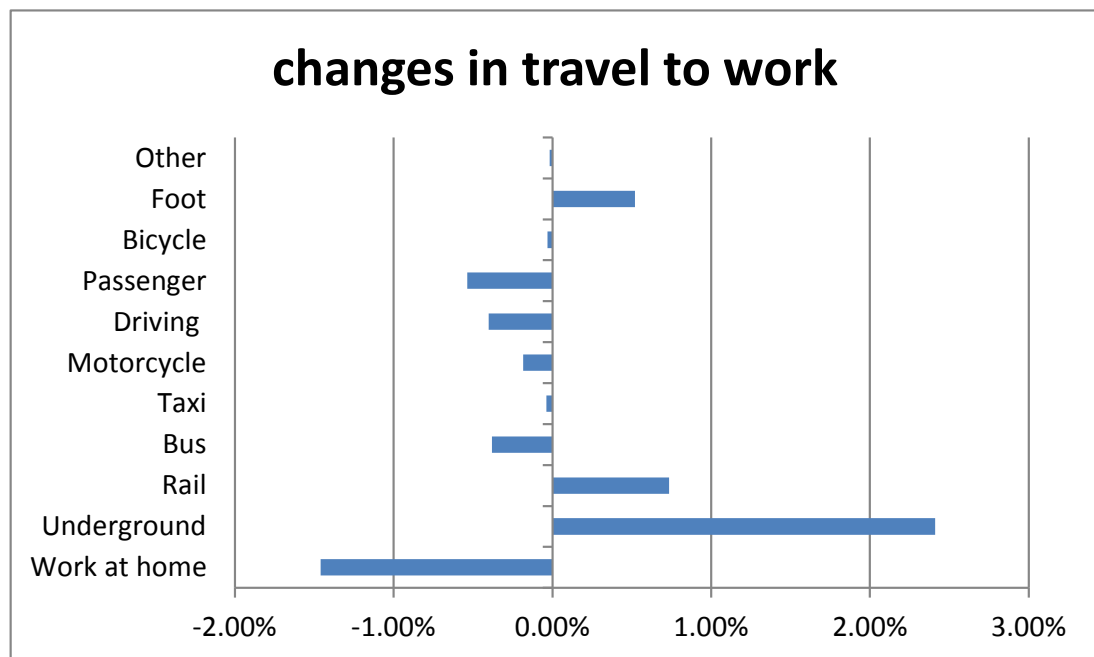
A.9.1 Of the 73% of those over 16 in employment, the majority (61%) drove a car or van to work with a few more as passengers (3.6%)⁷. The next largest group used the Underground (14%) with smaller numbers either working from home (6.1%) or walking to work (6.4%). The rest used several other modes of transport as illustrated.



Travel to work by mode of transport, Croxley Green, 2011

⁷ The figures do not include the “school run” which can have a huge effect on congestion

A.9.2 These figures have changed comparatively little since 2001, with the main changes being a small increase in numbers using the Underground (+2.4%) and a reduction in those working from home (-1.5%).



Changes in travel to work mode of Transport, Croxley Green, 2001 to 2011

A.9.3 The Hertfordshire Travel Survey (2012) was reported at the District level rather than at the Parish level. The results for Three Rivers can be taken to indicate the likely patterns for Croxley Green. The Survey found that the key work destinations were Greater London (40%) and Watford (13%) with a smaller percentage travelling elsewhere. Further information on travel, transport and roads has been placed in the Archive for reference.

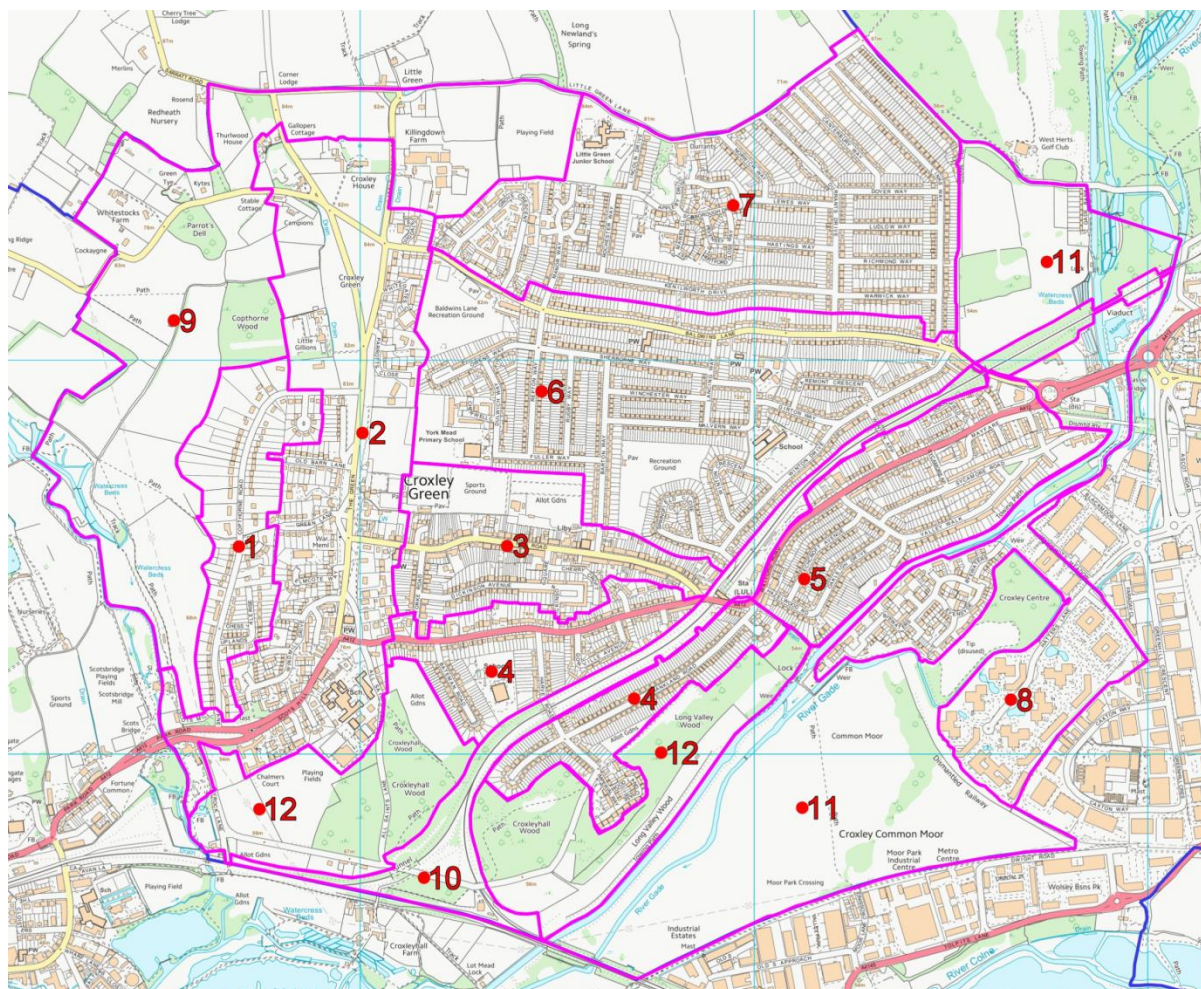
A.10 CONCLUSIONS

A.10.1 The statistical analysis compares Croxley Green with Three Rivers, the East of England and the whole of England over the last decade and the findings can be summarised as follows:

- The population of Croxley Green is only growing very slowly, as are the number of households. There is a predominance of adults aged 40-59 and more dependent children.
- The number of dwellings is growing very slowly in the last three years after a burst of activity in the preceding three years. Owner occupation is appreciably higher and social housing is much lower. The predominance of medium sized family houses and bungalows which started in the 1920s remains and there are very few flats or large family houses.
- The population is better educated and unemployment is lower. (While not quoted in the statistics there will be a predominance of managerial, professional and skilled employment groups).
- Vehicle ownership is very high and still rising. Most of those in employment travel to work by car.

APPENDIX B: CHARACTER AREAS

B.1 PHYSICAL DIVISIONS AND THE DIFFERENT CHARACTER AREAS



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

The Twelve Character Areas of Croxley Green

B.1.1 The Parish of Croxley Green is divided diagonally into two by the Tfl **Watford Branch Metropolitan Railway** which was constructed in 1925 as a branch line running south west to north east from the existing route to Amersham and Aylesbury. Within the length of the parish (circa 3 Km) there are only five bridges. Thus, the railway tends to split the parish into smaller sections, which are reflected in the Character Areas defined below. The railway is mainly obscured in well treed cuttings, the sides of which assist in muffling the noise. The railway route affects the alignment of residential roads on both sides, as most buildings in the parish postdate its construction in the late 1920s, the exceptions being **The Green, Dickinson Square, Dickinson Avenue, Yorke Road, the west end of Watford Road and New Road** up to Croxley Station.

B.1.2 The **River Gade** and the **Grand Union Canal (GUC)**, which was constructed in the late 18th century to follow the contours of the river valley, runs parallel to the railway and severs the main part of the Parish from the south east. Within the Parish there is only one vehicular

bridge across the Canal on Watford Road. There is a second pedestrian bridge at Canal Lock 79. One residential area of the Parish - **Byewaters** – and the **Croxley Green Business Park** are located on the south-east side of the Canal. The remainder of the Parish on the south-east side consists of dense woodland or water meadows within the Flood Plain. To the north of the Parish is open country and to the east beyond a hogback hill there are densely developed areas of Watford. There remains a gap (albeit narrow in places) of un-developed land on all sides which is important to the identity of the Parish. Within the parish there are significant and attractive open spaces with public access.



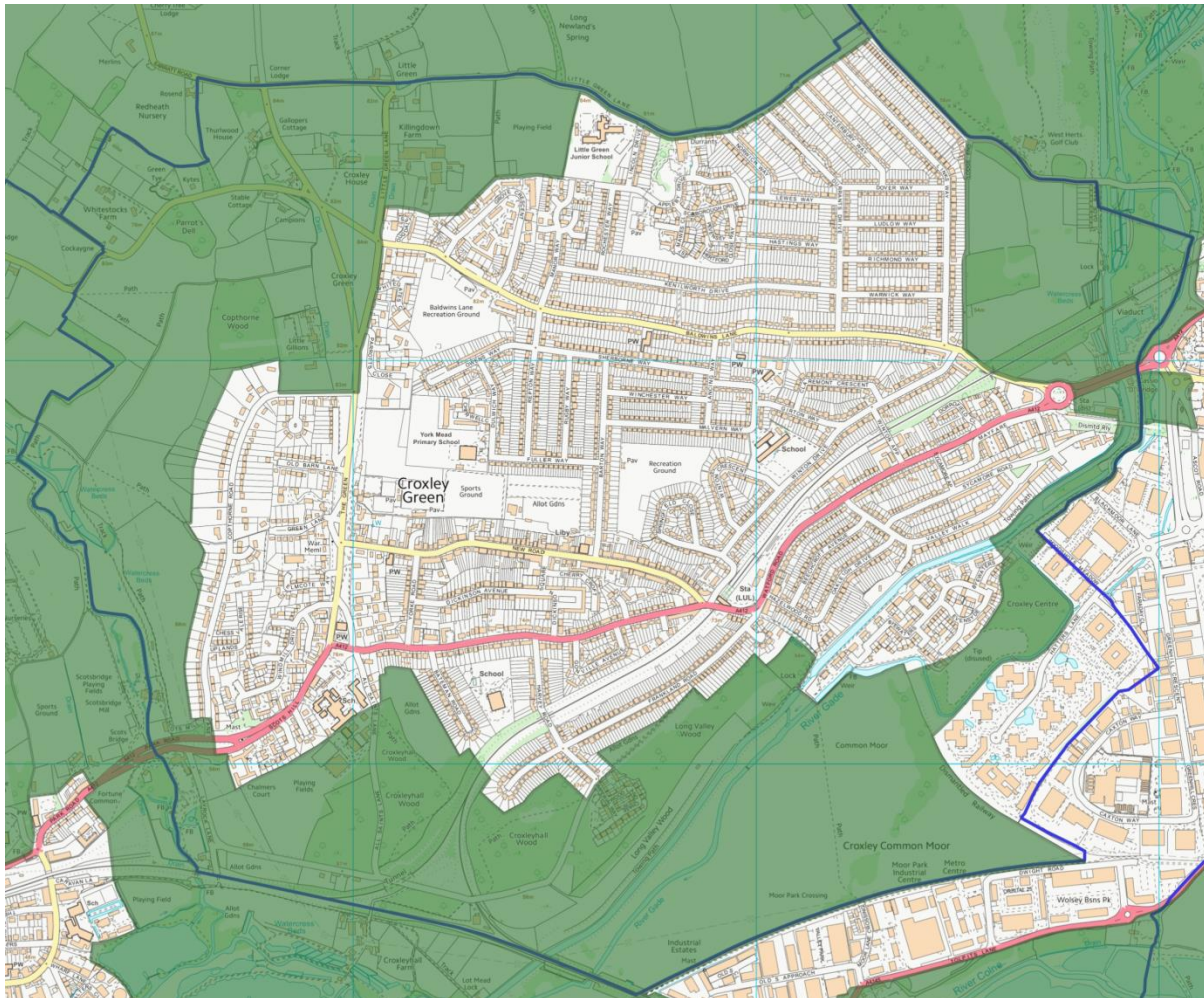
The Canal adjacent to Byewaters

- B.1.3 The geographical terrain varies. There is a relatively level plateau in the central portion stretching from just west of **The Green** as far as the railway. The land slopes on the west down to the **Chess Valley** (e.g. **Copthorne Road** area) and to the south (**Valley Walk** area) - sometimes quite steeply - to the **Gade Valley**. It also slopes to the east (e.g. **Links Way**) as the Gade Valley turns northwards. **Common Moor** and **Byewaters** and the **Business Park** lie in the flat valley. This geophysical configuration means that the residential areas on three sides of the Parish enjoy outward views into countryside which adds considerable amenity. The physical land form together with the railway has influenced the shape of interwar and post-war development. It is interesting that the housing on Watford Road and the steep land to the south of it was built quite early, presumably because of the proximity of the railway station and public utilities, despite higher development costs.



The River Gade beside Common Moor with the weir in the distance

- B.1.4 Most of the housing within the parish was built in the 1920s, 1930s and the 1950s and much of the built-up area has been occupied for over 80 years. The 1920s and 1930s development tended to spread out from **New Road** northwards almost as far as **Green Lane** (which forms the northern boundary of the civil Parish) and from **Watford Road** southwards, locally as far as the **Canal**. In the 1950s the built-up area was extended to the Parish's present boundary. Most of the subsequent residential development has been as a result of infill sites released from other uses, including former industrial premises or private estates - the largest single sites being **Croxley Mills** (now **Byewaters**) and **Durrants**. The Green Belt designation has been very effective in curtailing expansion northwards. The presence of the river valleys and the associated Flood Plains has prevented development to the west, east and south.



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Croxley Green and the surrounding Green Belt

B.1.5 As a result of the approval of the TRDC Site Allocations document in 2014, two major sites have been released from Green Belt on the north side of the parish, **Killingdown Farm** and part of the site on Baldwins Lane for a proposed secondary school (**Croxley Danes School**) at Cassiobridge. Both proposals were strongly resisted locally. The impact of the proposed developments is of considerable local significance although the overall effect on the character of Croxley Green will be limited. A more dramatic change when travelling from Watford will be the new viaduct for the Metropolitan Line Extension which will cross east of the Harvester Roundabout. In addition, there will be other sites that come up for development, such as those identified in Development Opportunities (Section 6 in the main Report). What is important is that measures are taken to limit any further incursions into the Green Belt and preserve and enhance the existing built up areas so that the essential character of the Parish is retained and it continues to attract newcomers to play their role in the growth and well-being of the community.

B.1.6 The Plan area (the Parish) is surrounded by a signposted “Boundary Walk”⁸. It does not, in fact, follow the exact line of the administrative boundary, but rather takes a picturesque route through the surrounding countryside, within and outside the actual boundary. It is

⁸ <http://www.croxleygreen-pc.gov.uk/index.php/environment/places-spaces/footpaths-walks>

signposted in a clockwise direction however, the walk can be completed in any direction and can be started at any point. Some of the sights to see include the Village Green, Dell Wood, the Grand Union Canal, Croxley Common Moor, Croxley Great Barn, Scotsbridge Mill and views of the Chess Valley. The walk is about 6.3 miles long and should take between 2.5 to 3 hours to complete.

B.2 CROXLEY GREEN PARISH CHARACTER AREAS



All Saints Church at the south end of The Green Character Area

B.2.1 The 8 urban Character Areas identified in Croxley Green Parish are:

- Area 1: COPTHORNE ROAD AND ADJOINING ROADS
- Area 2: THE GREEN, STONES ORCHARD, WINDMILL ESTATE AND SCOTS HILL
- Area 3: NEW ROAD AND DICKINSON SQUARE
- 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 THE CROXLEY GREEN BUSINESS PARK



Watford Road (West) - Edwardian and early 1920s

B.2.2 The 4 Rural Character Areas identified are:

- 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 Metropolitan Railway cutting looking west from Harvey Road Bridge

- B.2.3 Within each of the urban Character Areas there are several streets or clusters which have a different specific character, often related to the later date of construction but sometimes with unusual architectural style or urban design qualities and these are described below within each Character Area. The earlier developments reflect the common architectural features of the period⁹ but more recent schemes often have eclectic features which disguise their vintage and do nothing to preserve the character. New development should respect the scale of its context but not include unnecessary pastiche.
- B.2.4 The trees and the hedges within the parish are of great importance¹⁰. These have the effect of breaking up and softening the urban hardness and general appearance. They also contribute substantially to the rich ecology. If the leafy effect is to be maintained the Parish Council and the residents must be vigilant, as set out in the Development Management Policies in the Main Report.

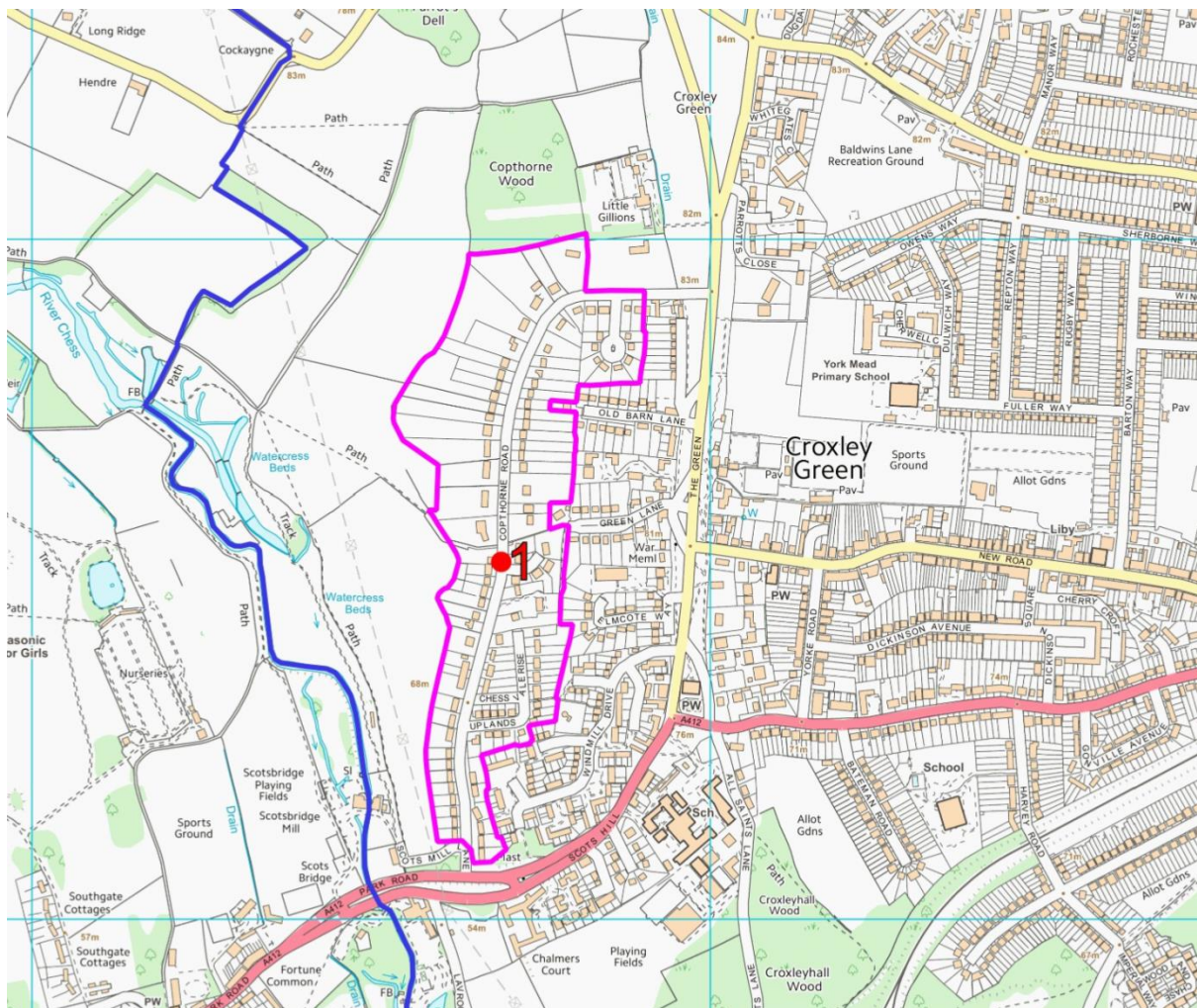


The importance of trees in shaping the appearance and character of the Parish

⁹ See Appendix C for examples

¹⁰ See Appendix E

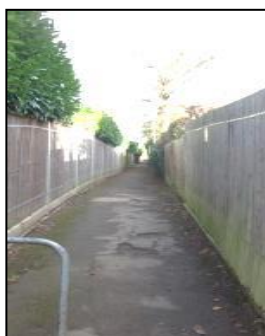
B.3 Character Area 1: COPTHORNE ROAD AND ADJOINING ROADS



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 1 – Copthorne Road and adjoining roads

B.3.1 This Character Area forms the western boundary of the built-up area and consists of detached buildings along un-adopted roads. All the roads are cul-de-sacs and as a result there is no through traffic, resulting in a very quiet local environment. Many gardens contain mature trees and the overall effect is attractive and leafy. Several footpaths transverse the area east to west linking **The Green** to the rural fields sloping down to the **Chess Valley** to the west.



