

Tel: 01923 710250
Fax: 01923 896425
info@croxleygreen-pc.gov.uk
www.croxleygreen-pc.gov.uk



Community Way
Croxley Green
Rickmansworth
Hertfordshire WD3 3SU

MINUTES OF A MEETING OF THE
PLANNING AND DEVELOPMENT COMMITTEE
HELD IN THE COUNCIL CHAMBER
ON THURSDAY 2 NOVEMBER 2017 at 8.00 PM

Present: Cllr Gallagher - In the Chair Ryan Bennett – Administrative Assistant

Cllrs Baldwin, Hobbs & Wallington

In Attendance: Cllrs Cole & Montague

Voting Members: 4

PD2342/17 Apologies for Absence

Apologies were received from Cllrs Bains & Mitchell.

PD2343/17 Declarations of Interest

Members were invited to declare interests as appropriate during the course of the meeting.

PD2344/17 Representations from the Public

There were no public present at the meeting.

PD2345/17 Highways and Road Safety

The Chairman introduced this item and asked the Administrative Assistant to elaborate.

The Administrative Assistant advised that no matters regarding road safety had been formally brought to his attention.

PD2346/17 Minutes

Resolved:

- That the minutes of the meetings held on Thursday 5 October 2017 and Thursday 19 October 2017 be approved and be signed by the Chairman.

PD2347/17 Matters Arising

PD2329/17 - The Chairman asked the Administrative Assistant whether the Clerk had submitted two letters to Hertfordshire County Council (HCC) regarding the possible installation of barriers on a junction on Watford Road and the installation of a smiley face speed monitor.

The Administrative Assistant informed those present that he believed that the Clerk had not, at present, written to HCC in relation to the two items.

The Chairman gave an update on the progress of the Neighbourhood Plan. He informed members that an Environmental Report had been submitted to the external examiner and that they had commented that the Environmental Report went beyond what was required. He added that the examiner had suggested that due to the specialist nature of the documents it would be worthwhile working closely with Three Rivers District Council in order to get the documents finished.

PD2348/17 Planning Applications

In the following applications "NGFO" means No Grounds For Objection:

Erection of a 9,212 sq m (GIA) secondary school, for 1206 pupils, incorporating the erection of a two storey academic building, sports hall and facilities, playing fields, landscaping, 1,242 sq m (GIA) of temporary

accommodation (Use Class D1) together with car parking, drop-off area and associated highway works.

Land North East Of Baldwins Lane Croxley Green Hertfordshire

Ref. No: 17/2204/FUL | Received: Mon 16 Oct 2017 | Validated: Mon 16 Oct 2017 | Status: Pending Consideration

Croxley Green Parish Council Decision: See attached letter.

Change of use of three Watercress Beds to Trout Lake for food production

Cassiobury Farm And Fishery Rousebarn Lane Croxley Green Rickmansworth Hertfordshire WD3 3GG

Ref. No: 17/2147/FUL Received: Fri 06 Oct 2017 Validated: Wed 18 Oct 2017 Status: Pending Consideration

Croxley Green Parish Council Decision: CGPC supports the application but holds concerns over the suitability of the site for the sale of trout. There is no direct vehicular access to the site and this will result in customers parking on nearby streets close to Cassiobury Farm.

There have already been significant concerns raised by residents, particularly from Rousebarn Lane, of customers using their road and often parking in unsuitable locations to visit Cassiobury Farm on their open days. On multiple occasions residents have been in contact with CGPC to complain about customers being rude towards them, parking fully on pavements and blocking road junctions.

PCSO Steve Jacob was made aware of the situation and liaised with the Farm about the problems being faced by the residents of nearby streets.

These concerns must be taken into consideration.

Single storey rear extension

28 Norwich Way Croxley Green WD3 3SP

Ref. No: 17/2243/FUL Received: Mon 23 Oct 2017 Validated: Mon 23 Oct 2017 Status: Pending Consideration

Croxley Green Parish Council Decision: NGFO

PD2349/17

Recent Decisions by Three Rivers District Council

APPROVED

Application: Part single storey and part two storey rear extensions and single storey front extension
Address: 202 Baldwins Lane Croxley Green Rickmansworth
Application No: 17/1599FUL
CGPC Decision No grounds for objection, although the materials chosen should complement the existing street scene.
TRDC Decision Approved

REFUSED

Application: Conversion of detached garage to habitable accommodation
Address: 12 Gill Close Croxley Green Rickmansworth
Application No: 17/1722/FUL
CGPC Decision NGFO
TRDC Decision Refused

PD2350/17 Appeals Against Planning Decisions

The Administrative Assistant advised that there were no Appeals to note.

PD2351/17 Closure

There being no further business, the Chairman closed the meeting at 9:04pm.

