

| No. | Consultee Details | Consultation Response |
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| 1 | Canal & River Trust | Thank you for consulting the Canal & River Trust on the Croxley Green Neighbourhood Plan 2017-2032. The Trust has no further comments to add to our original response. |
| 2 | Canal & River Trust | Thank you for you consultation on the additional information submitted as part of the Croxley Neighbourhood plan. The Canal & River Trust have no comment to make on these details. |
| 3 | Historic England | <p>I have looked back through our file for Croxley Green and I think we provided comments on the SEA/HRA assessment previously. I attach our letter again for clarity.</p> <p>Please let me know if this is sufficient.</p> <p>Thank you for your email of April 6th 2018 regarding the above consultation. As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. Therefore we welcome this opportunity to review the Screening Report for Croxley Green's Neighbourhood Plan. For the purposes of this consultation, Historic England will confine its advice to the question, "Is it (the Croxley Green Neighbourhood Plan) likely to have a significant effect on the historic environment?". Our comments are based on the information supplied with the Screening Opinion.</p> <p>The Screening Report indicates that the Council considers that the Croxley Green Neighbourhood Plan will not have any significant effects on the historic environment. This is justified on the basis that the plan does not seek to allocate any land for development, but provides the framework at a neighbourhood level for managing development on sites already allocated in the local plan, and which have been subject to the SEA process already.</p> <p>On the basis of the information supplied, and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of 'SEA' Directive], Historic England concurs with the Council that the preparation of a Strategic Environmental Assessment is not required.</p> <p>The views of the other two statutory consultation bodies should be taken into account before the overall decision on the need for an SEA is made.</p> <p>I should be pleased if you can send a copy of the determination as required by REG 11 of the Environmental Assessment of Plans and Programmes Regulations 2004.</p> <p>We should like to stress that this opinion is based on the information provided by you with your correspondence dated 6th April 2018. To avoid any doubt, this does not reflect our obligation to provide further advice on later stages of the SA/SEA process and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the plan/guidance) where we consider that, despite the SA/SEA, these would have an adverse effect upon the environment.</p> |

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| | | <p>Historic England strongly advises that the conservation and archaeological staff of the relevant local authorities are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the Historic Environment Record (HER), how the allocation, policy or proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.</p> |
| 4 | Natural England | <p>Thank you for consulting Natural England on the above development plan. Please find our advice in the attached letter.</p> <p>Planning consultation: Croxley Green Neighbourhood Plan and SAE/HRA Screening Reports</p> <p>Thank you for your consultation on the above dated 08 June 2018 which was received by Natural England on the same day.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England advises that a policy on biodiversity and the natural environment should be included within Croxley Green Neighbourhood Plan. This is to ensure that all development within the plan protects and enhances Croxley Common Moor SSSI, and in doing so, the important flora and fauna within.</p> <p><u>Croxley Common Moor SSSI</u></p> <p><i>Light and recreational issues</i></p> <p>Regarding Policy PRO2, the Proposed Croxley Danes School Site, Natural England would like to ensure that any proposals to provide additional footpaths and or any associated lighting do not have a negative impact on Croxley Common Moor SSSI or the slate sober moth. We therefore recommend that a policy in the neighbourhood plan is included to ensure the SSSI and the moth is protected from any proposed development.</p> <p>Although not a notified feature, we would like to draw attention to the fact that Croxley Common Moor SSSI is the last remaining known site for the slate sober moth in England, a species protected under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The slate sober moth is highly sensitive to artificial lighting, therefore any additional lighting around the site is a cause for concern. If artificial lighting is instated, we do not have any information as to how the moth and other invertebrates will respond. In addition, there is also a risk that cattle grazing the site will be attracted to artificial lighting resulting in the poaching of potential moth hotspots.</p> <p>Natural England welcomes the description of the botanical features of Croxley Common Moor SSSI in section 5.6 of the SEA, which includes the</p> |