(a)Footpath linking Green Lane and Copthorne Road



(b)View over Chess Valley (Character Area 9)



Midway down Copthorne Road looking south

B.3.2 **Copthorne Road** is privately owned by the Copthorne Residents Society and mainly consists of individual large detached houses set in large gardens, some dating from the pre-war period, some from the 1950s and some of recent construction, probably replacing earlier houses. The west side is the more complete. Although many of the plots are covered by restrictive covenants enforceable by the Trustees of the Residents Society, some plots are not restricted to one dwelling which could lead to further development. The covenants have helped to ensure that the low density and backdrop of greenery has been retained. The architectural styles of the houses vary but most houses have plain tile roofs and external walls of facing brick or render. At one time, some of the front gardens may have contained more trees but a number appear to have been removed, particularly in the middle section of the road. Replanting with deciduous native species would be desirable to restore the landscape quality and should be encouraged. To the north of Copthorne Road where the plots are the largest, substantial maintained hedges and brick front garden walls provide particularly fine features. These continue through to **The Green**. The east side of the southern half of Copthorne Road is more fragmented.



Further down Copthorne Road looking south

B.3.3 Three roads off Copthorne Road; Copthorne Close, Milthorne Close and Uplands are adopted public highways, not privately owned. **Copthorne Close** is a cul-de-sac of mostly 1950s detached houses, and **Milthorne Close** a smaller development of 1960's detached houses; both similar in character to Old Barn Lane and the other roads off The Green described below under Character Area 2. **Uplands**, which was developed as part of the Windmill Estate (see Character Area 2) dates from the 1970s with detached houses and leads to **Chess Vale Rise** which dates from the 1950s with mainly larger semi-detached house. Chess Vale Rise is privately owned by the Copthorne Residents Society.



Copthorne Road - East side

SPECIAL FEATURES

B.3.4 The main features to be considered in any proposal for extensions or redevelopment are:

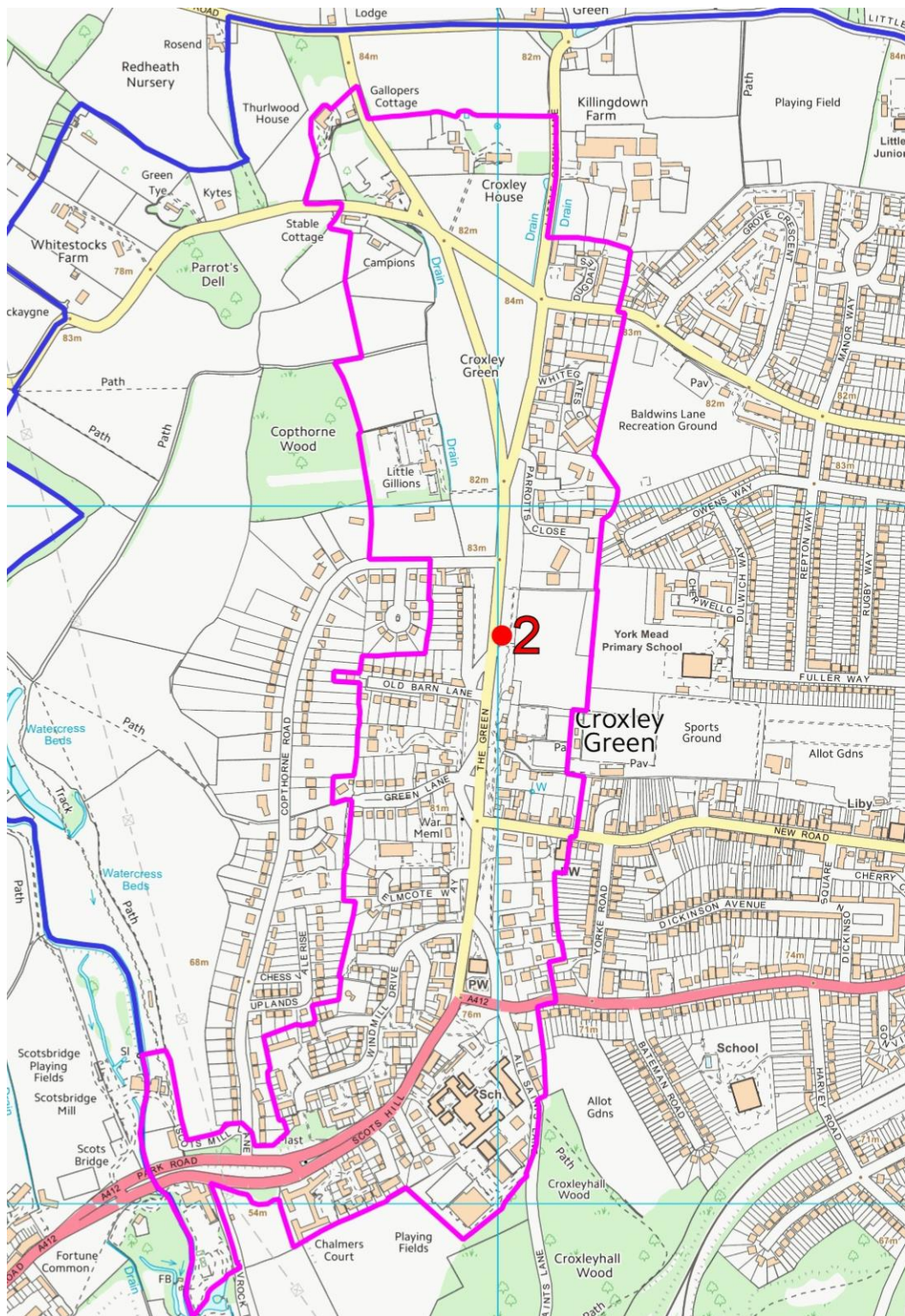
- *Very well maintained roads and gardens*
- *Mostly private roads, all cul-de-sacs, with little traffic movement*
- *Extensive west-east footpath network, some paths needing resurfacing*
- *Terrain sloping to the west giving an open outlook for many houses towards the beautiful Chess Valley*
- *Mainly detached houses mostly from the 1950s-1970s with little recent infill*
- *Strong building line both front and rear giving a sinuous curve to the frontage*
- *Very large gardens particularly in the northern section of the road*
- *Buildings only two storeys with very limited use of attic accommodation and few dormers or roof lights*
- *Many mature trees giving privacy and seclusion; some additional planting in front gardens desirable locally*
- *Traditional brick and render elevations and mostly red or brown plain tile roofs*
- *Many front garden walls, some elaborate and currently in good repair. Any proposal to demolish the older walls should be resisted*

B.3.5 Copthorne Road and its immediate environs have a strong visual cohesion which deserves Conservation Area status. Adherence to the special features described above together with adherence with Development Management Policy CA1, CA2 and CA3 will assist in maintaining its unique Character over time.



One of the original Edwardian houses in Cophorne Road

B.4 Character Area 2: THE GREEN, STONES ORCHARD, WINDMILL ESTATE AND SCOTS HILL



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 2 – The Green and Scots Hill

B.4.1 **The Green** which is common land currently owned by Three Rivers District Council (TRDC), running north to south on virtually level ground, is the very essence of Croxley Green. It consists of a sequence of several distinct spaces. Those buildings within the Croxley Green

Conservation Area are described in detail in the TRDC Conservation Area Appraisal¹¹. Many the buildings around the Green are on the statutory list or the TRDC local list¹². The dominant feature of The Green is the grassy sward on both sides of the road with the surrounding trees forming an almost continuous screen with scattered domestic buildings, some almost obscured. Northwards the roads lead out into open country in Character Area 9 – “Cophthorne Wood, Parrots Dell and surrounding fields and farms”. Character Area 9 includes some of the northern part of the Croxley Green Conservation Area which extends beyond the Parish boundary into Sarratt Parish. The Croxley Green Conservation Area bisects the proposed development site at Killingdown Farm.



The northern part of The Green with Croxley House in the distance

- B.4.2 The group of buildings around the pond at **Little Green** to the north of the Character Area is one of the most delightful spots in Croxley Green, yet the Parish Council boundary goes right through the middle! Waterdell House is a fine building and complements the old cottages. All the buildings (including Waterdell House) are included in the Conservation Area. The secluded character depends on the walled boundary of Croxley House and the preservation of the field hedges beyond Little Green Lane. The proposed development of Killingdown Farm needs to be very sensitive to avoid destroying this oasis¹³. The existing lane across the Green is very narrow and would be unsuitable as access to the development.

¹¹ See Bibliography

¹² See Policies CA3 and CA4 for explanation

¹³ See Policy 6.4



a) Killingdown Farm (listed building)



(b) Waterdell House across Little Green pond



(a) View across The Green to Killingdown Farm



(b) View along access lane across The Green

B.4.3 The central part of The Green narrows with flanking buildings more prominent. Two pub/restaurants are located on the west side. Stones Orchard, which lies to the east of the Green, was once a thriving local mixed fruit orchard recognised for its abundance of cherries. The land was sold to TRDC in 1983 and is currently managed by the Parish Council. The beginning of its restoration with many known original fruit tree varieties was carried out by children from five local Junior and Infant Schools. It is one of the few remaining orchard sites in Hertfordshire for which there are records and memorabilia covering over 100 years¹⁴. The adjoining land is occupied by the Croxley Guild of Sport¹⁵.

¹⁴ <http://www.croxleyresidentsassociation.co.uk/stones-orchard.html>

¹⁵ See Character Area 3



The south end of The Green with All Saints Church steeple

- B.4.4 The south part is dominated by All Saints Church which closes the view. Scots Hill and All Saints Lane lead into a more urban environment. On the east side of The Green at its southern end there are several post-war detached houses on All Saints Lane including some back-land infill which, on the whole, has been well designed and fits into the context.



All Saints Lane east of All Saints Church

- B.4.5 **Old Barn Lane, Green Lane and Elmcote Way**, which are cul-de-sacs, accessed directly from the west side of The Green, are part of **The Green** Character Area although they are not included within the Conservation Area. These roads have some affinity with Character Area 1 (**Copthorne Road**) and they enjoy its special features with many fine detached houses from various periods (mostly 1950s and later) and bungalows on Elmcote Way.
- B.4.6 The later **Windmill Drive** 1970s estate to the south west of The Green, which has a separate but coherent identity, is relatively well screened by dense trees and does not impact on this part of the Character Area. Windmill Drive is accessed from The Green with a low density layout of detached, linked and terraced houses with some flats in attractive landscaped surroundings. When constructed it was regarded locally as a showpiece example of modern

development and it has retained much of its original appearance due to restrictive covenants and sympathetic maintenance. Tucked in the middle and almost out of view among dense foliage are the listed Croxley Windmill and the adjacent dwelling.

- B.4.7 There is little in this Character Area to jar the eye apart from some of the shop fronts in Scots Hill across the road from the Church in a 1950's council block and nearby buildings including the "Cost-cutter" shop (See Appendix G: Shop Front Policy) and the advertisement banners attached to the hedge outside Rickmansworth School. There is a splendid granite horse trough on the kerb line opposite the shops which is not currently listed¹⁶.



The unlisted granite Victorian horse trough in Scots Hill near All Saints Church



The Sportsman public house and All Saints Church hall on the right viewed from Watford Road

- B.4.8 **Scots Hill** south of the Cost-cutter shop is also excluded from the Conservation Area. Much of its character must have been eroded when the main road to Rickmansworth was made into a dual carriageway in the late 1960s involving substantial demolition. Fortunately, the landscaping accompanying these road works with the slow curve of the grade separated carriageways has fully matured and there is a verdant quality which is enhanced by the steep hill. Enough of the Victorian and Edwardian development remains on the south side of Scots

¹⁶ See Policy CA4

Hill for this to be included in the same Character Area as The Green. Down Scots Hill, beyond a terrace of Victorian houses, are three cul-de-sacs of small houses and flats constructed in different post war periods. The screening trees down the hill give a visual coherence and sense of enclosure despite some rather bland buildings.

B.4.9 **Scotsbridge Mill** lies astride the western Parish Council boundary. It is an important historical site and there is evidence of a watermill there for over 1,000 years. Although the current buildings seem relatively recent (i.e. 19th century), they may well have ancient origins. The mill is not nationally listed, but should be considered for local listing. Neither is the **Scotsbridge House** complex across Scots Hill, previously used as offices, but which has been on the market and may result in a major residential development¹⁷. This would be a “windfall site”. This part of the Character Area lies within Flood Zones 2 and 3 (see also paragraph B.10.6.).

SPECIAL FEATURES

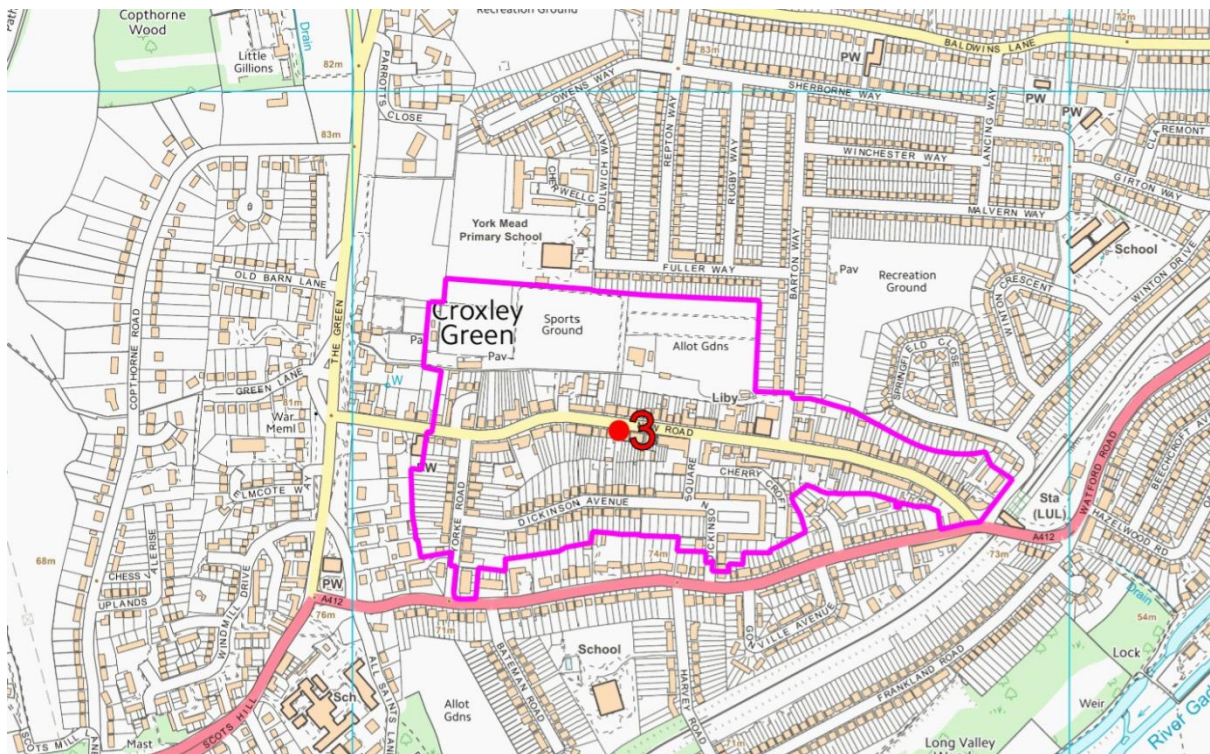
B.4.10 The main features to be considered in any proposal for extensions or redevelopment are:

- *The well maintained grassed areas on either side of the roads flanked with wooden bollards. Similar verges flank all the road leading out of the Green*
- *A backdrop of mature mainly deciduous trees screening the views outwards. Any losses of major trees should be replaced.*
- *All Saints Church dominates the south end of The Green and Croxley House dominates the north end of The Green. In addition, Little Green to the north and Scotsbridge are very important. No proposal should detract from these features.*
- *Interesting houses of various periods from grand to humble in traditional materials, especially brick and render walls, tiled roofs and timber windows, mostly in good repair*
- *Some unprotected buildings could be considered for local listing*

B.4.11 The Green and its immediate environs including those areas outside the Conservation Area have a strong visual cohesion. Adherence to the special features described above together with adherence with Development Management Policy CA1, CA2 and CA3 will assist in maintaining its unique Character over time.

¹⁷ A Prior Notification for Change of Use from office to 30 residential units under Permitted Development (ref 15/1979/PDR) was lodged in September 2015 but withdrawn

B.5 Character Area 3: NEW ROAD AND DICKINSON SQUARE



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 3 – New Road and Dickinson Square

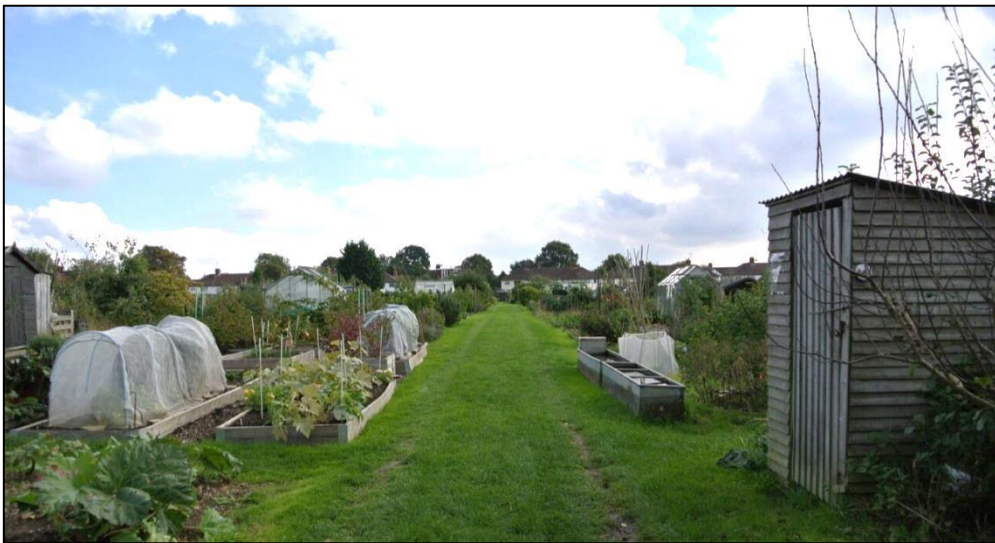
B.5.1 This Character Area contains the principal Victorian and Edwardian development within the parish. It also contains the most retail units on **New Road** which runs west-east, together with the “Village Centre” i.e. Parish Council offices and other community buildings, some set in the back-land¹⁸. The western end of **New Road** contains a number of attractive detached houses and the boundary between The Green Conservation Area and the properties immediately to the east appears arbitrary. The central and eastern portion of New Road consist of mainly Victorian terraced houses. At the eastern end of **New Road**, the Character Area terminates with the unusual Metropolitan line Croxley Station building which is locally listed and provides a stop end to the vista from **New Road**. The Area adjoins **Scots Hill** (described above) at its south-western end and the western part of **Watford Road** including the restored former **Yorke Road School** (see Character Area 4).