David Allison
Clerk to the Council



The Council Offices
Community Way
Croxley Green, Rickmansworth
Hertfordshire WD3 3SU

Our Ref: 1074 - 620

Your Ref: 17/2204/FUL

Tel: 01923 710250
Fax: 01923 896425
Email: info@croxleygreen-pc.gov.uk
Web: <http://www.croxleygreen-pc.gov.uk>
Twitter & Facebook: @CroxleyGreenPC

7 November 2017

Matthew Roberts
Planning Officer
Three Rivers District Council
Three Rivers House
Northway
Rickmansworth
Hertfordshire
WD3 1RL

17/2204/FUL - Erection of a 9,212 sq m (GIA) secondary school, for 1206 pupils, incorporating the erection of a two storey academic building, sports hall and facilities, playing fields, landscaping, 1,242 sq m (GIA) of temporary accommodation (Use Class D1) together with car parking, drop-off area and associated highway works.

Land North East Of Baldwins Lane, Croxley Green, Hertfordshire

Thank you for consulting Croxley Green Parish Council on the proposed development. The application was considered at our Planning & Development Committee meeting which was held on 2 November 2017.

The Council is well aware of the need for additional secondary school places within the local area and **supports** the proposed development in principle. However there are some aspects of the proposed development which is causing local concern and the Parish Council wishes to see these addressed before planning permission is given.

The main concerns relate to the effect of the proposed development on local traffic and parking. There are also some other matters that we wish to bring to the attention of the District Council as the local planning authority.

Consultation and design

The Parish Council appreciates the efforts taken by the developers to consult local residents, others potentially affected by the development, and this Council. The Parish Council understands the complexity of the design brief and respects the efforts made by the developer to provide an acceptable solution to a number of major local concerns. In particular, the shape and scale of the proposed buildings, their position within the site, and the proposed landscaping, all address local concerns. The Parish Council welcomes the assurances provided by the Trust and the developers concerning community use of the facilities, and how this has been incorporated into the design.

Transport assessment and local traffic

The Parish Council notes that the proposed Metropolitan Line Extension (MLX) is currently on hold and considers that it should not be taken into account in determining the transport

and traffic impact of this application as there can be no guarantee of completion within the foreseeable future.

The Parish Council also notes that a number of other developments have been permitted within the local area that will generate considerable additional local traffic. These are identified in the Transport Assessment but some of them were permitted anticipating the completion of the MLX. The transport assessments for these permitted developments should be revised to allow for the changed circumstances with consequential impacts on the local conditions.

The Transport Assessment identifies the local bus routes but does not assess the extent to which there is spare capacity on these routes at peak times. The availability of sufficient capacity and the need for additional dedicated services should be assessed before the development is permitted.

The Transport Assessment claims the total trip generation is robust, on the basis that discounts associated with existing school trips being made by local children attending existing secondary schools, and linked trips, have not been discounted within the junction modelling assessments. This seems optimistic, as the requirement for additional secondary school places demonstrates that all the existing places at other schools will be required in addition to the new school. There can therefore be no guarantee that future allocations policies will result in shorter journeys or less travel in cars.

Road network and junction capacity

Local residents have expressed concerns about the impact of additional car journeys by staff and pupils on the congested road network in the vicinity. The Parish Council draws TRDC's attention to the existing conditions outside Rickmansworth School. There are significant delays during school terms, particularly during the morning peak, with slow moving queues extending up to half a mile (800m) or more along The Green as well as on the Watford Road in both directions.

Local residents have told the Parish Council that traffic on Baldwins Lane moves very slowly from The Green down to the Watford Road (A412) in the morning peak period (08:00 to 09:00) during school terms. The Parish Council is concerned that, in this situation, traffic will seek to divert from Baldwins Lane to "rat run" through residential streets to avoid the delays, leading to congestion and the risk of further accidents throughout Croxley Green.

The Transport Assessment identifies that the effect of committed development traffic is such that by 2024 the Baldwins Lane Roundabout will be operating at full capacity. As a result additional traffic generated by the proposed school will generate congestion and queueing on the eastbound approach on Watford Road.

The Transport Assessment also identifies that further junction assessment work is required to assess the existing operation of local junctions and the effect of school traffic on their operation. Following submission of the planning application additional traffic surveys and modelling of Baldwins Lane/ Winton Drive, Winton Approach, A412, A412 Winton Drive and Watford Road/ Ascot Road roundabout is proposed. Once the modelling has been completed the results together with potential mitigation measures are to be discussed with HCC.

The Parish Council considers that the impact on the local road network has been underestimated by modelling the effects of the proposed development at isolated junctions and the assessment should include the interaction between the different junctions and the entrance to the proposed school.

The Parish Council notes that the Transport Assessment states:

"in order to conclude the assessment in terms of the agreement of any mitigation with TRDC and HCC, further surveys will be required including additional parking and traffic surveys. The need for additional analysis is identified within this TA, and it is proposed that the scope

of any further surveys is agreed with TRDC and HCC and carried out during the planning determination period of 13 weeks from the date of validation."

