

Croxley Green Parish Council's response to

Three Rivers District Council's Regulation 18 Consultation on

SITES FOR POTENTIAL ALLOCATION

SITES ALREADY ALLOCATED AND CARRIED FORWARD

These sites were allocated in Site Allocations LDD (adopted 2014) but have not yet been built out. The sites will be carried forward into the new Local Plan

Site Ref	Site	Croxley Green Parish Council Comments
H9	33 Baldwins Lane, Croxley Green	<p>This is a small site (0.9 hectare) close to the railway embankment. It is currently allocated for 10 dwellings, which we consider the maximum capacity of the site. The proposal to increase this to 59 dwellings is unacceptable and would result in a development completely out of keeping with the area.</p> <p>Development of this site would also end the possibility of a Croxley Rail Link / Metropolitan Line Extension which will be needed to cope with the high rise residential housing being constructed on Ascot Road (close by in Watford).</p> <p>We object to the proposed increase in the number of dwellings which would be contrary to preferred policy options 6 and 23 and against the recommendations of the Building Better, Building Beautiful Commission.</p>
H10	Killingdown Farm, Croxley Green	<p>This is a very large site of 7.6 hectares and a proposed development of 160 dwellings on part of the site has recently been refused by Three Rivers District Council.</p> <p>It was included in the 2014 site allocations with a proposed capacity of 140 to 180 dwellings (approximately 20 per hectare).</p> <p>The proposed increase to 267 dwellings would increase the density to approximately 35 dwellings per hectare, totally out of keeping with the character of the area.</p> <p>We object to the proposed increase in the number of dwellings which would be contrary to preferred policy options 6 and 23 and against the recommendations of the Building Better, Building Beautiful Commission.</p>

SITES PROPOSED TO BE ALLOCATED FOR DEVELOPMENT

PROFESSIONAL OPINION

Croxley Green Parish Council has commissioned a report on the suitability (or otherwise) of some specific sites from Jed Griffiths MA DipTP FRTPI. We enclose a copy of his report and endorse the statements prepared by him on behalf of Croxley Green Parish Council.

Site Ref	Site	Croxley Green Parish Council Comments
CFS 19	Land adjacent 62-84 & 99-121 Sycamore Road	<p>Question 19 response:</p> <p>A full statement of the reasons has been prepared on our behalf by Jed Griffiths and we fully endorse the reasons for our objection set out in the attached statement.</p> <p>Site CFS19 is not suitable for any development. It provides an important open space for residents and the local community. It was specifically planned and designed for this purpose in the original 1962 estate and surrounding houses. The site continues to fulfil this function and a number of trees have been afforded protection on the boundary and within the site underlining its importance as open space.</p> <p>Four times planning permission has been applied for and four times it has been REFUSED:</p> <ul style="list-style-type: none"> • 1969 W 1487 69 - application for 9 flats and garages REFUSED appeal DISMISSED • 1993 8/163/93 - application for 12 flats in 2 blocks REFUSED appeal DISMISSED • 2005 05/1055/OUT - application for 8 flats REFUSED appeal DISMISSED • 2020 20/2737/FUL - application for 6 flats and 3 houses REFUSED <p>Croxley Green Parish Council OBJECTS to this proposal in the strongest possible terms.</p>