¹⁸ For a more detailed description see Appendix D



Croxley Station opened in 1925, still largely in its original condition

- B.5.2 The northern part of this Character Area is open land, including allotment gardens and the Croxley Guild of Sports grounds. The allotment gardens, with some 140 plots of varying sizes were first established in the 1920's and have been continuously cultivated by residents. The sports ground was formerly part of the recreation ground of the major local employer, John Dickinson (paper mills). It is now used by the Croxley Guild of Sports for cricket and rugby, as well as informally by residents as accessible open space.



Barton Way allotments



The Croxley Guild of Sports grounds

B.5.3 Most of **New Road** is residential but there are several shops in the main section, particularly in the ground floor of three-storey 1950s local authority flats originating from redevelopment after World War II bomb damage.



Attractive detached houses at the west end of New Road (lying outside the Conservation Area)



New Road near Barton Way looking west showing Victorian houses, 1950s infill flats and 1980s Library

B.5.4 The curve of **New Road** is particularly attractive when travelling from the west to east. Generally, the buildings are two-storey Victorian terraced houses with varying features

although much altered with modern “improvements” such as replacement glazing and front doors and storm porches. The adverse effect of multiple paving of front gardens to provide parking forecourts is particularly noticeable, as is the virtual absence of any street trees. Traffic is controlled by a 20mph speed limit, the only street in the Parish currently with this limit but the footways are very narrow. The paved area adjacent to the Library needs more of an attraction such as a coffee kiosk if the square is to provide a community focus. The road also contains a tyre depot and a vehicle service station, both of which are utilitarian in appearance, but each provides a vital local role.



The eastern end of New Road looking west

At the eastern end of **New Road** on the corner of **Winton Drive** are two 1960s blocks of flats which are very Spartan in design and detract from the street scene.



Left: The utilitarian Guildhouse flats built in the 1960s on the site of the former meeting hall – the tree on the left is the largest remaining on New Road. Right: very Spartan 1960s flats close to Croxley Station

B.5.5 To the north is **Community Way** off **Barton Way** leading to the allotments, a car park, the Parish Council Offices, the Community Association building¹⁹ and rear access for **New Road** properties. It also provides pedestrian access to the sports grounds. The road is very barren in character. The view over the allotments could be improved by selective tree planting and screening climbers planted to grow on the allotment fence as well as by careful management of the land inside the boundary fence. The roadway has recently been redefined as a shared surface with a marked footway painted along the southern side.

¹⁹ See Appendix D for more details



The barren appearance of Community Way needing environmental improvements

- B.5.6 To the south of New Road is **Dickinson Avenue** accessed from **Yorke Road** and leading to **Dickinson Square** to the east which is also accessed from Watford Road. The western end of **Dickinson Avenue** is a delightful mixture of Edwardian and 1920s houses with large street trees as a distinguishing feature. Any tree losses should be replaced. The few post-war infill houses are very bland and out of scale.



Dickinson Avenue in early spring – staggered detached Edwardian houses with many street trees remaining

- B.5.7 **Dickinson Square** itself, a Conservation Area, consists of 19th century terraces constructed for the managers and employees of Croxley Mill and is a fine example of such developments. The TRDC Conservation Area Appraisal contains a detailed description. An Article 4 direction was imposed on the Conservation Area in 1996 restricting certain permitted development rights within the curtilage of a dwelling house and specific minor operations. This recognises and acknowledges the uniqueness and importance of this Conservation Area.



The east side of Dickinson Square – unusual industrial workers` housing

B.5.8 **Yorke Road** also contains many interesting Victorian and Edwardian buildings, although it lacks the street trees that distinguish **Dickinson Avenue**. Extensive front forecourts detract from the visual appearance, as do some of the designs of replacement windows.



Paved forecourts and miscellaneous designs of replacement windows detract from the unity of a late Victorian terrace in Yorke Road

SPECIAL FEATURES

B.5.9 The main features to be considered in any proposal for extensions or redevelopment are:

- ***Generally residential area with a wide period of development and mixed architectural character including “the Village Centre” – see Appendix D***

- *New Road, generally with two storey 19th century buildings, mostly with pitched plain tile or slate roofs²⁰, with some 1950s and later infill with 3 storey buildings. The Guildhouse, 1960s flats, and the 1980s Library replaced earlier buildings destroyed by fire.*
- *19th century Dickinson Square has a unique and tranquil character*
- *High quality Victorian and Edwardian detached and semidetached houses in leafy Dickinson Avenue and Yorke Road deserving Conservation Area status*
- *Loss of front gardens and boundary walls to frontage wide forecourts becoming a major issue, particularly in New Road and Yorke Road. Some forecourts have interesting paving but many are very bland with a general absence of street or front garden trees*
- *Dominant materials of yellow and red brick and render on elevations, slate and tile roofs*
- *Infill developments of various later periods²¹ and modern door and window replacement detract from the visual coherence and scale*
- *Shop fronts in New Road lack cohesion and in some cases dominate the host buildings²²*
- *Two commercial sites in New Road (tyre depot and service station²³) might be redeveloped over the period of the Plan. The scale and style of the new infill will impact on the street and care should be taken over the design*
- *The long gardens on the north side of New Road may tempt developers and any further back land development would need sensitive design*
- *Community Way leading to community buildings, public car park and allotments needs facelift. The road doubles as a much-used west-east pedestrian route and was laid out with a pedestrian designated zone and speed bumps during 2016.*

B.5.10 New Road and its immediate environs including those areas outside the Dickinson Square Conservation Area have a strong visual cohesion. Adherence to the special features described above together with adherence with Development Management Policy CA1, CA2 and CA3 will assist in maintaining its unique Character over time

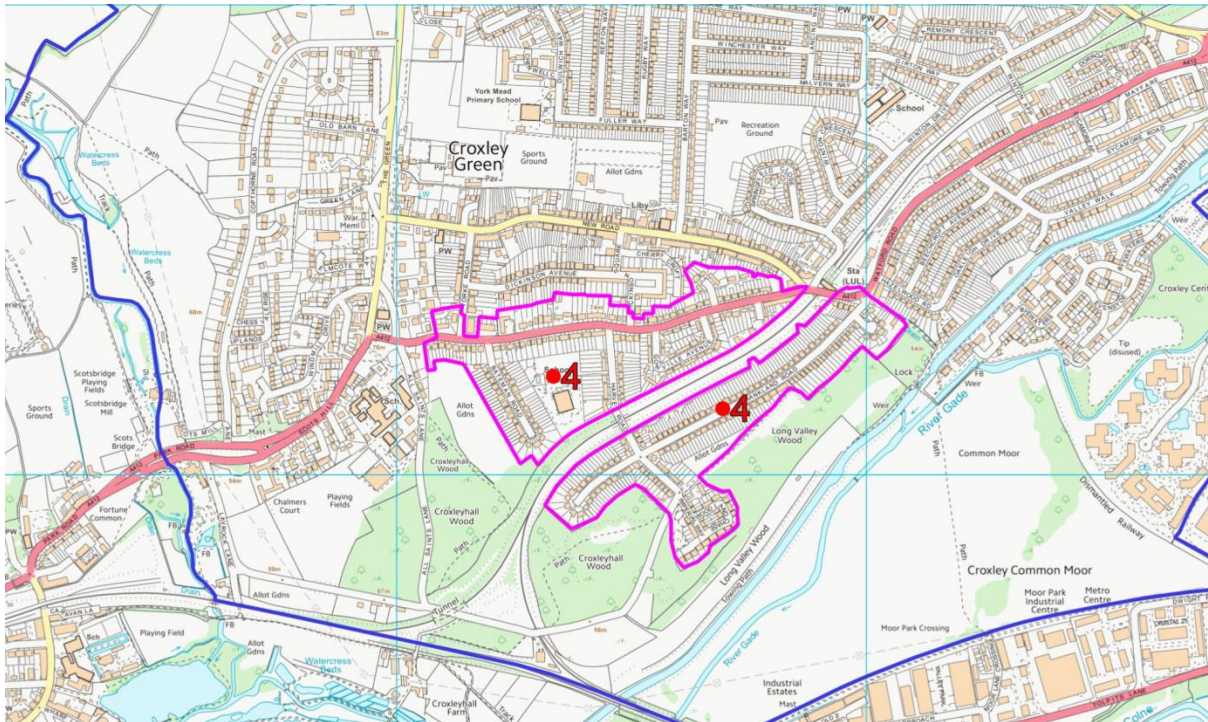
²⁰ Some replacement roofs have concrete interlocking tiles in place of slate

²¹ Possibly redeveloped WW2 bomb sites

²² See Appendix G – Shop Front Guidance and Policy

²³ The service station is included in the TRDC Allocations SALDD

B.6 Character Area 4: WATFORD ROAD (WEST), FRANKLAND ROAD, HARVEY ROAD AND BATEMAN ROAD



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 4 – Watford Road (West), Frankland Road, Harvey Road and Bateman Road

B.6.1 **Watford Road** is the main west-east road route through the parish. Because of its length and diverse character, we have divided it into two sections. Character Area 4 includes the western section up to Scots Hill in the west and The Red House public house in the east, and with the roads to the south including **Bateman Road, Harvey Road and Frankland Road**, south of the railway. The latter roads display a coherent character and may have been developed by the same company; although many builders were involved in the development of Croxley Green in the 1920s and 1930s.



Frankland Road– coherent character

B.6.2 **Watford Road (West)** is flanked on both sides by two storey houses dating from the 1910s (west end) and the 1920s with sporadic bungalows. The road is busy (see Appendix F), noisy, rather bleak in places and many of the houses have been altered substantially. A few original houses have been lost to redevelopment on the north side, mostly with three-storey flats and houses dating from the 1960s to 2000s.



No concession to their context on the Watford Road: town houses with pastiche features built in the 2000s and a bland block of 1960s flats (both replaced the original Edwardian buildings)



Recent development ignoring building line using inappropriate quaint details and materials

B.6.3 There are a number of Edwardian houses on both sides of **Watford Road** which continue the architectural quality of Character Area 3 to the north. Of particular interest is the staggered row of semi-detached houses on the south side opposite the **Yorke Road** junction with the main original features intact. Care needs to be exerted in considering the design of extensions, as some ungainly overdevelopment has been permitted. The former Yorke Road School on the corner of **Yorke Road** and **Watford Road** has recently been converted into four houses²⁴ to a standard which sets a high bar for similar restoration.

²⁴ This conversion is included in TRDC Housing Allocations SALDD



Large Edwardian semi-detached houses with main features still retained



“Ungainly overdevelopment” of extension to Edwardian house in Watford Road

B.6.4 At the eastern end on the south side close to the New Road junction there is a two storey 1950s parade of shops with flats over and, adjoining it, a more temporary looking single storey parade, probably of earlier date which was at one time the Crown Post Office building. The late Victorian **Red House** public house has an interesting collection of out-buildings but is not on the list of locally important buildings²⁵.



The Red House public house

²⁵ See Policy CA4

B.6.5 On the south side of Watord Road is the loop road of **Gonville Avenue**, 1920s council housing in short terraces and semidetached houses, similar to better known contemporary London County housing estates in South East London. It has a great character and scale, retaining most of the original detail and character and is worthy of some special status²⁶. This was the first council housing constructed by Rickmansworth Urban District Council. In future, proposed extensions in Gonville Avenue requiring planning consent should be more carefully considered. Some extensions already constructed are less than appropriate in scale and materials and they detract from the picturesque quality of the street. The loss of front gardens to paved forecourts is continuing²⁷.



Arts and Crafts detailing in 1920s Gonville Avenue cottages

B.6.6 To the east is an inconspicuous back-land gated development of flats, **Southam Mews**, built on a former builder's yards (scaffolding and formwork). The initial flat sales were in 2009.



(a) Southam Mews (courtesy Google Maps)

(b) Frankland Close

²⁶ See Policy CA4

²⁷ Were this street a Conservation Area it would be a good candidate for Article 4 Direction covering appropriate external materials for extensions and hard-standings

B.6.7 **Bateman Road (a cul de sac), Harvey Road** parallel to it and **Frankland Road/Frankland Close**, which cross **Harvey Road**, all belong to the same vintage of mid 1930s development and were possibly built by the same developer, despite **Frankland Road** lying south of the railway. The houses in these roads are more repetitive with limited facade styles and have narrower plots than those lying further to the east, south of **Watford Road** (east). As a result, inappropriate extensions show up markedly. There are several roof conversions using new full gables in place of hip roofs, giving a lop-sided and overbearing effect. Because of the narrow plots there are few side garages and on-street parking dominates. Many front gardens have been replaced with forecourts with the loss of front garden walls and hedges.



Varied house facade designs in Harvey Road, Frankland Road and Frankland Close

B.6.8 Some street trees survive but many have gone, requiring replacement. In Bateman Road, block paved hard shoulders had been constructed by Herts Highways within the width of the previous grass verges on both sides of the road but the number of houses with full width paved forecourts now make these features largely unusable. No other street in the Parish has this feature presumably incorporated because of the nearby school.



“hard shoulders” in Bateman Road

B.6.9 At the eastern end of **Frankland Road** is a small cul-de-sac of semi-detached houses, **Nuttfield Close**, of similar date to the remainder. **Mill Lane** (partly un-metalled) runs down the hill to the Canal and forms a shortcut via the canal bridge for pedestrians from Croxley Station to the Business Park and Byewaters. At the south end of **Harvey Road** is the private development of **Imperial Way** and **Woodland Chase** built in 2010, almost hidden from view but with over fussy details. Footpath 11 crosses the end of **Harvey Road**, giving access to Croxley Hall Woods and open land further to the west (see Rural Character Area 9)

SPECIAL FEATURES

B.6.10 The main features to be considered in any proposal for extensions or redevelopment are:

- *Heavy traffic on Watford Road detracts from the amenity but the side roads are quieter*
- *Mostly 1910 and 1920s detached and semidetached 2 storey houses on Watford Road, with strong building line but with some later infill including flats using inappropriate materials and architectural detail (such as phoney half timbering) used in new buildings. Few street trees and little vegetation in the western section of Watford Road meaning garden trees are of great importance and should be protected.*
- *Later infill is scarce in the rest of the roads to the south, retaining the original 1920s character, with little opportunity for redevelopment as gardens are relatively short and narrow*
- *Loss of front gardens and boundary walls to frontage wide forecourts becoming a major issue throughout the area*
- *Dominant materials of red, multi coloured stock or yellow stock brick and render on elevations and brown or red plain tile roofs*
- *The roof extension dormer to a house on south side of Frankland Road facing the allotments is of unusually high quality materials and it could be emulated!*



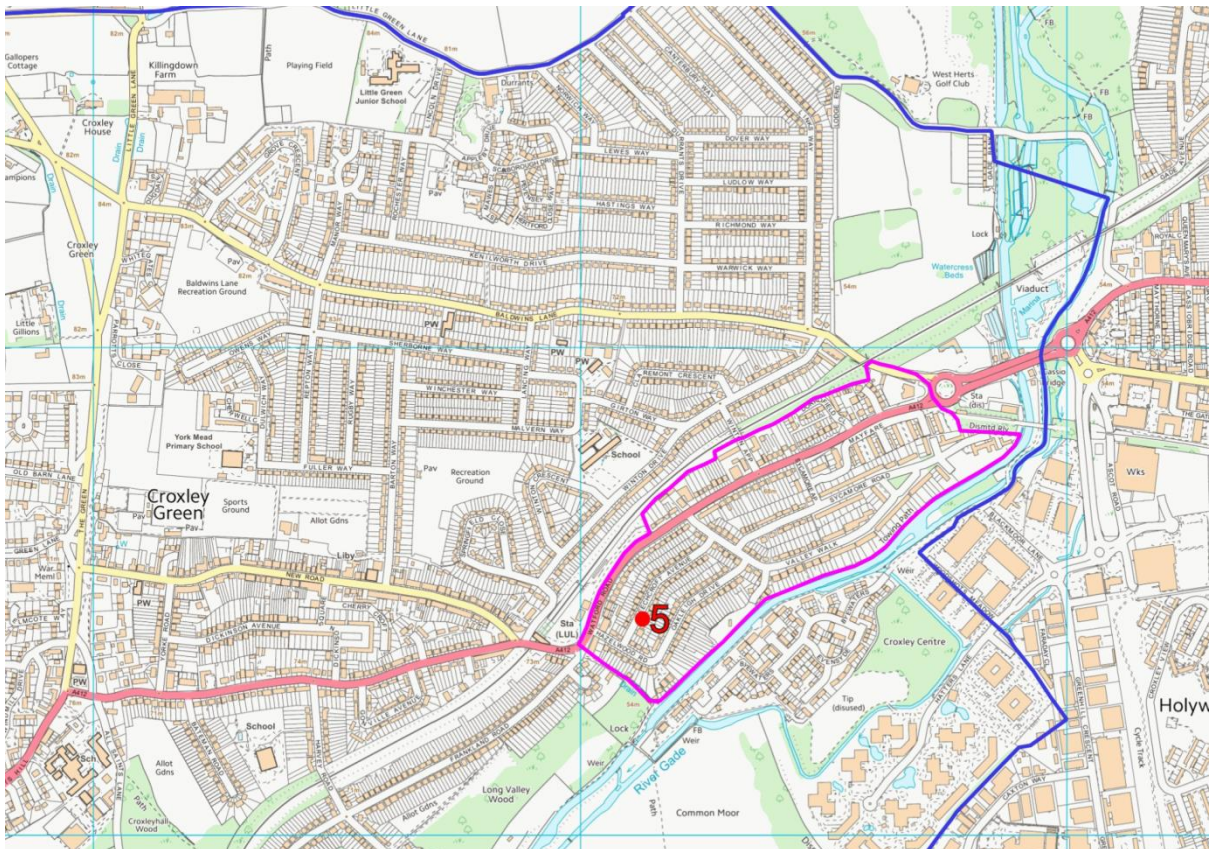
Dormer facing allotments at rear of Frankland Road property

B.6.11 Watford Road West and its immediate environs to the south have a strong visual cohesion. Adherence to the special features described above together with adherence with Development Management Policy CA1, CA2 and CA3 will assist in maintaining its unique Character over time.



Late 1920s Harvey Road

B.7 Character Area 5: WATFORD ROAD (EAST), VALLEY WALK



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 5 – Watford Road (East) and Valley Walk

B.7.1 The eastern stretch of **Watford Road** which runs from Croxley Station towards Watford is more varied and the development is less coherent than in most roads in the Parish. At the western end on the north side is a dense screen of trees, some very large, on the embankment to the Croxley Station car park and TfL depot which have considerable landscape value and should be conserved or possibly replaced in any redevelopment.



Watford Road looking east in summer, the trees screening the station car park from view

B.7.2 The **Croxley Station** site represents one of the most important opportunities in the parish which will follow the construction and opening of the Croxley Link in 2020²⁸. Despite the amenity value of the tree screen described above, a major mixed use development could mean this feature would be lost. Vehicular access to the station is well down the hill along Watford Road. A new development providing a high density residential scheme at the transport node could be possible on this sizeable site with additional car parking for commuters. Similar developments have taken place with the conversion of offices to flats near Rickmansworth Station, however the overall height should be limited here to avoid dominating Character Areas 3, 4, 5 and 6 which all converge at the station, and the trees should be retained to conserve the character. The station building itself is locally listed.