Parking

Local residents have expressed concerns about the impact of additional car journeys by staff and pupils on the demand for parking at the bottom of Baldwins Lane. The Parish Council notes that the Transport Assessment (section 9.6) proposes further parking surveys to identify:

- residual parking capacity
- potential means of improving controls parking adjacent to the parade of local shops opposite the proposed school, and
- whether new controls are required to protect residential parking amenity in local streets.

The Parish Council has heard that TRDC intends to introduce a controlled parking zone (CPZ) in the vicinity of the proposed school. The Council considers that the additional parking surveys should be completed before planning permission is given, and that parking controls will be required to ensure that the needs of local businesses and residents are protected as a pre-occupation condition.

Dropping off and picking up

The Parish Council notes that the proposed design provides for pupils to be dropped from cars within the school's curtilage and is concerned that, when this facility is busy, there will be a risk of traffic backing up to Baldwins Lane and causing further congestion and delay. Traffic modelling should be carried out to demonstrate either that the proposed facilities will be adequate and sufficient to meet demand, or that there is a traffic management strategy to control the situation. The Council notes that a car park management plan (CPMP) is proposed in the Transport Assessment and considers that a proposed CPMP should be required before development consent is given, as well as a pre-occupation condition. The Parish Council draws TRDC's attention to the existing conditions outside St Joan of Arc School, Rickmansworth. There is extensive traffic congestion around the school when people collecting children after school are looking for temporary parking spaces. The Council considers that a management plan to control temporary on-street parking should be required as a pre-occupation condition.

Cinnamond Site

The Parish Council believes that the purchase of the Cinnamond site as an adjunct to the proposed development site could address a number of the issues raised by the Transport Assessment. In particular, there is an existing vehicle access off the Baldwins Lane roundabout, the site could provide a space for short term parking and for drop off and collection, reducing the traffic flows at the school entrance and reducing the number of turning movements across Baldwins Lane.

In addition, a further opportunity exists by way of considering a pedestrian tunnel under the embankment from the Cinnamond Site leading straight into the school or alternatively a dedicated footpath from the Cinnamond Site leading to Baldwins Lane adjacent to the railway bridge.

The Council suggests that the purchase of this site could proceed in parallel with the development of the school, to provide for the traffic and pedestrian requirements when the school is fully developed.

Road Safety

The Parish Council notes the accident analysis in the Transport Assessment (4.5 Personal Accident Injury Data) and that ALL the serious injuries were sustained by vulnerable road users (1 pedestrian, 3 cyclists and 2 on motor cycles). Notwithstanding the Cycle Skills Network Audit (CSNA) carried out in 2009 (Appendix C) the Parish Council wishes to see a complete reassessment of the suitability of the local road network for the anticipated pedestrian and cycle traffic and a programme of minor road improvements to ensure the safety of vulnerable road users, especially the school's pupils, as a basis for encouraging walking or cycling to school as a pre-occupation condition.

Admissions Criteria

The Parish Council wishes to see that the admission criteria prioritise the needs of local children with the aim of reducing the environmental impacts of traffic, and traffic congestion, by encouraging sustainable modes of travel (walking, cycling and public transport).

Safeguarding the landscape

The Parish Council remains of the view that the part of the site designated for playing fields is an important element in the local landscape. The use of this land for playing fields is acceptable provided the development is carried out in a sensitive manner that respects the present landscape. The objective of safeguarding the northwest portion of the site as open space is to prevent its development either for housing or by gradually expanding the school buildings to cover the whole site. The Parish Council accepts that further development for educational purposes may be required in the future, but believes the land within the Green Belt should continue to be protected for at least the foreseeable future.

Evidence by way of successful implementation elsewhere should be provided to demonstrate that the proposed wildflower treatment on the steeper slopes (1 in 3 quoted) on a southerly aspect with a chalk substrate, both on cutting and on an embankment is achievable.

Safeguarding the buildings

The Parish Council notes that there appears to be no provision for water sprinklers for fire suppression. This is not a matter of safety whilst the building is occupied as it should be relatively straightforward to evacuate the children in the event of a fire, but a concern for the safety of the building in the event of an arson attack or acts of vandalism. There have been press reports of malicious arson on school properties in other parts of the country and at least two public buildings have been burned down in Croxley Green (the railway station by suffragettes in March 1913 and the library in January 1993). The Parish Council suggests that water sprinklers for fire suppression should be included in the design before the development is approved.

I trust that the TRDC Planning Committee will consider the above carefully to ensure that the issues and concerns raised are satisfactorily addressed in arriving at its decision.

Yours sincerely,



A handwritten signature in black ink, appearing to read 'David Allison', with a long horizontal line extending to the right from the end of the signature.

David Allison
Clerk to the Council