CGPC RESPONSE to TRDC on SITES FOR POTENTIAL ALLOCATION

Site Ref	Site	Croxley Green Parish Council Comments
CFS 20	Land at Croxley Station, Watford Road	<p>Question 20 response: Croxley Green Parish Council accepts that this is a suitable site for redevelopment and draws attention to the aims in the adopted Neighbourhood Plan. <i>Any proposed development should be the subject of a detailed planning brief devised by TRDC in association with the Parish Council to ensure that the major mixed use redevelopment at the heart of the Parish, which includes the approved Housing Allocation, will also include community and commercial uses which complement or enhance existing facilities in the Parish.</i> Any redevelopment requires a detailed planning brief and masterplan because this is such a complicated and sensitive site at the heart of Croxley Green. The lower floors will probably need to include commuter parking and parking for the residents. The number of units proposed looks very high and this should be re-assessed on the basis that the height of the buildings should not be excessive, i.e. no more than 4 stories in total above road level with the top level being built into the roofs. If by the time this development take place there is still a requirement for a new medical centre, then this should be included as part of the redevelopment of this site. Conflict between providing adequate parking for commuters and additional high density dwellings. Dwelling capacity has been INCREASED from current plan. Suitable for redevelopment, but number of dwellings should be reviewed. There are two opposing pressures: encouraging the use of trains and opposed to cars, which implies provision of adequate parking in the environs of the station, and providing housing on otherwise underutilised land.</p>
CFS 61	Cinnamond House, Cassiobridge	<p>Question 21 response: Suitable for redevelopment, although the current site provides a visual break between the settlements of Croxley Green and Watford and some of the land is within the Green Belt, separating Croxley Green from Watford. Redevelopment would effectively merge the two settlement areas. Dwelling capacity implies high density housing without proximity to high capacity public transport links or shopping centres. Parking is likely to be an issue. The site is described as being 1 hectare, and suitable for 133 dwellings, way in excess of the proposed maximum housing density of 50 dwellings per hectare. This is simply unacceptable at this location. Development of this site would also end the possibility of a Croxley Rail Link / Metropolitan Line Extension which will be needed to cope with the high rise residential housing being constructed on Ascot Road (close by in Watford).</p>
CG1 6	Garages, Owens Way, Croxley Green	<p>Question 22 response: This is a tiny site (0.09 hectare) with cramped access and a surface water flooding problem. The current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.</p>

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Site Ref	Site	Croxley Green Parish Council Comments
CG4 7	Garages off Grove Crescent	<p>Question 23 response: This is a more substantial area of land (0.26 hectare) within a well laid out development. The current garage provision is inadequate for many current motor vehicles and the site could usefully be redeveloped, subject to a masterplan to identify what is feasible within the current setting. The requirement to provide open space and play area within such a small site is probably unfeasible.</p>
CG6 5	British Red Cross, Community Way	<p>Question 24 response: Totally unacceptable. A full statement of the reasons has been prepared on our behalf by Jed Griffiths and we fully endorse the reasons for our objection set out in the attached statement. This is a community asset, and should not be treated as a commercial site. This is a community site and must be kept as it is now to be improved and used for the community. The Parish Council has promoted a petition to save the building for the community which has been signed by more than 840 people. Croxley Green Parish Council OBJECTS to this proposal in the strongest possible terms.</p>
CFS 70a	Croxley Business Park, Hatters Lane, Croxley Green	<p>Question 67 response: This site is also part of the Green and Blue Infrastructure network proposed in the New Local Plan Preferred Policy Option 19. The policy clearly identifies the corridor of the Grand Union Canal as an asset, to be conserved and enhanced. Whilst part of this site might be suitable for the development proposed we consider that the proposed 8m buffer zone from the main river (Gade) is insufficient, particularly as this land provides a connection between Croxley Common Moor (SSSI) and the Grand Union canal and development would conflict with Preferred Policy Option 21(7) "Linked habitats are important Development must not result in fragmentation or isolation of wildlife habitats and should seek opportunities for habitat connectivity with the wider landscape." We object to the proposal.</p>
CFS 70b	Croxley Business Park, Hatters Lane, Croxley Green	<p>Question 68 response: This site is not suitable for the development proposed, as it is a fragment of land lying directly between Croxley Common Moor (SSSI) and a well wooded area on a former tip of the Dickinsons Mill. It provides a connection between two viable and vital wildlife habitats and fragments the ecological network, splitting the woodland to the east from Croxley Common Moor. Development would conflict with preferred policy 21(7) "Linked habitats are important Development must not result in fragmentation or isolation of wildlife habitats and should seek opportunities for habitat connectivity with the wider landscape." The existing permission for leisure use is an acceptable use of Green Belt designated land but further development is not, particularly when sites for employment use are being converted to housing within Three Rivers. We object to the proposal.</p>