Watford Road looking west with trees screening the station car park embankment on right

B.7.3 Travelling to the east, 1930s houses on the north side are interspersed with the **Scout Headquarters** and the adjoining **British Legion** buildings, both important community buildings, and further eastwards the **Shell Garage** and the adjacent **site under development** on the corner of Winton Approach. The site has been sold with planning permission and is being redeveloped. It is one of the limited opportunities for “windfall” housing development²⁹.



Site under development on Watford Road at the corner of Winton Approach

²⁸ See Development Opportunities Section 6.3 in the Main Report

²⁹ For some reason, this site was not included in the TRDC Site Allocations SALDD

B.7.4 The 1930s semis on the north of Watford Road continue eastwards but with later infill of back gardens including 1960s **Dorrofield Close** – with flat roofed houses and tile hanging on elevations, similar in design to those in **Valley Walk (East)** – see below. This estate is ingeniously screened from the road by retained trees and a hedge. The recent **Sansom Close**, a gated dense development of “executive houses”, lies adjacent to the **Harvester** restaurant. Its appearance is unusual and rather incongruous because of the inappropriate materials chosen, including plastic “timber” cladding, and the very small gardens.



Incongruous materials at gated Samson Close

B.7.5 **The Harvester** itself is a 1930s prominent building, much altered but not unpleasing, on the west flank of the roundabout on the Watford Road and is worthy of local listing³⁰. It forms an eastern entrance landmark to Croxley Green seen across the roundabout when travelling west. The new viaduct of the Metropolitan Line Extension will cross Watford Road just east of the roundabout.³¹ It will have a significant effect on the appearance of the area dominating the views.



The Harvester (oblique view)

B.7.6 Working eastwards on the south side of Watford Road there are 2 three storey blocks of flats over shops - a 1930s “landmark building” with a later extension at its western end worthy of local listing, and a second block constructed in the 1950s with some adjacent council houses, possibly on a bomb site. Both blocks lie opposite the well screened Croxley Station car park.

³⁰ See Neighbourhood Plan Policy CA4

³¹ See also Character Area 12 (B.14)



A 1930s landmark building facing Croxley Station with later extension at far end

- B.7.7 1930s semi-detached houses continue up to **Sycamore Approach**. To the east is **Mayfare**, a curious 1980s scheme of modest cottage style terraced houses with “back to front” main doors accessed from gated common landscaped courtyards with rear garden entrances from the garage/parking courts. This development, on a former timber yard, is well screened from Watford Road with a wide verge and dense hedgerow.



Gate leading into one of the entrance greens at Mayfare

- B.7.8 To the south of Watford Road run **Beechcroft Avenue** and **Oakleigh Drive**. **Sycamore Road** runs more or less parallel with it along the contours with **Hazelwood Road** and the west part of **Valley Walk** sloping steeply down from Watford Road. The hilly terrain means that outward views are good. These streets are largely 1920s and 1930s with a variety of “pattern book” facades. In a few houses, the original Crittall steel-framed bay windows with curved glass remain in place³². Several pairs of semis in **Beechcroft Avenue** and **Oakleigh Drive** have had disproportionate roof extensions raising the main roof ridge³³. Such extensions are out of scale and character with the rest of the houses. A few houses have been clad with artificial stone, in stark contrast to the more authentic surroundings.

³² See Appendix C for authentic features

³³ These would not comply with either TRDC Development management policies or CA2 in this Plan



A leafy backdrop on Oakleigh Drive as result of the hilly terrain



An open view on Hazelwood Road as a result of the hilly terrain

- B.7.9 At the eastern end of **Sycamore Road and Valley Walk** is an estate of 1960s flat roofed terraced houses and flats with a landscaped green at the eastern end. It has similarities to the architecture designed by Eric Lyons for the developers Span located in south east London and Kent, including overhanging flat roofs, vertical tile hanging and horizontal proportions. Although individual houses have been much altered the layout is unusual and deserves special mention. Parking is haphazard and the landscape needs some upgrading.



Unusual 1960s housing with flats roofs and tile hanging in landscaped setting in Valley Walk (east)

- B.7.10 There are also smaller infill housing sites including **The Grove** –one of only six gated developments in Croxley³⁴ - and **The Osiers**.
- B.7.11 Mill Lane running down the hill parallel to Hazelwood Road provides a pedestrian link from the humped bridge beside Canal Lock 79 and is used by both residents and Business Park workers using the Metropolitan railway³⁵.

³⁴ See Neighbourhood Plan Section 5.2.4 and Policy H03

SPECIAL FEATURES

B.7.12 The main features to be considered in any proposal for extensions or redevelopment are:

- *Heavily trafficked Watford Road contrasting with the quieter roads to the south*
- *The proposed new viaduct of the Metropolitan Line Extension will dominate the view to the east but could create new opportunities for community uses³⁶*
- *1920s and 1930s two storey semidetached houses with plain tiles and brick or render elevations with varying bays and gables, some original glazing features remain³⁷*
- *Several later developments, some with different architectural treatment and of unusual style and quality, especially at the east end of Valley Walk*
- *Little opportunity for redevelopment of the original housing as the gardens are relatively small and much of the area is located on steep slopes*
- *Dominant materials of red brick and render on elevations and plain tile roofs. Some new developments have ignored the local vernacular*

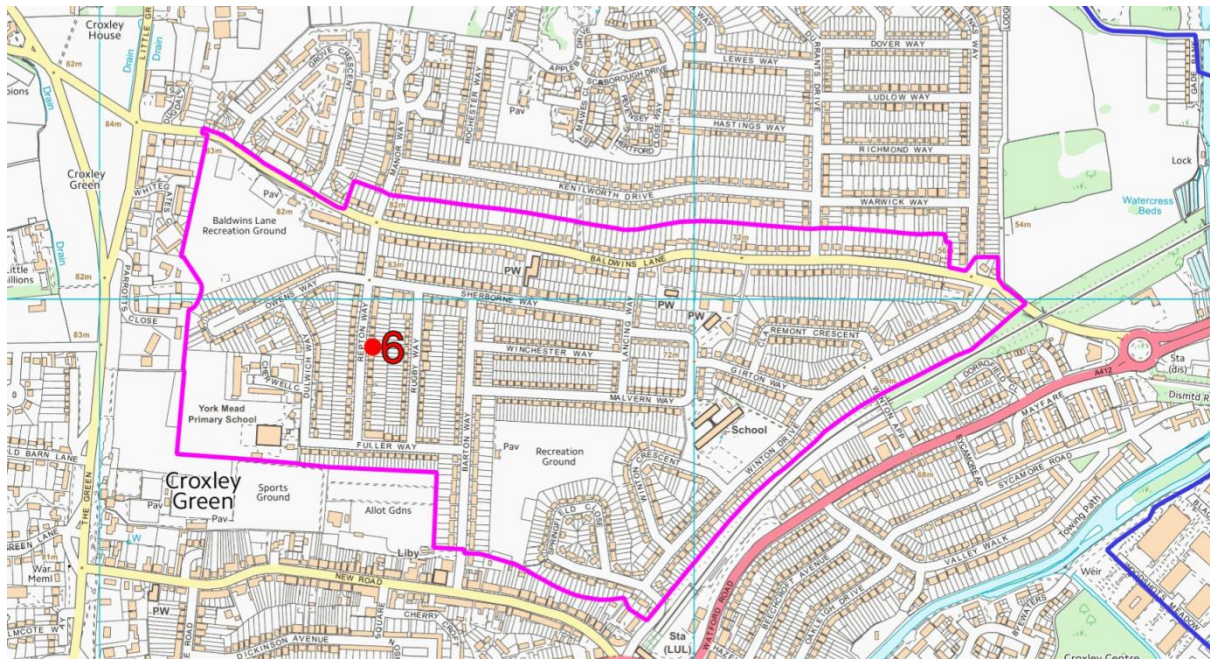
B.7.13 Parts of Watford Road (east) and particularly its immediate environs to the south have a strong visual cohesion. Adherence to the special features described above together with adherence with Development Management Policy CA1 and CA2 will assist in maintaining its unique Character over time.

³⁵ See Character Area 11 and 12

³⁶ See Neighbourhood AIM PRO6

³⁷ See Appendix C

B.8 Character Area 6: WINTON DRIVE, BARTON WAY, AND BALDWINS LANE



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 6 – Winton Drive, Barton Way and Baldwins Lane

B.8.1 Almost separated from the streets to the south by a band of open spaces and allotments³⁸, this large area and Area 7 to the north (both relatively level) are more homogeneous than the rest of the parish, with semi-detached two storey houses dominating, but there are almost complete streets of bungalows as well. Development of the area was commenced at the eastern end in the late 1920s and continued into the 1930s. There is some 1950s social housing at the western end, both terraced and semidetached houses, such as **Owens Way**. There are also some more recent redevelopments, for instance **Cherwell Court**, off **Dulwich Way**, contains a sheltered housing block for the elderly, very rare in the Parish.



Eastern end of Baldwins Lane with various facade designs and the land falling away to the proposed new school site which will be very visible from here

³⁸ Described in Character Area 3



**Half-timbered 1930s semis in Baldwins Lane
(note the softening “Sussex hip” on the nearest roof extension)**

B.8.2 At the eastern end, **Winton Drive** runs north east from the New Road/Watford Road junction with **Springfield Close, Winton Crescent** and **Claremont Crescent**, very early 1930s two storey semi-detached houses set informally around three blocks. **Girton Way** meanders its way through to the later 1930s development to the west.

B.8.3 These former roads have a very different informal character to the later streets on the plateau to the west which are laid out on a rectilinear grid leading off **Barton Way** such as **Fuller Way, Winchester Way** and **Sherbourne Way** – the latter dominated by bungalows. The ingenious offsets in the street pattern effectively deter through north-south traffic. Off Barton Way to the east near the Red Cross Centre is the attractive Barton Way Recreation Ground with its popular play area set in the back-land and surrounded by back gardens.



Sherbourne Way – mainly bungalows



Repton Way – all two storey semis

B.8.4 This part of Character Area 6 has some similarities with Character Area 7 immediately to the north across **Baldwins Lane**. Crossing the roads at right angles are **Repton Way**, which leads across **Baldwins Lane** into Area 8, with **Dulwich Way** to the west leading to 1950s **Owens Way**, skewed off the rectilinear grid with its red brick semi-detached council houses. To the east of **Barton Way**, **Malvern Way** – a loop road - is linked back to **Girton Way**. There are several garage courts off Owens Way³⁹ with potential for new infill.



Fuller Way –2 storey semis



1950s social housing in Dulwich Way leading to Owens Way in the distance

B.8.5 The streets in which bungalows predominate⁴⁰ – an essential characteristic of this Area - such as **Sherbourne Way** are particularly important for preserving housing stock more suitable for an older population. The bungalows also permit views from the two storey houses to the country beyond.

³⁹ See Main Report Development Opportunities AIM PRO5 and paragraph 6.5.1

⁴⁰ See Main Report Policy CA1



Bungalows dominate Sherbourne Way - their loss to 2 storey buildings would entirely change its character and mean loss of privacy to neighbours

B.8.6 On the south side of Baldwins Lane there are two 1950s three-storey blocks built by RUDC containing shops with flats over, one at the north-east corner of Baldwins Lane Recreation Ground and one opposite the proposed new Croxley Danes School site east of Links Way. Each parade has a parking forecourt and shops are much used by passing trade. Baldwins Lane itself is characterised by its wide grass verges which have remained largely intact despite the provision of vehicle crossovers for forecourt parking. This important feature should be preserved at all costs. Along public footpaths leading off the road old hedges remain as well as large trees from the pre-1930s countryside⁴¹.



Western shopping parade on Baldwins Lane



Baldwins Lane Recreation Ground

⁴¹ See Appendix E

B.8.7 This Character Area contains four of the churches within the Parish – Explore Church in Fuller Way, St Oswalds, the Baptist Church and the Roman Catholic Church⁴² – and two of the primary schools, as well as the Baldwins Lane Recreation Ground. It almost seems as though the suburb was planned to provide features of a balanced community, possibly to offset social deficiencies in the earlier 1920/1930s expansion of Croxley Green to the south and east.



The Baptist Church in Baldwins Lane



Explore Church in Fuller Way

SPECIAL FEATURES

B.8.8 The main features to be considered in any proposal for extensions or redevelopment are:

- ***Informal layout in the earlier part in the east of the Area with more regular grid and denser housing in the later part in the west***
- ***Mostly 1930s semi-detached two storey houses and 1930s bungalows***
- ***1950s terraced and semi-detached local authority houses at the western edge and two isolated 3 storey blocks of flats over ground floor shops on Baldwins Lane⁴³***

⁴² See Main Report Policy CA4

⁴³ See Main Report Policy RE1

- *Major trees still survive particularly in and around Baldwins Lane dividing the Area visually into smaller zones and adding a leafy quality to the outlook. Some hedgerows are ancient field boundaries predating the 1930s development⁴⁴*
- *Wide grass verge of Baldwins Lane an important feature to be preserved as a local amenity*
- *Several recreation grounds with mature trees on the perimeter*
- *Several churches of various denominations, schools and other community buildings add balance to the area and some are of architectural interest⁴⁵*
- *Loss of front gardens and boundary walls to frontage wide forecourts becoming a major environmental issue⁴⁶*
- *Dominant materials of yellow and red brick and render on elevations, brown or red plain tile roofs*
- *Some significant trees and hedges which may need protection*

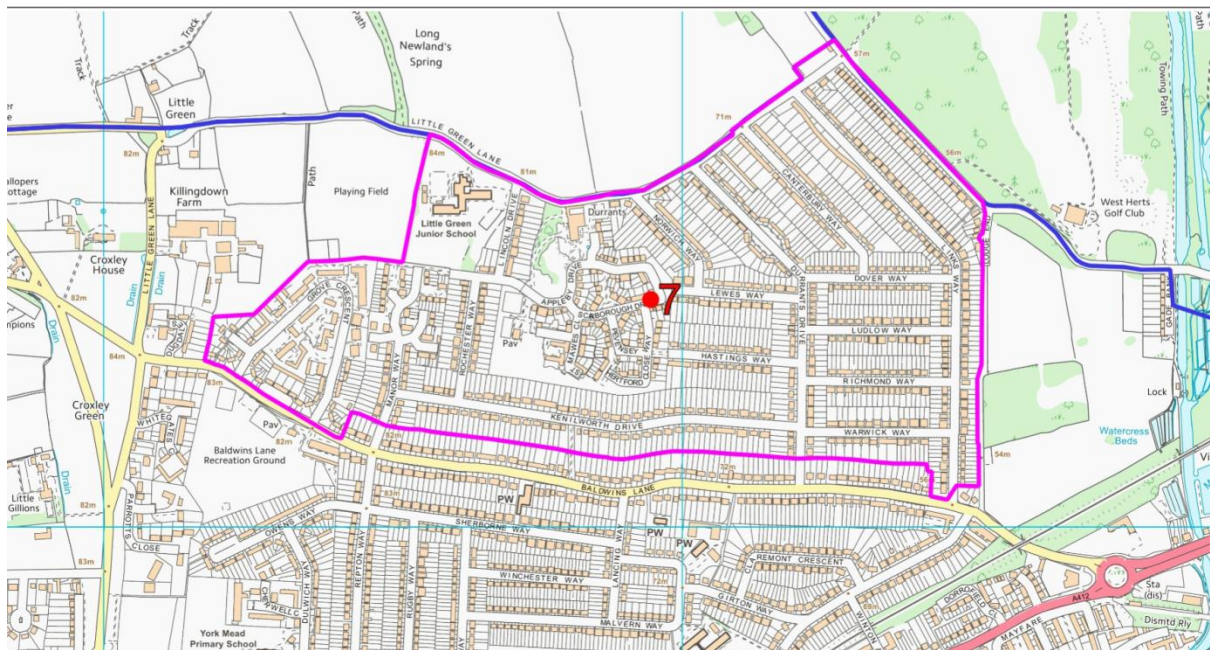
B.8.9 The Barton Way area has a strong visual cohesion, although each street has a different appearance. Adherence to the special features described above together with adherence with Development Management Policy CA1 and CA2 will assist in maintaining its unique Character over time.

⁴⁴ See Appendix E

⁴⁵ See Main Report Policy CA4

⁴⁶ See Main Report AIM FG1

B.9 Character Area 7: NORTH OF BALDWINS LANE, LINKS WAY AND LITTLE GREEN LANE



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 7 – North of Baldwins Lane, Links Way and Little Green Lane

B.9.1 Area 7 is a large district and more homogeneous than the rest of the parish with 1930s two storey semi-detached houses dominating in the southern part and extensive frontages of 1930s bungalows, particularly in Links Way. Development of the northern part of this area ceased during the Second World War and resumed afterwards. There were some plots where foundations had been laid and these remained incomplete for years⁴⁷. When development recommenced it included a substantial area of 1950s social housing, both terraced houses, maisonettes and flats. There are also two sizeable later developments on previously non-residential sites. At the north end of **Manor Way**, on the site of the former Durrants School. More recently, **Durrants**, formerly private playing fields after the sale of the old estate. To the ancient byway of north **Little Green Lane** forms a distinct edge to the Parish boundary with beautiful countryside of open farmland and woods beyond. This “green edge” is an important characteristic around most of the perimeter of the Parish and is especially important on the eastern boundary where the Green Belt is so narrow⁴⁸.

⁴⁷ The Stretcher Bond used for cavity facing brickwork compared with Flemish or English Bond used for solid brickwork in most pre-war buildings is one way of dating the buildings.

⁴⁸ See comments within Main Plan Policy PRO 2 on the Croxley Danes school site



Little Green Lane – the “green edge” marking the north boundary of the Parish

B.9.2 The main southern section of the Area consists of a rectilinear grid (almost north-south in orientation) with **Kenilworth Drive** running parallel to **Baldwins Lane** linking **Manor Way** to the west with **Durrants Drive** in the east. Smaller street blocks lie to the east with 4 parallel roads – **Dover Way**, **Ludlow Way**, **Richmond Way** and **Warwick Way** – running between **Durrants Drive** and **Links Way**. The urban grid alters north of the Links Way and Dover Way junction to follow the old field line of the West Herts Golf Course boundary running northwest to south east with **Links Way**, **Canterbury Way**, and **Durrants Drive** all running parallel. The north end of Durrants Way and Links Way contain later 1950s semi-detached and terraced housing, built by Sun Printers as tied housing for employees, but now mostly privately owned.



Varying 1930s architectural styles in Warwick Way



Links Way – on left, 1930s bungalows in foreground and 1950s tied housing beyond

B.9.3 **Grove Crescent**, 1950s local authority housing, served by a loop road contains several blocks of flats within the central portion including two blocks of *four storeys* – the only buildings of this height in the Parish. There could be an opportunity for infill redevelopment of the extensive garage courts owned by TRDC where the existing garages are too small to accommodate most modern cars and are mostly used for off-site storage. Redevelopment

could either be to provide a smaller number of larger garages, to accommodate the growing numbers of larger vehicles, or to provide additional social housing⁴⁹.



Grove Crescent flats - the only four- storey housing in the Parish adjoining extensive garage courts



Grove Crescent houses viewed across Baldwins Lane

- B.9.4 In evidence submitted to the TRDC Allocations Enquiry⁵⁰, indicative proposals for the Killingdown Farm site were submitted. These showed road access to the eastern (larger) part of the site from one or other garage court of Grove Crescent⁵¹. Certainly, this access would be better than access from Green Lane but the impact of increased traffic on Grove Crescent would be considerable. The former Durrants School playing fields lying to the east of the allocated site is temporarily in agricultural use. This could be included in the proposed development as additional public open space to serve the existing and new population⁵².
- B.9.5 The streets of bungalows, for instance in Links Way, are particularly important to preserving housing stock more suitable for the older population. They also permit views out of the urban streets to the country beyond, for instance in Links Way. Some of the “openness” could be lost with the proposed school development unless great care is exerted with the existing landscape.

⁴⁹ See Main Report AIM PRO5

⁵⁰ Killingdown Farm is an Allocated Housing Site for 140-180 dwellings, dated post 2026. TRDC SALDD

⁵¹ The remainder of the site which consists of a large listed farmhouse and miscellaneous barns and outbuildings lies in Character Area 2

⁵² See Main Report AIM PRO7



Views of trees over the bungalow rooftops in Links Way

B.9.6 West of Links Way the partially unmade, un-adopted **Lodge End** has many houses of varied age and is far less coherent than the rest. From the end of the road a well-used track continues southwards along the rear of the properties in **Links Way** to Baldwins Lane.

SPECIAL FEATURES

B.9.7 The main features to be considered in any proposal for extensions or redevelopment are:

- *Relatively level terrain to the west, falling away to the east, but with the hogback hill of the new school site providing a vital green backdrop to the east in the Links Way area – concealing the urban sprawl of western Watford.*
- *Several roads have views of open country both to the northeast and to the east over the roofs of bungalows*
- *1930s semi-detached houses and 1930s bungalows set in rectilinear layout continuing with 1950s houses in the northern section – the bungalows particularly provide a vital ingredient to the housing stock*
- *1950s terraced and semi-detached local authority houses and block of flats in Grove Crescent, two of four-storeys – the only buildings of this height in the Parish*
- *Loss of front gardens and boundary walls to frontage wide forecourts is becoming a major environmental issue*
- *Dominant materials of yellow and red brick and render on elevations, brown or red tile roofs*
- *The sensitive design of roof extensions is particularly important in streets of bungalows⁵³*
- *In one case, in Rochester Way, a reconstructed house – formerly a bungalow - has attractive proportions and is rendered, but the grey roof covering is the wrong colour. Another infill “modernist” new house, timber clad and with a flat roof has just been completed in Little Green Lane.*

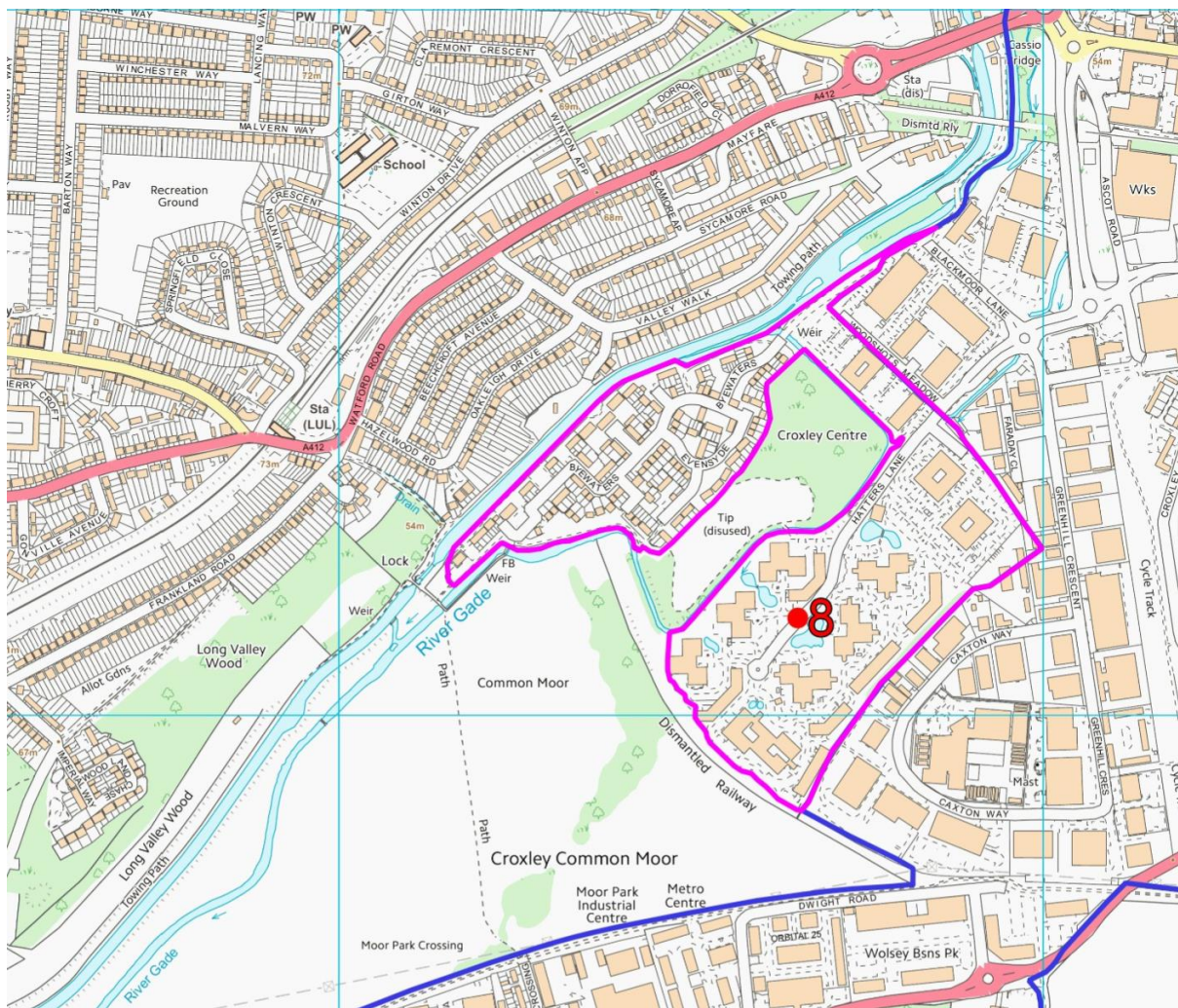
⁵³ See Main Report Policy CA2



Imposing and well-proportioned reconstructed house (formerly an isolated bungalow) on corner site at 31 Rochester Way which “fits” the “urban grain” in scale but the roof has a different colour and texture

B.9.9 Streets in The Baldwins Lane/Links Way Character Area have a strong visual cohesion. Adherence to the special features described above together with adherence with Development Management Policy CA1 and CA2 will assist in maintaining its unique Character over time.

B.10 Character Area 8: BYEWATERS AND THE CROXLEY GREEN BUSINESS PARK



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 8 – Byewaters and the Croxley Green Business Park

B.10.1 This area is geographically separated from the rest of the Parish by the canal. Part was constructed on the site of the Dickinson Croxley Paper Factory which closed in 1980 and the adjoining industrial area. It consists of a canal-side residential development (**Byewaters** and **Evensyde**) and the **Croxley Green Business Park** with a green open space between which is part of Character Area 11. The alignment of a dismantled railway line and the diverted river Gade separates this wooded area from the Common Moor. There is virtually nothing left to signify the historic importance of the site of Dickinson Mill, apart from the road names in Byewaters. Neither the business park nor the housing demonstrates many changes over the fifteen or so years since they were constructed, although there have been a number of minor extensions and alterations.

B.10.2 The main features of the 1980's Business Park are two (occasionally three) storey offices with sober purple brick elevations under pitched roofs set in immaculately landscaped surroundings. There is a management office and a cafe. In contrast the two buildings south west of Woodshots Meadow are in modernist style.

B.10.3 The late 1980's Byewaters residential development is somewhat whimsical in architectural detail but the layout of two and three storey buildings within attractive landscape spaces is amenable and the estate is well maintained.



Whimsical architectural detailing at Byewaters

B.10.4 Some of this area may be at risk of flooding. In its comments on the draft version of this Plan, the Environment Agency advised:

“Where any development is proposed in areas of flood zone 2 and 3, in accordance with the National Planning Policy Framework (NPPF) para 100-102, we recommend the Sequential Test is undertaken when allocating sites to ensure development is directed to the areas of lowest flood risk. The Sequential Test should be informed by the Local Planning Authorities Strategic Flood Risk Assessment (SFRA). We would have concerns if development is allocated in this high-risk flood zone without the Sequential Test being undertaken.”

and

“It is important that your Plan also considers whether the flood risk issues associated with these sites can be safely managed to ensure development can come forward. The Local Authority will be able to advise if there are areas at risk from surface water flood risk (including groundwater and sewerage flood risk) in your neighbourhood plan area. The Surface Water Management Plan will contain recommendations and actions about how such sites can help reduce the risk of flooding. This may be useful when developing policies or guidance for particular sites.”

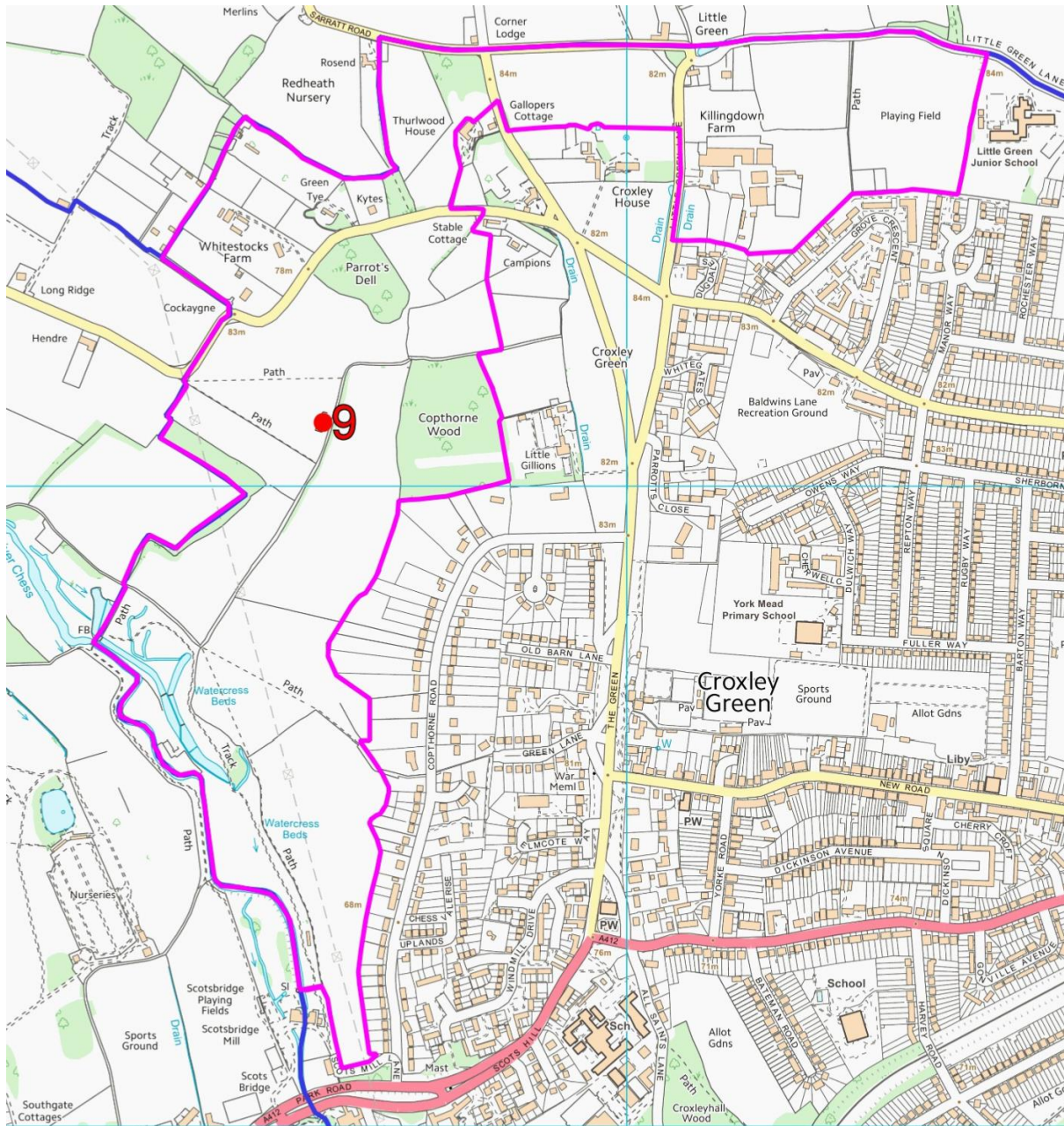
SPECIAL FEATURES

B.10.5 As the area consists of two formally planned “estates” it is unlikely there will be many opportunities for extensions or redevelopment. Its prosperity is likely to be enhanced by the proximity to the proposed Ascot Road Station. Its features are:

- ***Level site just above Flood Plain but there is a risk of flooding in extreme conditions***
- ***Good access through sites for pedestrians and good connections to outside including canal walk***
- ***Roads designed for traffic speed reduction with extensive parking areas***
- ***Well maintained buildings and well-designed mature landscaped grounds***
- ***Little change since original construction and little scope for major change***
- ***Brick elevations and tile roofs with rather dated fussy aesthetic at Byewaters***
- ***Major redevelopment of either site is impossible without radical effect on the amenity of remaining buildings***

B.10.6 Byewaters and the Croxley Green Business Park each have a strong visual cohesion, although very different from each other. Adherence to the special features described above together with adherence with Development Management Policy CA1 and CA2 will assist in maintaining their unique Character over time.

B.11 Character Area 9: COPTHORNE WOOD, PARROTS DELL AND SURROUNDING FIELDS AND FARMS



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 9 – Copthorne Wood, Parrots Dell and Surrounding Fields and Farms

B.11.1 This Character Area includes the western slopes to the Chess valley and the plateau northwest of The Green. It consists of fields, mostly pasture with high hedges, and woodland with scattered individual houses. The northern part of the Croxley Green Conservation Area extends across it and into the edge of Sarratt parish to the north, including Little Green. The Killingdown Farm Allocated Site and the playing fields of the former Durrants School lie at the north eastern extremity. This rural area is crossed by several footpaths and valued for informal recreation and dog-walking.

B.11.2 The parish boundary follows the course of the river Chess from Scotsbridge Mill to a footbridge crossing and then follows field boundaries to Loudwater Lane. In landscape terms this is a purely arbitrary administrative boundary, as the area within the parish is continuous and harmonious with that adjoining to the north (in Sarratt parish) and across the river to the west (in Rickmansworth).

B.11.3 The main physical feature is a dry valley running northeast from the river Chess towards Parrotts Dell and the northern end of the Green, with a substantial area of woodland on the eastern slope, including Cophorne Wood. To the north-west there is an area of development on the plateau edge with individual properties on large plots, screened by trees, which do not detract from the generally undisturbed rural appearance.



View north along public footpath No4 from Cophorne Road into the Chess Valley



View east from Loudwater Lane along footpath No6 towards Croxley Green



View looking north-west across Parrots Dell from public footpath No7



View looking north from public footpath No7

B.11.4 Cophorne Wood which is covered by a TPO and much of it is owned (in sections) by residents on the western side of Cophorne Road. The CGPC Rangers' survey which was carried out for this Plan identified the main hedges and trees as a basis for further TPOs to be designated in future by TRDC. They also recorded areas of particular ecological interest, such as the former watercress beds in the Chess valley, which are now overgrown and a haven for wildlife. (See also map in Appendix E).

SPECIAL FEATURES

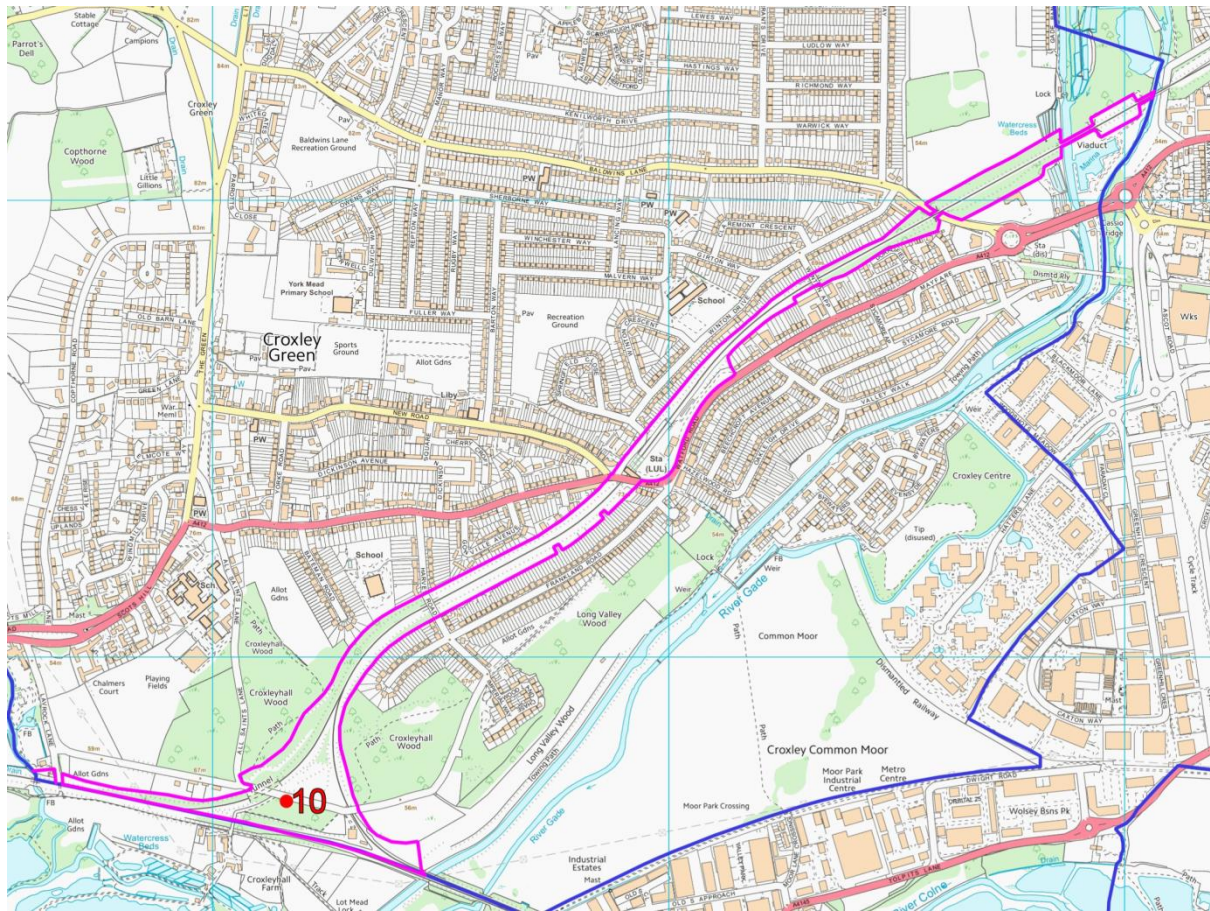
B.11.5 The main features are:

- All within the Green Belt and adjoining The Green Conservation Area
- Strong rural feeling only slightly marred by some modern intrusions, such as the overhead electricity cables
- Narrow winding roads, some only single lane with passing places, including the existing Little Green Lane access to Killingdown Farm
- Old brick boundary walls, some listed

- Several ancient ponds, the one at Little Green being restored with support from CGPC
- High, mixed deciduous ancient hedgerows screening views of small fields
- Many hedge containing sizeable deciduous trees which are vital to the feeling of natural enclosure
- A substantial area of woodland (Cophorne Wood) in multiple ownership covered by a blanket Tree Preservation Order (TPO)

B.11.6 This area is traditional Hertfordshire countryside highly prized by the Croxley Green population and other country lovers. Any development should be sympathetic to the surroundings in scale and materials, allowing natural features to predominate. Any trees lost should be replaced with appropriate species.

B.12 Character Area 10: RAILWAY CUTTING AND EMBANKMENT



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 10 – Railway Cuttings and Embankments

B.12.1 This is designated as a Character Area because the buildings and engineering structures are virtually all contemporary from the late 1920s. In addition, the land adjacent to the railway line has a high ecological value, enhanced by the lack of public access because of the security fences. The railway runs in a cutting from the parish boundary in the south west right up to the Winton Approach bridge where it emerges to the grade, as the land falls away north-eastwards, and then continues on the embankment with a bridge across Baldwins Lane and fine bridge and viaduct across the Grand Union Canal and River Gade to the east. Particularly in the southern section, where there is a three-way junction with the Amersham Line, the security fence encloses an extensive undisturbed area which is a haven for wildlife, including mammals such as badger and foxes as well as a host of smaller creatures.

B.12.2 The primary role of the existing railway and the planned Metropolitan Line Extension is to provide public transport and changes to buildings and structures may be necessary to facilitate advances in technology. When the extension is completed it is proposed that the existing line north of the Baldwins Road bridge to Watford (Metropolitan Line) station will be closed to passenger traffic although it will be retained as a branch so that the station may be used as sidings.