SITES CONSIDERED BUT NOT PROPOSED FOR ALLOCATION

Site Ref	Site	Croxley Green Parish Council Comments
CFS21	Land at Rousebarn Lane, Little Green Lane	Totally unacceptable Huge development which would fundamentally change the character of Croxley Green. Remote from all public transport and only accessible through existing narrow residential roads. Remote from the main centres of Croxley Green AND any of the neighbourhood centres. The land is currently designated as Green Belt and has been identified by Three Rivers District Council as being of high value as part of the Green Belt.
PSCFS24	Land north of Little Green Lane, Croxley Green	Totally unacceptable Comparatively smaller area of land contiguous with CFS21. In landscape terms, part of CFS21, but higher ground and more visually prominent. Very poor road access. Closer to a neighbourhood centre and an existing bus route. The land is currently designated as Green Belt and has been identified by Three Rivers District Council as being of high value as part of the Green Belt.
PCS12	Former Croxley Green Station	Smaller site, possibly suitable for redevelopment, although the current condition provides a visual break between the settlements of Croxley Green and Watford and a backdrop to the recreation area. Redevelopment will effectively merge the two settlement areas. Existing site includes a high embankment. If this were to be removed, there would be capacity for a small development. If It is built over, any buildings will be visually prominent in all directions.
PCS49	Little Green Playing Fields	These were the playing fields of the former Durrants secondary school. There is a shortage of playing fields in Croxley Green and this site was identified in the Neighbourhood Plan as being suitable for being redeveloped for recreational open space for the community to use. The land, adjacent to Little Green School may be required in future for primary school expansion. Access to the site is currently limited although there is potential to create an access from Killingdown Farm or from Lincoln Drive across the edge of the Little Green School site.
PCS51	Cockayne, Croxley Green	Totally unacceptable This is a large site which is remote from the centre of Croxley Green and remote from public transport. The current road network is inadequate for a development of this size. In a prominent position, any redevelopment would be conspicuous in the landscape. The site provides an important separator between the developed areas of Croxley Green and Loudwater. The land is currently designated as Green Belt and has been identified by Three Rivers District Council as being of high value as part of the Green Belt.
CG2	Garages at Windmill Drive	Small site with very limited potential for housing. However the current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.

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CG3	Garages adjacent to 87 Windmill Drive	Small site with very limited potential for housing. However the current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.
CG18	Community Way Car Park	Very disruptive and difficult to do. Essential parking for local businesses by day and local residents at night. Currently provides free parking which is in short supply locally.
CG26	Garages, Yorke Road	Small site with limited potential for housing. However the current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.
CG37	Builders Yard, Barton Way	Small site with very limited access (from New Road). If access is possible from Barton Way this would be a convenient location for smaller properties relying on public transport.
CG54	Workshops to the rear of 243 Watford Road	Small plot of limited value
CG63	Garages at Sycamore Road	Tiny site with very limited potential for housing. However the current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.
CG67	Garages to the rear of Scout Hut	Small site with limited potential for housing.
CG69	Garages, Grove Crescent	These two blocks have been identified for access to the proposed Killingdown Farm development site. In the event that they are not so used, they are small sites and the current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.
RWA14	2 Canterbury Way	Not suitable as this is a back garden development. Previous applications for development have been refused.
EOS3.0	Land to the west of Copthorne Road	Totally unacceptable This is a large area where development which would fundamentally change the character of Croxley Green. Much of the site is remote from public transport and remote from the main centres of Croxley Green and Rickmansworth town centre and the neighbourhood centres. The land is currently designated as Green Belt and has been identified by Three Rivers District Council as being of high value as part of the Green Belt. This is a particularly attractive landscape area of the Chess valley, dividing Croxley Green from Rickmansworth and Chorleywood. As part of the Green Belt it provides an important separation between the settlements of Croxley Green and Rickmansworth and is part of the wider Chess Valley landscape unit. It is crossed and bounded by a number of heavily used rural footpaths.

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EOS3.1	Land adjacent to Rickmansworth School	Totally unacceptable This land is currently used by Rickmansworth School and is an essential continuation of the Green Belt from Croxleyhall woods. Currently has very poor road access and is remote from the local centres in Croxley Green. As part of the Green Belt it provides an important separation between the settlements of Croxley Green and Rickmansworth and is part of the wider Chess Valley landscape unit.
EOS3.2	Land north of Croxleyhall Woods	Totally unacceptable Not suitable as these are currently used as playing fields by Rickmansworth School and for allotment gardens. The area known as Sibley Field has been used for many years for informal recreation and is an essential continuation of the Green Belt from Croxleyhall Woods.
H11	50-52 New Road	Unacceptable This was once the site of the local blacksmiths and has been a thriving local garage business providing vehicle servicing, maintenance and testing for many years. It is an important community service and should be retained as such as long as practically possible.