View of cutting from Harvey Road Bridge looking (a) west and (b) east



Cassiobridge Metropolitan railway bridge over the canal

SPECIAL FEATURES

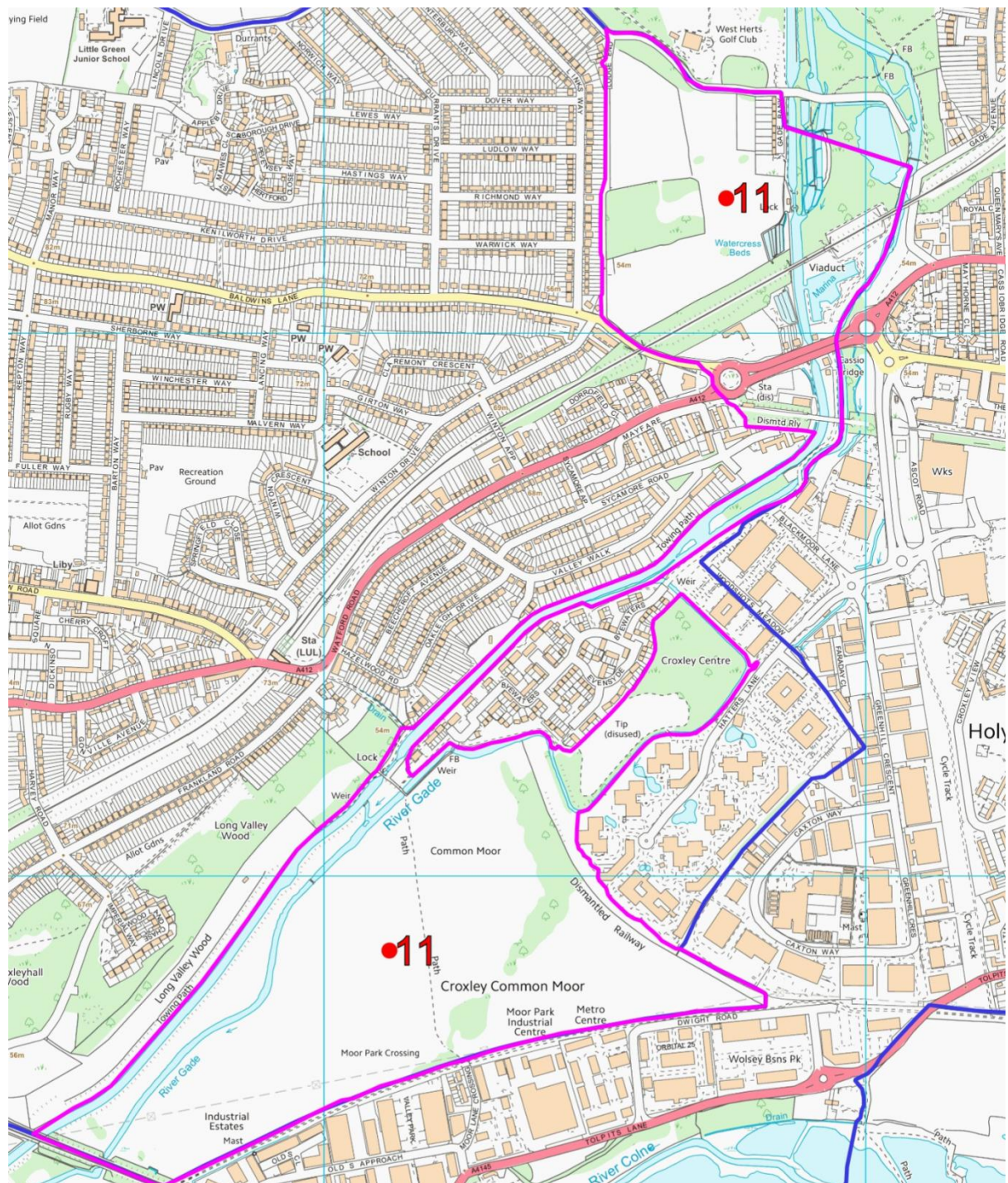
B.12.3 The main features are:

- *Tree lined embankments and cuttings with wild flowers and grasses and a host of fauna within a sturdy security fence including the large enclosed triangle of land where the railway meets the Amersham branch of the Metropolitan line*
- *Imposing bridges at Baldwins Lane and Cassiobridge Lock and other original railway buildings including Croxley Station which is locally listed⁵⁴*
- *The viaduct at Cassiobridge is an important feature of the landscape. It frames views along the canal from both sides as well as typifying 1920s engineering.*

B.12.4 This Character Area owned by TfL consists of 90 year old railway buildings and engineering structures as well as rich natural habitat and has an inherent value to the Parish. Whilst the primary function is to provide public transport any development as well as maintenance activities should be sympathetic to the existing structures in scale and materials, and respect and conserve the adjoining natural habitat.

⁵⁴ See Policies CA3 and CA4

B.13 Character Area 11: CASSIOBRIDGE, RIVER GADE, CANAL AND COMMON MOOR



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 11 – Cassio Bridge, River Gade, Canal and Common Moor

B.13.1 River valleys with flood plains⁵⁵ lie on three sides on Croxley Green. These limit the extent of large-scale intrusion into the green areas around the Parish except to the north beyond Little Green Lane, outside the Parish and the extent of this Plan.

⁵⁵ See Environment Agency’s comments quoted in Paragraph B.10.6 above

B.13.2 The buildings of the proposed new secondary school (Croxley Danes) will occupy the south west area of the grounds of the now demolished Cassiobridge House⁵⁶.

B.13.3 One of the ancient manors of Croxley, Snelles Hall, was previously on this site. The precise location of the old hall is not known but the site includes some ancient features. The site, which is broadly level at its south end, changes into a hogback hill known as the “Horses Field” at the northern end⁵⁷. It has important landscape features which should be preserved. These include the tree field boundary on the top of the hogback hill - which provides an important screen between Croxley and Watford - and the copse at the corner of Rousebarn Lane and Lodge End. The lime tree avenue, which used to line the carriage drive from Two Bridges to Cassio Bridge House before the construction of the Metropolitan railway in 1927, is a more recent but important feature of the site. The mature limes and other fine trees on the site are well worth preserving and TPOs are now in place on many of them either singly or as groups. The privately owned old track, Lodge End, between Baldwins Lane and Rousebarn Lane which gives rear access to properties on Links Way, is well-used as a footpath and should be retained separate from the school site.



The southern part of the “Horses Field” site, the bottom left hand corner of which will be the build area of the new secondary school showing the old lime avenue and the site of Cassiobridge House (*courtesy Google Earth*)



Remnant of old lime avenue on the “Horses Field” site looking east as seen from the Baldwins Lane/Lodge Lane track

⁵⁶ See TRDC SALDD for the boundary of the built area of the school and Policy PRO2 in the Main Report

⁵⁷ This hogback as seen from the Parish, particularly from the sloping part of Character Area 7, forms an unbroken green backdrop and is a vital part of the Green Belt.



Remnant of the old lime tree avenue on the skyline of the “Horses field”, off Baldwins Lane, looking west seen from near Cassiobridge lock

B.13.4 The River Gade and Grand Union Canal run roughly parallel in a diagonal path across the Parish from South west to North East with the Common Moor, an SSSI, lying to the south. The Character Area provides both recreational and ecological value.



River Gade with Common Moor to the left

B.13.5 The canal has no special protection apart from the Lockkeeper’s House and Lock No 78 at Cassiobridge (which are statutorily listed). This is despite the fact that the Canal at Batchworth Lock at Rickmansworth lies within a Conservation Area with several listed structures. There is a strong case for the canal and all associated structures *throughout* Croxley Green to be designated as a new Conservation Area. Meantime the Council will need to be vigilant about any changes proposed by the Canal & River Trust (CRT). The 1920s Metropolitan Line railway bridges at Cassiobridge and the disused 1910 LNWR railway bridge over the Canal and river Gade are also imposing engineering structures⁵⁸ that deserve protection.

⁵⁸ See Main Report policy CA4



Cassiobridge Lock 78 (listed structure)

B.13.6 As well as its picturesque appearance the Cassiobridge Moorings, marina and boatyard provide a source of employment using traditional skills. The former watercress beds adjacent to Lock 78 provide a wetland for wildlife.



Cassiobridge moorings

B.13.7 The diversion of the river Gade around the old watermill site is an important reminder of the past and should be conserved, especially the weir steps taking the river out of the canal. Beggars Bush Lane⁵⁹ should be protected and maintained as a footpath and possible picnic area to connect with the open space to the north.

B.13.8 Mill Lane running downhill opposite the station and adjacent to the shops in Watford Road⁶⁰ is currently little more than an access track to lock up garages, but it leads to the east end of Long Valley Walk, the “Village Green”, the canal at Lock 79 and Croxley Moor. It could become a much more appealing and attractive route from the station to Byewaters and the Business Park. An interpretation board at the canal lock would enhance the area.

⁵⁹ the original access road from the Watford Road to Croxley Mill is now virtually disused

⁶⁰ See Character Area 5



The top of Mill Lane leading down to the canal



Common Moor Lock 79 near Byewaters (unlisted)

B.13.9 The new viaduct of the Metropolitan Line Extension will cross Watford Road just east of the roundabout. It will have a significant effect on the appearance of the area dominating the views but will also bring development opportunities. How the surrounding land which is partially Green Belt is used afterwards will pose a considerable design challenge⁶¹.

B.13.10 To the east of this route is the site of the old **Croxley Green Station** – now long abandoned - covered with trees and enclosed with a security fence. Even the old railway tracks remain from the past. The new railway viaduct will pass to the north-east and the old station site, which will be transferred to Hertfordshire County Council on completion of the Metropolitan Line Extension project, represents a possible development opportunity with access direct from the Harvester roundabout. Continuing to the south east is the old LNWR railway lattice girder bridge across the Canal. If repaired and maintained, this could provide a pedestrian

⁶¹ See Development Opportunities AIM PRO6

and cycleway link to the new Cassio Bridge station planned to the east, just outside the Croxley Green Parish boundary⁶².

B.13.11 The Common Moor is a Site of Special Scientific Interest (SSSI) covering an area of nearly 40 Hectares. An extract from the Natural England citation reads:

“Croxley Common Moor is an extensive area of grass heath on freely draining sandy soils of the Colne Gravels adjacent to the River Gade. A variety of soil types, from acidic to fairly basic, supports a rich assemblage of plant species. The grassland types represented here include examples which are nowhere common in Britain and others which have been significantly reduced in area nationally through drainage and agricultural change. Towards the western end of the site drainage becomes poor and the grassland grades into marshy areas with tall fen vegetation.”

SPECIAL FEATURES

B.13.12 The main features of the Character Area are:

- ***Much of area lies within Flood Plain zones 2 and 3⁶³***
- ***The hog’s back hill of the proposed new school site providing a vital green backdrop to the east from character area 7 (Little Green Lane, Links Way and north of Baldwins Lane) – concealing the urban sprawl of western Watford.***
- ***The landscape features of the old Cassio Bridge House estate including the lime tree avenue which must be preserved in the school development. This is a vital part of the green edge of the Parish and is viewed from a distance***
- ***The bank and the towpaths, the locks and the bridges together with the grassed verges and tree belts within the Canal built c 1790***
- ***Cassio Bridge boatyard***
- ***Former watercress beds near lock 78 (adjacent to the new school site)***
- ***The Gade to the south east and east meanders considerably and generally is sluggish apart from the turbulent water downstream of the weirs***
- ***Low lying Common Moor is famous for its wild flowers***
- ***Good footpaths, some with scope for opening up or improvement***

⁶² See Development Opportunities AIM PRO6

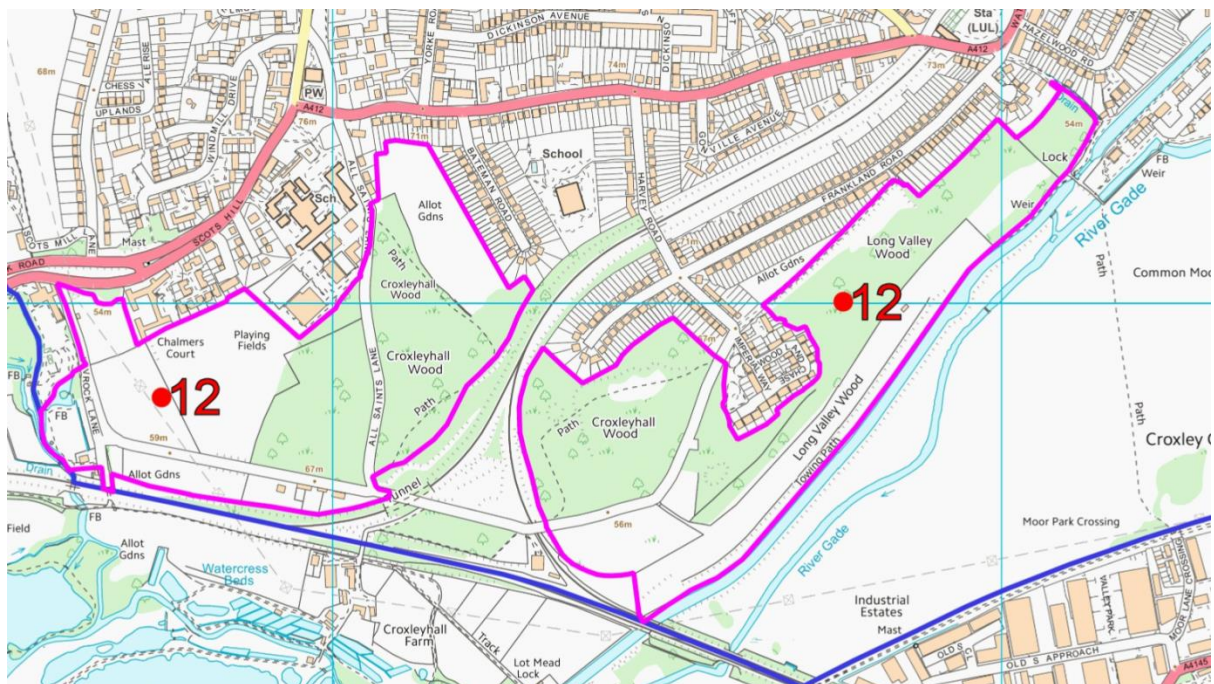
⁶³ See paragraph B.10.6



Common Moor

B.13.13 Cassio Bridge, the river Gade, the Grand Union Canal and Common Moor have an historic and scientific importance as well as a strong visual cohesion. Adherence to the special features described above will assist in maintaining their unique Character over time.

B.14 Character Area 12: CROXLEY HALL WOODS, LONG VALLEY WOOD AND BUDDLEIA WALK



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Map of Character Area 12 – Croxley Hall Woods and Long Valley Wood

B.14.1 **Croxley Hall Woods** is a substantial area of woodland split by the railway junction with the TfL Metropolitan Railway (Amersham branch). The western half of the woodland is flanked by allotments on the north-east side and the playing field of Rickmansworth School to the west. Across **Harvey Road** which follows the route of an old footpath is **Long Valley Wood**, now designated a Village Green.

B.14.2 The following is an extract from the CGPC website:

“Croxleyhall Woods is an ancient woodland of approximately 16 hectares in size. There are four main areas:

- *Area 1 - consists mainly of Long Valley Wood which lies to the south east behind Frankland Road and abuts Buddleia Walk and the second village green. Access is via Public Footpath No.11*
- *Area 2 - is also off Footpath Number 11 as you walk south westward from its junction with Harvey Road;*
- *Area 3 - lies to the east (left hand side) as you come down All Saints Lane from the A412 opposite All Saints Church; and*
- *Area 4 - lies to the right hand side (west) as you come down All Saints Lane from the A412 and is adjacent to the grounds of Rickmansworth School.*

The woodland is owned by Three Rivers District Council but the Parish Council, in wishing to locally maintain the area with local resources on behalf of the residents, has negotiated a Memorandum of Understanding to look after the areas.”

And a further extract from CGPC website:

“Indeed all around Croxley are footpaths which meander through the woodlands to emerge into open grassland like Buddleia Walk, now encompassed into the second of Croxley Green’s designated village greens. With views overlooking the canal and Common Moor, this is truly a place far removed from the bustle of everyday life and the traffic weaving its way through Croxley along the A412.”



The new village green in winter



The Buddleia Walk in late summer

B.14.3 This is an extract from the “Greenourherts” website⁶⁴ describing the nature and habitat of Croxley Hall Woods:

“15.6 hectares of predominantly ancient semi-natural mixed broadleaved woodland with a small area of secondary woodland. Croxley Hall Woods is divided into three distinctive areas. All three areas comprise oak, ash, cherry, beech, larch, birch and sycamore. Scattered throughout the woods is horse chestnut as well as Scots pine. Hazel and hawthorn create the under-storey. The ground layer comprises bluebells and dog mercury with much ivy.

Deer and rabbits are present in all woods. Roe deer and muntjac deer are locally common and there is evidence of deer browsing of young tree seedlings. Control of deer is not

⁶⁴ <http://greenourherts.org.uk/page/?id=70707>

considered to be necessary at this time although browsing of the tree regeneration will require monitoring. Newly coppiced Hazel is protected with deer baskets”.



Croxley Hall Woods in spring (@ Croxley Green History Website)

- B.14.4 The portion of Croxley Hall Woods on the east side of the railway comprises part ancient woodland and part newer stock growing from old gravel works. Many houses on Bateman Road and Frankland Close have rear gates giving direct access to these attractive woods.
- B.14.5 The three sets of allotments in this Character Area are very popular with few vacant plots. They are owned by TRDC and managed by an association of the allotment holders. None of the allotments here or in Character Area 3 are specifically designated recreational open spaces although they are protected by different legislation⁶⁵.



Allotments north of Long Valley Wood and to the rear of Frankland Road houses beyond

SPECIAL FEATURES

- B.14.6 The main features are:

⁶⁵ See Appendix H

- *Green Belt designation of whole Character area*
- *Dense deciduous woodlands (Croxley Hall Wood) part designated as village green with public access but much of it unmanaged with extensive wildlife – a wonderful facility for Croxley Green*
- *Replacement programme for older trees may be required over time*
- *Allotments with limited accessibility*
- *A few scattered dwellings*

B.14.7 Croxley Hall Woods and Long Valley Wood have an historic and scientific importance as well as a strong visual cohesion. Adherence to the special features described above will assist in maintaining their unique Character over time.

APPENDIX C: EXTENSION GUIDELINES

THE ESSENTIAL INGREDIENTS OF “METROLAND” DESIGN

“Today’s commonplace is tomorrow’s history. The building of extensions is radically changing the 1930s housing stock. Some of the best examples deserve to be highlighted. Owners should be encouraged to extend them in ways that are in keeping with the style”

Brian Thompson, resident and local historian of Croxley Green, July 2015

Some of the examples below have replacement doors or windows or other changes from the original but the main features of the buildings remain integral and the result is an overall cohesion.

C.1 COHERENT DESIGN EXAMPLES





Examples of the essential ingredients of "Metroland" design in Croxley Green

C.2 ADVISORY GUIDELINES FOR HOUSEHOLDERS TO AVOID INAPPROPRIATE EXTENSIONS

C.2.1 Within the Parish there are many buildings where the cumulative result of ‘modernisation’ is not at all pleasing to the eye and it can have the effect of spoiling the appearance of a whole street. We have not chosen to illustrate this Section as we do not wish to cause offence to those house owners who were responsible for the work to their property. The following provide guidelines which if implemented in full could in future avoid such eyesores

C.2.2 These are guidelines for extensions whether Permitted Development or requiring Planning Permission. In some cases, the difference between ‘wrong’ and ‘right’ is very subtle.

- The proposal should address its visual impact in the streetscape
- In the case of semi-detached houses any side extension should take account of the effect on the street-scene of a lop-sided extension
- Roof extensions should not involve the raising of the roof ridge, a change from hip roof to gable (other than a “Sussex hip”⁶⁶ or “half hip”) or the construction of front dormers which are out of scale with the host building
- “Box” dormers should be avoided on front and side elevations and any roof lights should be appropriately scaled
- Flat roofs on front or side extensions are generally inappropriate, except on small dormers
- Side extensions should reflect the scale and proportion of the original house, including existing fenestration, architectural detail and materials
- New front porches should complement the existing design and materials. They should not generally extend in front of the existing building line and they should not be permitted when they will reduce off street parking
- Glazing bars and opening lights of replacement windows should reflect the original window design (if necessary, copy houses with original details along the street)
- External insulation with render over-cladding should only be used if visually appropriate

C.3 EXTERNAL MATERIALS: BRICKS AND TILES

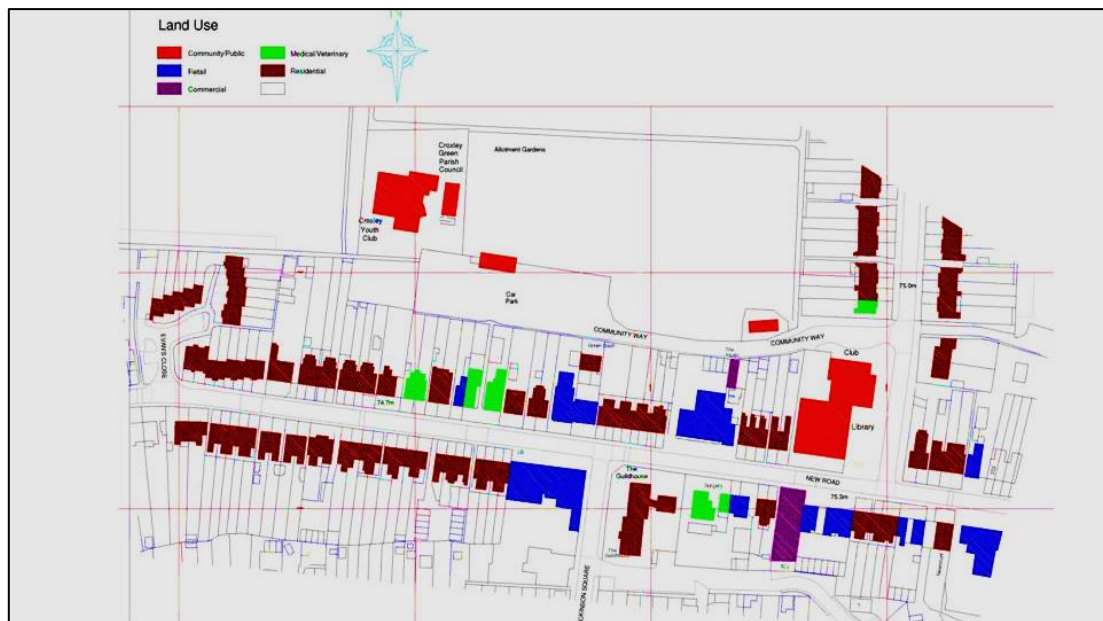
C.3.1 It is intended that information on obtaining bricks and tiles close in colour and texture to those originally used in your house will be made available in the Parish Office in due course.

⁶⁶ A “Sussex hip” or “half hip” is a part hip roof over a gable. If dimensioned correctly it can provide the extra head room within a roof extension without abrupt appearance from front and side when a hip roof is remodelled with a sheer gable.

APPENDIX D: THE “VILLAGE CENTRE”

D.1 OVERVIEW

D.1.1. The “Village Centre” consists of dispersed buildings and external spaces near and on New Road which form the nucleus of the village. Some lie in the back-land north of New Road accessed along Community Way. On the map below the community buildings are indicated in red, the shops in blue and various health outlets in green. Allotments lie to the north of Community Way and the Sports Guild playing fields to the west. The various elements of the “Village Centre” are described in the following paragraphs. Most of the information was assembled for a separate study in 2013.



New Road and the Village Centre



Community Way (showing the shared surface footway marking and speed control ridges)

D.2 Community Way

D.2.1 A rather bleak road providing rear access and parking bays for properties on the north side of New Road. There is almost continuous close boarded fencing on one side and chain link fencing to the allotments on the other side. The road leads to the public car park serving the community buildings, shops and other facilities. It also links two public footpaths which serve two recreational open spaces. The road had no footway and was regarded dangerous for pedestrians, especially mothers with small children. In 2016 it was designated a “shared space” by TRDC with marked pedestrian and traffic lanes and traffic calming measures (sharp speed bumps).

D.3 THE PUBLIC CAR PARK

D.3.1 The ‘village centre’ car park at the end of Community Way is owned and managed by TRDC. With space for over 70 vehicles it is linked to New Road by a narrow footpath. The car park is intensively used by shoppers, local businesses and allotment holders. Some parking bays are fitted with electric chargers. As parking is free with no tickets or permits, the car park is also be used by commuters from the station 10 minutes` walk away. While some bays are designated for short term parking and some for long term, this distinction may not be adequately enforced.



The car park (before the shared surface road markings)

D.4 THE VILLAGE HALL / COMMUNITY CENTRE

D.4.1 The Community Centre (also called the Village Hall) and the Parish Council offices are located together on a 0.23 Ha (0.57 acre) site owned by TRDC at the northwest corner of the car park. The building is owned and managed by Croxley Green Community Association (CGCA), a charity, on land leased from TRDC on a peppercorn rent. CGCA has 600+ adult and 400+ children members. The Bar has a rising turnover which subsidises CGCA’s other activities. Attendance at the Bar on Sunday lunchtimes and during national football matches can be more than 100 adults.

D.4.2 The single storey building of some 600 sq. m. originally designed as a youth club was constructed between 1965-70 built to a relatively low cost specification. It has been extended and modified and is in fair condition. The accommodation consists of:

- **2 separate entrances** (each with security shutters) serving:
- **Multipurpose hall** (i.e. the Village Hall) capable of seating about 100 comfortably, with dance floor and performance platform (let out to the public for regular functions)
- **Lounge and bar** with rear access to enclosed grassed play area (members only)
- **Ancillary accommodation – office, 2 kitchens, stores, WCs etc.**



The Community Centre

D.4.3 A car park to the south accommodates 6 cars. Cellar deliveries can be made by HGVs reversing from the adjoining public car park, although this manoeuvre crosses a well-used public footpath. A secure grassed area to the north is equipped with play equipment. Some years ago, flooding from surface runoff from the Guild playing fields to the west affected the building. A small bund now provides flood protection.

D.4.4 Both the bar and the hall are in use extensively daily. One half or the other half have an average usage of 6 hours a day, 7 days a week. Simultaneous use of each main area is possible although with poor separating noise insulation. Revenue from hall lettings could be increased by providing more storage for different activities to allow a wider range of regular activities e.g. a youth club.

D.4.5 Major costs can be anticipated in the future:

- Rewiring and heating replacement
- Flat roof covering requires regular patch repairs
- Heating losses are high and overheating due to poor ventilation
- Improved security
- No disabled toilet and ramped access is only provided to the hall but could be provided to the lounge

The CGCA wishes to expand the Community Centre to provide better facilities for member and for letting to the public. The current hall is one of the largest available for hire in the Parish but should be upgraded for modern visual presentations.

D.5 THE PARISH OFFICE

D.5.1 This single storey prefabricated timber structure of 30 sq. m. was erected in 1986 to provide for Croxley Green Parish Council offices and meetings. It shares the site with the Community Centre and it was connected to all its main services including the drainage. The building is open during normal office hours on Mondays to Thursdays and half day on Friday. The accommodation consists of:

- small vestibule with doors to:
- office with 2 work stations
- kitchenette
- disabled WCs for both sexes and
- the meeting room with a formal table layout

The ground floor level is about 0.3m above the ground level and access is by both ramp and steps. Parking is provided for up to 6 cars.



The Parish Council offices

D.5.2 The meeting room seats up to 18 (16 councillors and 2 officers) with some limited space for the public. The meeting room lacks storage and the furniture layout inhibits more general use. It is used for at least five regular meetings each month (the full Parish Council and its three committees). The office is open for 36 hours per week, say 1800 hours per year, but the meeting room is only used for about 180-200 hours per year for meetings involving staff, members or visitors. As the meeting room is large enough for group activities, it would seem possible to gain income from lettings either from regular groups or private functions but it is underused because of concerns about security and the risk of access to confidential information. Larger meetings with higher public attendance such as the Annual Parish

Meeting are held in the Village Hall next door. The vestibule is too small for proper displays and the office is too small for two persons and associated file storage.

- D.5.3 The Parish Council office, now 24 years old, is reaching the end of its serviceable life and will progressively require more intensive maintenance. Its lack of adequate insulation compared to today's standards given its 'mobile home type' construction and old electric heating panels creates a high utility bill for electricity during winter months.

D.6 THE DEPOT

- D.6.1 “The Depot” adjoining the public car park was built by CGPC in 1997. The site is the only land currently owned by the Parish Council. It is a substantial brick structure with a tiled roof in an excellent state of repair and will be fit for use for at least 50 years given normal maintenance. It provides secure storage for grounds maintenance equipment and has WC facilities. A room at the rear with WC facilities is used by allotment holders accessed through a door on the allotment /north side. The Depot is quite a long way from The Green and the other open spaces which the Parish maintains for TRDC. Were other premises found for the Depot function, the building might be converted to provide offices for the Parish Council.



The Depot

D.7 THE “VACANT” SITE

- D.7.1 This site about 0.05 Ha (0.13 acres) is described as “rear of 107-115 New Road”, with a frontage to the public car park. It is overgrown with several mature trees covered by TPOs. Planning applications for dwellings were refused on appeal. An application for an office was approved on appeal in 2006 but the consent has lapsed. The site is visible along Community Way and represents an untapped asset in the village centre but it is in private ownership.



The vacant site

D.8 THE LIBRARY

D.8.1 The current Library dates from the 1980s when it replaced an earlier library destroyed by fire. The site is owned by TRDC and leased to Herts CC. The adjoining Red Cross Centre was part of this earlier complex. The library consists of a large lofty space accessed from the vestibule with side offices, staff amenities and storage. The Library is open to the public three full days and two half days a week with some restricted use in the evenings and early mornings through card access. This is a pilot project and will be reviewed.



The Library

D.8.2 Adjoining the Library is an open square which is used under licence by the Parish Council for the Parish Christmas Tree and Christmas Market stalls.



Library Square with Red Cross Centre beyond

D.9 THE RED CROSS CENTRE

- D.9.1 The Centre was built by TRDC in 1965/66 for use primarily as a Club and Social Centre for the elderly of Croxley Green through the medium of a Welcome Club, and this is spelt out in the lease. It ran this way open six days per week until the mid-1990's with Club members and other volunteers playing an active part in its management.
- D.9.2 The Centre is listed on the British Red Cross Website as one of local 16 centres for the loan of medical equipment such as wheelchairs. It is open four mornings and two evenings a week. It is also listed the Parish Council Directory as the venue for two senior citizens' groups and the Croxley Green Flower Group.
- D.9.3 It is a brick built flat roofed structure with the original windows, presumably contemporary with the original library before the fire. It consists of an assembly hall and smaller rooms off a vestibule. Limited parking and service yard are shared with the Library with a public car park some 200 metres away.



The Red Cross Centre

D.9.4 The building, along with the library, is currently listed on the TRDC’s List of Assets of Community Value following a successful application by the Parish Council in 2014. While serving an invaluable function for the Red Cross loan equipment service, this building is also a potential untapped resource for the wider community. Its position is much more public than the Community Centre and it is close to bus stops in Barton Way and New Road. It also has direct access on to the “square” beside the Library.

D.10 NEW ROAD SURGERY AND OTHER HEALTH OUTLETS

D.10.1 One of two medical practices in the Parish is in New Road in the middle of the Parish and the Village Centre. Both this surgery and the Baldwins Way Surgery are understood to require additional space but are unable to expand.



New Road Surgery

D.10.2 On New Road there are also several specialist health outlets including a dental practice occupying shop units or first floor accommodation.



Some health facilities on New Road

D.11 SUMMARY

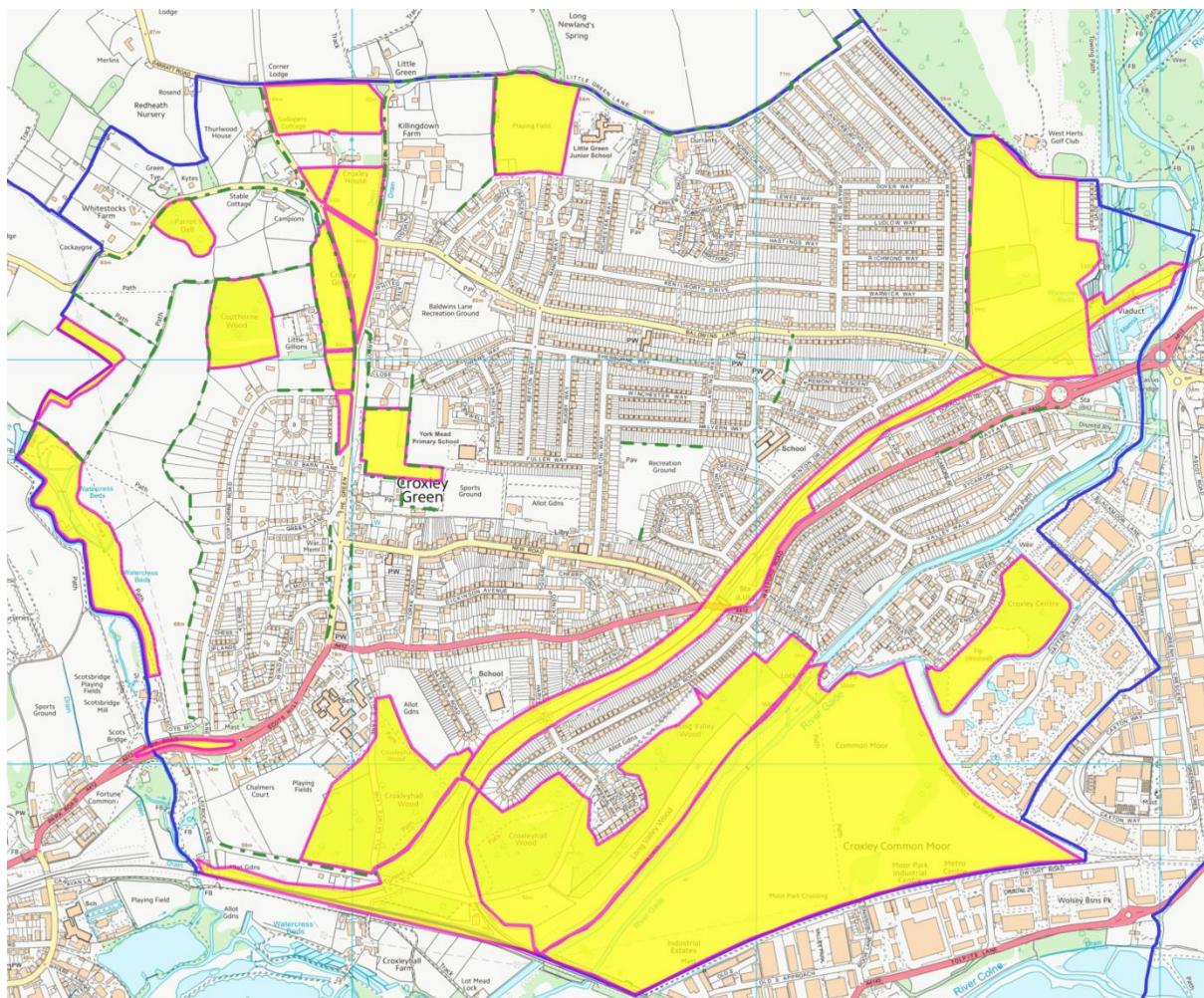
D.11.1 The “*Village Centre*” therefore contains many specialist buildings and sites serving Parish and the wider area. These buildings partially complement each other. Whilst some are used to the limit others are underused. Policy PRO1 seeks to bring some of these functions together and to supplement and enhance the role of the “*Village Centre*” in the community.

APPENDIX E: TREES AND HEDGES

E.1 THE LANDSCAPED NATURAL ENVIRONMENT

E.1.1 'Natural' environment is probably the wrong phrase because the trees, hedges and fields are only there because people put them there. Thus, they provide evidence of the ways our ancestors earned their living as well as looking attractive in a modern context.

E.1.2 The Rangers have surveyed the Parish and identified those areas (shaded yellow) and established hedgerows (delineated in green) of ecological value and illustrated on the map below. Some of these areas are "protected" as part of the Green Belt, or as part of Conservation Areas, or Village Greens. None of these has specific protection for their value as natural habitats for wildlife (flora and fauna) or for their value as characteristic landscape elements.



© Crown Copyright and database right. All rights reserved (100043947) 2016. © Contains Ordnance Survey Data: Crown Copyright and database right 2016.

Areas (yellow) and hedgerows (green) of ecological and landscape value

E.1.3 The following are particularly important elements of the landscaped natural environment. Where not currently protected, there need to be a concerted effort between TRDC and CGPC to ensure the necessary TPOs are drawn up or further protective measures enacted.

E.2 CASSIOBRIDGE HOUSE

- E.2.1 The grounds of Cassiobridge House are an important landscape feature and part of these will become the site of a new secondary school. One of the ancient manors of Croxley, Snelles Hall, was located on this site. The precise location of the old hall is not known but the landscape includes some ancient features which should be preserved. These include the field boundary on the top of the hill, which also provides an important screen between Croxley and Watford, and the copse at the corner of Rousebarn Lane and Lodge End. The lime tree avenue, which used to line the carriage drive from Two Bridges to Cassio Bridge House before the construction of the Metropolitan railway in 1927, is a more recent but important feature of the site. The mature limes and several other fine trees on the site are worth preserving and TPOs are now in place on many of them either singly or as groups.



The lime tree avenue leading to the site of Cassiobridge House

E.3 HIGHFIELD HOUSE

- E.3.1 This is now part of the Windmill Estate. There is an important group of specimen trees which used to be part of the garden located in the square at the bottom of Windmill Drive and beside the footpath leading to Scots Hill. They were carefully preserved when the housing was laid out and deserve to be conserved for the future.

E.4 DURRANTS HOUSE

- E.4.1 The development of Merchant Taylors Place has preserved some important specimen trees from the garden of Durrants House on the perimeter of the new development. In addition, the developers have preserved the old scoreboard from the Old Merchant Taylors rugby playing field. Some of the trees which used to line the carriage drive into the house are now in gardens alongside the footpath between Baldwins Lane and Kenilworth Drive. There is a small avenue of trees beside Lincoln Drive in the grounds of Little Green School which used to be part of the garden. (Lincoln Drive was laid out on a different alignment from Rochester Way presumably to avoid cutting down these trees.)

E.5 LITTLE GREEN LANE AND THE LAND TO THE NORTH

E.5.1 The lane is ancient and the hedgerow is ancient too. This should be preserved. Croxley's character is defined by the fields and woodland to the north of the lane which are just outside the Parish boundary. They used to be part of the Essex and Redheath estates. The woods contain a lot of evidence of ancient land use. Fortunately, most of the woodlands are in the care of Watford Council and the Woodland Trust. However, development of the fields is a real possibility and a big concern for the future.

E.6 OLD FIELD BOUNDARIES AND TREES IN THE BUILT ENVIRONMENT

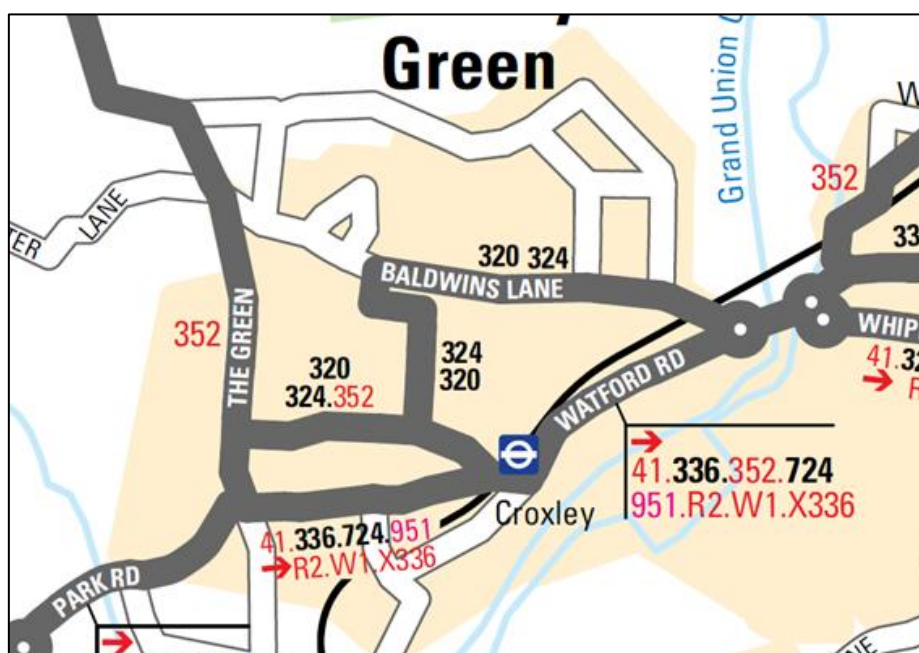
E.6.1 There are many examples where 'natural' features of the environment have been preserved amongst the 20th century expansion. These include: -

- The trees (and some holly hedges) in Baldwins Lane
- The old hedgerow from Port's Land along the footpath from Baldwins Lane to Girton Way
- The copse in the grounds of Malvern Way School
- The trees in Green Lane the hedgerows around the Green and around Stone's orchard and the Guild sports ground. (The hedge between the sports ground and Yorke Mead school contains a spindle tree which is typical of old established hedges in this part of the world but quite rare.)
- The remaining dewponds on The Green and at Little Green
- Numerous trees in gardens around The Green

APPENDIX F: TRANSPORT AND ROADS

F.1 MODES OF TRANSPORT

- F.1.1 The public transport serving the Parish consists of the railway, buses and the canal, although the latter, constructed in the early 19th Century, is used almost exclusively for pleasure boating. The Metropolitan Railway runs diagonally across the Parish, mostly in cutting, severing the residential areas into several smaller neighbourhoods. Buses run along Baldwins Lane, Watford Road and New Road as well as some of the lesser roads.
- F.1.2 Within the built-up areas, there is little special provision for cyclists and the central portion of New Road is the only road with a 20-mph limit. There is little specific provision for cyclists apart from some length of cycle lane on the A412 Watford Road between Croxley Station and the parish boundary to the east. There are extensive public footpaths, both within the built-up area and in the surrounding countryside.
- F.1.3 Currently there are several bus routes serving Croxley Green illustrated schematically on the map below (copied from Intalink).



Schematic diagram showing bus routes through Croxley Green (from Intalink)

- F.1.4 Of the nine routes that traverse Croxley Green only two are relatively convenient (passing within 1 km of most of the built-up area). The rest follow the main roads through the south of Croxley Green, many with limited frequency. There is a real problem with proposed reductions in bus services, particularly in the evenings and at weekends, limiting the usefulness of the buses for people working in the retail or service sectors and affecting those without a car, especially the elderly, who may feel ‘trapped in the village’.
- F.1.5 The 320 (Hemel Hempstead, Railway Station to Rickmansworth, Berry Lane Estate) and 324 (Maple Cross to Garston via Watford & Rickmansworth) provide a frequent service linking Croxley to Watford (including the General Hospital) and Rickmansworth.

- F.1.6 The 336 (Watford - High Wycombe) provides an hourly service through Rickmansworth, Chorleywood and Amersham, along main roads. The 352 (Watford to Hemel Hempstead via Sarratt and Bovington) provides an occasional service to the rural villages. The 724 (Heathrow Airport – Harlow) provides an hourly (limited stop) service to Watford, St Albans, Uxbridge and beyond.
- F.1.7 The 951 (Watford - Thorpe Park) only runs twice a day via Staines. The R2 (Chorleywood - Mount Vernon Hospital/Watford) only provides a single morning service into Watford. The W1 (Maple Cross to Garston/Watford via Croxley Green & Rickmansworth) provides an hourly service but only on Sundays.

F.2 ROADS and TRAFFIC

- F.2.1 The A412 passes through the southern edge of the built-up area, connecting Rickmansworth (to the west) with Watford (to the east). This was formerly part of the outer London orbital road until the 1970's when it was replaced by the Watford and Rickmansworth bypass between Hunton Bridge and Maple Cross which was later incorporated (in part) into the M25. The A412 is an important and busy road carrying mainly local traffic, with an annual average weekday (AAWD) traffic flow of between 22,000 and 24,000 vehicles (Scots Hill) in recent years. It is also used as the authorized diversion route when the M25 has to be closed, for any reason.
- F.2.2 Two busy unclassified roads pass through Croxley Green. To the west of the conurbation the Green connects the Sarratt Road (to the north) to the A412 (west towards Rickmansworth). Bisecting the northern area of the conurbation Baldwins Lane connects the Sarratt Road (to the north) to the A412 (east towards Watford). The Sarratt Road is a very busy minor road with an AAWD of between 8,000 and 9,000 vehicles in recent years.
- F.2.3 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. A great deal of the traffic in Croxley Green is through traffic on the three main routes the A412, The Green and Baldwins Lane.
- F.2.4 Therefore four “gateways” serve Croxley Green, the three road junctions and the Croxley underground station. Both the mini-roundabout at the top of Scots Hill and the twin roundabouts at Two Bridges have been identified as congested junctions on the key network in the Hertfordshire UTP and IUTS strategies. The mini-roundabout at the top of Scots Hill is a particular “choke point” because it is in front of Rickmansworth School and the conflicts between pedestrians wishing to cross and traffic at the junction are exacerbated by pupils being dropped off from cars. Baldwins Lane and the twin roundabouts at Two Bridges are likely to become even more congested as a result of the proposed development of Croxley Danes school on the Cassiobridge site.

F.3 TRAFFIC & TRAVEL DATA

- F.3.1 Apart from the census point at Scots Hill on the A412 information about travel and traffic in Croxley Green is only available aggregated across the whole of the Three Rivers District. For

example, traffic in Three Rivers has been forecast to grow by 6.5% by 2021 and by 12.4% by 2031 (from 2013 figures) using the National Transport Model (NTM09).

F.3.2 Hertfordshire's Traffic & Transport Data Report 2014 (based on 2013 data) shows that approximately 60% of residents use a car as the mode of travel to work, 54% of all trips across all modes are less than 5 miles (but 15% are greater than 20 miles) in length and 80% of people entering urban areas travel by car.

F.3.3 Hertfordshire's Travel Survey 2012 found that the greatest proportion (40%) of Three Rivers residents travel to work in Greater London and that over two thirds of Three Rivers residents travel to work driving a car or van. It also found that the three most important travel and transport issues in Three Rivers were:

- Maintaining existing roads (79% mentioned)
- Improving bus and rail facilities (51% mentioned)
- Reduced traffic congestion (52% mentioned)

APPENDIX G: DESIGN OF SHOP FRONTS

G.1 WHERE THEY ARE LOCATED

G.1.1 The shopping outlets at Croxley Green consist of the rather fragmented frontage in New Road, some in 1950s purpose built blocks and some in the ground floor of earlier buildings, and the six shopping parades in Baldwins Lane (2), Watford Road (3) and Scots Hill (1). The latter is in the Green Conservation Area and some signs are visually disruptive. There appears to have been little attempt in the past to control the size of the shop fascias, the colour and the scale of lettering. This policy is proposed to provide a more coherent approach to shop-front design while allowing the shopkeeper to advertise their wares. Modern security shutters – often required by insurers - can have a deadening effect on the window displays in a shopping street. Some shutter designs are less obtrusive than others.

G.2 WHICH FEATURES REQUIRE PLANNING CONSENT

G.2.1 Planning permission is required for any works which alter the external appearance of a shop front including:

- External security shutters
- Removal of architectural features
- Addition or removal of permanent awnings or canopies
- New entrances
- Renewal of shop front or frame
- New fascia

An advertisement consent is also required for some signs, including illuminated signs.

G.3 WHAT JARS VISUALLY

G.3.1 The visual effect of new shop fronts can be obtrusive particularly if architectural features such as pilasters are removed or concealed, or if the fascia or lettering are out of proportion to the host building or adjoining shop fronts. There are some examples of poor practice:



A modest building in Conservation Area completely dominated by projecting shop fronts which do not align



Fascia and canopies which do not align with oversized lettering on Spar in Baldwins Lane



Over large fascia and cluttered graphics competing in Watford Road

G.4 EXAMPLES OF MORE HARMONIOUS DESIGN



Discrete shop fascia in scale with the 1950s host building at the west end of Baldwins Lane



Better alignment and more discrete signage design in the older parade in Watford Road near Croxley Station

G.5 GUIDELINES

G.5.1 Most shops in Croxley are situated in post-war buildings where the host building has relatively little architectural merit. These are the guidelines:

- Any new shop front should be compatible with the surroundings with signage of an appropriate scale
- The fascia should relate to the scale of the fenestration above
- If there are corporate images or logos these should be of a scale that does not dominate
- Where two adjacent units have been combined, the frontage and fascia should avoid appearing as one unit
- Shop fronts should use materials which respect the street scene and the host building
- Recessed doorways provide articulation and shelter customers from rain
- Windows should be well proportioned, retaining dividing pilasters between the units
- Too much signage gives a cluttered appearance
- Where advertisements require consent, they should respect the street scene
- Fascia signs should be in proportion to adjoining signs and the host building
- Lettering and font sign should be proportionate
- Illuminated signs should respect the surroundings and only be permitted where they will not distract road users
- External shutters should be of a pattern that permits a view of the shop display, for example lattice pattern or transparent roller shutters, avoiding solid shutters
- Retail and non-retail occupiers are encouraged to maintain a window display and no more than 50% of the window should be devoted to advertising

APPENDIX H: OPEN SPACES AND ALLOTMENTS

H.1 PUBLICALLY ACCESSIBLE OPEN SPACES

H.1.1 The public open spaces in Croxley are now relatively well protected from future development. Before the publication of TRDC's SALDD only a few open spaces within the Parish were designated as "publicly accessible open space" within the TRDC Local Plan, namely:

- Cassiobridge Recreation Ground, Watford Road
- Barton Way Recreation Ground, Barton Way
- Croxleyhall Wood West

The SALDD added the following to "publicly accessible open space" subject to the policies quoted below:

- Baldwins Lane Recreation Ground
- Croxleyhall Wood
- Long Valley Wood and Buddleia Walk
- Croxley Common Moor
- The Green

H.1.2 TRDC Core Strategy Policy CP9 states:

"The Council will seek a net gain in the quality and quantity of Green Infrastructure, through the protection and enhancement of assets and provision of new green spaces.

Priorities for Green Infrastructure focus on conserving and enhancing the following key assets and the linkages between them which are illustrated in Appendix 5 [of the SALDD]:

- a) the corridors of the Rivers Chess, Colne and Gade and the Grand Union Canal*
- b) the Chilterns Area of Outstanding Natural Beauty*
- c) the Colne Valley Park*
- d) the District's Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites, key biodiversity habitats, species and areas identified in the Hertfordshire Biodiversity Action Plan and heritage assets and landscape character within areas of Green Infrastructure.*

It is also important to improve connectivity between key assets through the establishment of linked and coherent networks and corridors of green spaces and sustainable transport links. More detailed ongoing work will inform future priorities for Green Infrastructure in Three Rivers and will be included within the Green Infrastructure and Landscape Supplementary Planning Document. The Council will require new development to contribute to the delivery of new Green Infrastructure and the management of a linked network of new and enhanced open spaces and corridors.

Development will not compromise the integrity of the Green Infrastructure network, by causing fragmentation, damage to, or isolation of Green Infrastructure assets including natural habitats and species."

H.1.3 TRDC Development Management Policies DM11 which apply to existing facilities are as follows:

“c) Development on commons within the District will generally be resisted. New vehicle tracks or additional car parking will not be permitted unless there would be a net reduction in the area or number of these features. Any works taking place on commons should adopt a low-impact design approach.

d) Development proposals which result in the loss of, or prejudice the use of, any existing children’s play space will only be permitted where:

i) A carefully quantified and documented assessment of current and future needs demonstrates that there is an excess of the particular type of amenity space in the local catchment or

ii) The proposed development is ancillary to the principal use of the site and does not affect the quality, quantity, use or availability of the amenity space and iii) The amenity space that would be lost would be replaced by a facility of equivalent or better usefulness and quantity and subject to equivalent or better management arrangements being in place prior to the commencement of the development.

e) Dual and multiple use of sports facilities will be encouraged, particularly involving public use.

In appropriate circumstances the Council may grant planning permission subject to conditions or seek to enter into a planning obligation with the developer to ensure dual or multiple use of facilities.”

H.2 ALLOTMENTS

H.2.1 Whilst TRDC does not mention allotments in the Local Plan there are significant safeguards to prevent the loss of these facilities. The National Allotments Society website provides the following information:

“The rights of allotment holders in England and Wales were strengthened through the Allotments Acts of 1922, but the most important change can be found in the Allotments Act of 1925 which established statutory allotments which local authorities could not sell off or covert without Ministerial consent, known as Section 8 Orders..... Further legislation has been listed over the intervening years which have affected allotments, the latest of which is the Localism Act 2011.”

The same website also indicates the unmet national demand for allotments

“Trends show that during times of recession people turn back to the land, wanting to reconnect with something tangible while at the same time experiencing home-grown food, which costs less and is better for us. Today, with our economic uncertainty on a global scale, the desire for more space to grow food locally and experience life’s simple pleasures has reignited the call for more allotments. Figures suggest there are

approximately 330,000 allotment plots in the UK, but to meet the current demand we need in the region of at least a further 90,000 plots.”

APPENDIX I GLOSSARY

| Term | Meaning |
|--|---|
| A Class Use | Shops |
| B Class Use | Businesses |
| Back Land | Land behind an area which is built on or otherwise developed. |
| Carbon Neutral | Making or resulting in no net release of carbon dioxide into the atmosphere. |
| Car Clubs | A group of people who have an arrangement for sharing a car or cars. |
| CGPC | Croxley Green Parish Council |
| Common Land | Common land is land owned collectively by a number of persons, or by one person, but over which other people have certain traditional rights, such as to allow their livestock to graze upon it, to collect firewood, or to cut turf for fuel. |
| Conservation Area | A Conservation Area is a place of special architectural or historic interest, worthy of protection. |
| Design Statement / Design and Access Statement | A design statement is a report required under English and Welsh planning law that sets out, illustrates and justifies the process that has led to the development proposals and explains the design choices made. |
| Dropped kerb crossings | Dropped kerb (vehicle crossover) is the lowering of the pavement to park on your drive. |
| East of England | Consists of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk. |
| Eclectic features | Selecting or employing individual elements or features from a variety of different styles. |
| Hogback | In geology and geomorphology, a hogback is a long narrow ridge or series of hills with a narrow crest and steep slopes of nearly equal inclination on both flanks. |
| Infill development | The development of a relatively small gap between existing buildings |
| Interpretation Board | Information boards, or interpretation panels, provide facts, information and guidance to visitors by highlighting what wildlife to look out for, showing how land use has changed over time, outlining footpaths and access routes and encouraging responsible behaviour. |
| Localism Act | The Localism Act 2011 (c. 20) is an Act of Parliament that changes the powers of local government in England. The aim of the act is to facilitate the devolution of decision-making powers from central government control to individuals and communities. |

| | |
|--|--|
| Locally Important Buildings | A List of Locally Important Buildings maintained by TRDC. The process of amending the list is delegated to the Director of Planning and Leisure. |
| Mediaeval | The period and era of the Medieval times span 1066 – 1485. |
| Metro-Land | Metro-land is a name given to the suburban areas that were built to the north west of London in the counties of Buckinghamshire, Hertfordshire and Middlesex in the early part of the 20th century that were served by the Metropolitan Railway (the Met). |
| Passivhaus | Passive house (German: Passivhaus) is a rigorous, voluntary standard for energy efficiency in a building, reducing its ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling. |
| Pastiche (architecture) | Something which mixes styles or imitations of another style |
| Permitted Development | Certain types of work which can be undertaken without the need to apply for planning permission. [Note: always check with TRDC as the planning authority whether proposed works are permitted development or require planning permission]. |
| Rectilinear | Contained by, consisting of, or moving in a straight line or lines. |
| Secured by design | Secured by Design (SBD) is a police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures. |
| Spartan | Showing or characterised by austerity or a lack of comfort or luxury. |
| SSSI | Site of Special Scientific Interest |
| Sustainable development / Sustainability | <i>Development</i> that meets the needs of the present, without compromising the ability of future generations to meet their own needs |
| Sympathetic development | Development which is in keeping with and complements the local character of the area and its surroundings. |
| Thames River Basin Management Plan | River Basin Management Plans are a requirement of the Water Framework Directive and a means of achieving the protection, improvement and sustainable use of the water environment. This includes surface freshwaters (including lakes, streams and rivers), groundwater, ecosystems such as some wetlands that depend on groundwater, estuaries and coastal waters out to one nautical mile. |
| TPO | Tree Preservation Order. A Tree Preservation |

| | |
|---------------------------|--|
| | Order is an order made by a local planning authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity. |
| Un-metalled | (Of a road) not having a hard surface of road metal. |
| Utilitarian | Designed to be useful or practical rather than attractive. |
| Water Framework Directive | Water Framework Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000. Establishes a framework for Community action in the field of water policy) is a European Union directive which commits European Union member states to achieve good qualitative and quantitative status of all water bodies (including marine waters up to one nautical mile from shore) by 2015. |

APPENDIX J BIBLIOGRAPHY AND ACKNOWLEDGEMENTS

BIBLIOGRAPHY

“Best places to live and bring up children” p.4 – PropertyDetective.com Research Group September 2015

National Planning Policy Framework (Department for Communities and Local Government)

Three Rivers District Council (TRDC): Local Plan Core Strategy 2011

TRDC: Strategic Housing Land Allocations (SALDD), 2014

TRDC: Development Management Policies, 2013

TRDC: Dickinson Square Conservation Area Appraisal, 2014

TRDC: The Green Conservation Area Appraisal, 1996

TRDC: List of buildings of local historic or architectural value

TRDC: Tree Preservation Orders

Hertfordshire Travel Survey 2012

English Heritage: List of Buildings of historic or architectural value

Land Use Statistics (Generalised Land Use Database), 2005, Office for National Statistics (ONS)

[<http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=11122506&c=Croxley+Green&d=16&e=8&g=6434965&i=1001x1003x1004&m=0&r=1&s=1452078579460&enc=1&dsFamilyId=1201>]

Census 2011, Office for National Statistics,

Chalfont St Peter Neighbourhood Plan, approved 2014

Woburn Sands Neighbourhood Plan, approved 2012

Natural England:

CGPC website

Croxley Green History Website (<http://www.croxleygreenhistory.co.uk/>)

Croxley Green Residents Association

Green our Hearts

Lee Donaldson Associates: Common Moor Vegetation Survey –2015

The Riverfly Partnership: Riverfly monitoring Survey 2015 at Common Moor

Various Wikipedia articles

National Allotment Holders Association website

ACKNOWLEDGEMENTS

Peter Goodwin (BArch, MSc, RIBA, MRTPI) of Chambers Goodwin and Partners was appointed in August 2014 to help the Croxley Green Parish Council produce the Plan and has provided the main technical input to the Plan and the Appendices.

The compilation of this Plan has been a team effort involving many meetings and discussions since October 2014.

The following have been the principal contributors (in alphabetical order):

- David Allison, Clerk of the Parish Council
- Ryan Bennett, Administrative Assistant, Parish Council
- Andrew Gallagher, Parish Councillor
- Barry Grant, Chairman, Croxley Green Residents Association
- Wendy Jordan, former Parish Councillor
- Jussie Kaur, Parish Councillor
- Chris Mitchell, Chairman, Parish Council
- Mark Saxon, Parish Councillor
- Amanda Taft, Administrative Officer, Parish Council
- Brian Thompson, resident and local historian
- Alison Wall, District Councillor
- Ben Whitley, resident

Also, Philip Hinton and James Townley, Parish Rangers, carried out the hedge and tree survey.

We are very grateful to the planning and conservation officers of Three Rivers District Council, especially Claire May, for their helpful criticism and guidance. We also received useful advice from officers of Thrive, Hightown Housing Association and Transport for London.

The contribution of many other residents, residents' societies and other interested parties is acknowledged in the accompanying Consultation Statement.

Peter Goodwin

Croxley Green Parish Council