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| | | <p>species Petty Whin (<i>Genista anglica</i>). A HLS agreement is in place on the SSSI for the purpose of protecting Petty Whin, which is a host and food plant for the slate sober moth, and at least two other nationally scarce invertebrates. Therefore, we suggest that the proposed footpath with associated lighting raises a very real risk of compromising the purpose and intended outcome of the agreement</p> <p>We are aware that work to restore and enhance the habitat for the slate sober moth and other nationally scarce invertebrates, has been initiated at Croxley Common Moor SSSI with the specific intention of increasing the likelihood of these species survival. We can only speculate when any species is likely to go extinct given the range of ecological variables that may be expected to come into play. However, considering that the physical evidence for the presence of the moth larvae, rather than the tiny larvae themselves must be searched for, the minutiae of scale in which the search is conducted means that the chance of overlooking the moth larvae greatly increased. It is therefore unreasonable to speculate on the likely timing of the any extinction of the species at Croxley.</p> <p>Further general advice on the protected species and other natural environment issues is provided at Annex A.</p> <p>If you have any queries relating to the advice in this letter please contact me on _____.</p> <p>Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our Discretionary Advice Service.</p> <p>Please consult us again once the information requested above, has been provided.</p> <p>Annex A Biodiversity</p> <p>This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the NPPF. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that ‘Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity’. Section 40(3) of the same Act also states that ‘conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat’.</p> |
| 5 | New Road Surgery | <p>I am grateful to have this opportunity to contribute to the consultation regarding the Croxley Green Neighbourhood Development plan. Having worked as a General Practitioner in Croxley Green for 36 years, I have seen the community grow and the demands on our limited health facilities increase exponentially. Croxley Green is served by two GP Practices, both in rather elderly premises which do not allow any further scope for</p> |

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| | | <p>enlargement. My own surgery has been enlarged twice since I have been here and we are again bursting at the seams as the number of patients we see has increased so much.</p> <p>I would urge local planners therefore to give serious consideration to where new medical facilities could be developed to meet the needs of the local population in the future. It is clear that our current GP surgery buildings are becoming increasingly inadequate, and as more and more health care is delivered in a primary care setting rather than in the hospital sector, adequate premises will need to be provided for the people of Croxley Green.</p> <p>In the past we have supported the proposed limited housing development on the Killingdown Farm site, not least because it will enable the provision of a new health centre which could be large enough to accommodate patients of both the existing Croxley practices and extend the range of services available and necessary in a modern health care setting. I think it is vital for the future health of our community therefore, as development at different sites is considered, to ensure that a new primary care medical centre is part of the plan. This really is a necessity not just a luxury.</p> |
| 6 | Transport for London – Spatial Planning | <p>Thank you for consulting Transport for London (TfL) on the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Reports. TfL provided comments on the draft Neighbourhood Plan during consultation in 2017. For reference I attach those comments. Since that time there have been changes to the status of the Metropolitan Line Extension (MLX) project. I attach the latest public statement below so that this can be taken into account alongside TfL’s previous comments on the draft Neighbourhood Plan.</p> <p>-----</p> <p>The MLX project transferred from Hertfordshire County Council to Transport for London (TfL) in 2015. After taking on the project, we undertook a detailed review to establish its true cost. This showed that the MLX could not be delivered within the current funding package of £284.4m - which includes a contribution of £49.23million from TfL - that was agreed at the time of the transfer to us. The most recent estimate (from February 2017) of the final cost of the MLX is £357.8m. This is £73.4m higher than the current funding package, and doesn’t take into account the accountability for cost risk on the project beyond that estimate.</p> <p>TfL has always been clear that it would not be able to cover these additional costs, particularly in the context of the Government's removal of our operating grant. We therefore asked the Department for Transport (DfT) and the other funding partners to consider alternative arrangements to meet the additional costs.</p> <p>Whilst the commitment from Government of funding to cover the existing gap from the Housing Infrastructure Fund was very welcome, it made no allowance for contingency to cater for further cost increases. Given the history of cost escalation on this scheme, this is a critical issue. TfL cannot accept this cost risk without access to an alternative funding source, to cover any further escalating costs.</p> <p>We recognise that the MLX has the potential to contribute to better transport</p> |

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| | | <p>connections and to sustainable growth. We have always been keen to see the MLX progress and remain open to helping the Government in finding alternative schemes that may be more affordable.</p> <p>-----</p> <p>The planning direction will remain but the Compulsory Purchase Order (CPO) powers under the Transport and Works Act Order (TWAO) will lapse in August 2018. TfL has spoken to the relevant local authorities. It is understood that they are considering whether to pursue a formal safeguarding direction for land required to deliver the MLX as well as alternative schemes to the MLX project which could deliver similar outcomes.</p> <p>I trust this update is helpful</p> |
| 7 | Transport for London – Commercial Development | <p>Thank you for consulting TfL Commercial Development (TfL CD) on the Croxley Green Neighbourhood Plan. Please note that the following comments represent the views of TfL CD acting in its capacity as a landowner and do not form part of a wider TfL statutory response. Our colleagues in TfL Spatial Planning may provide a separate response, in respect of TfL-wide operational and land-use planning / transport policy matters, as part of their statutory duties.</p> <p>TfL CD Objectives</p> <p>TfL CD aims to deliver new homes and jobs on TfL land, including land outside of London, to address housing needs and generate revenue to support transport infrastructure in and around London. To meet these objectives, TfL CD has identified Croxley station as having the potential to accommodate a residential led development. Excellent place making and ‘good growth by design’ are at the core of our development projects which we expect to respect and enhance the character of Neighbourhood Plan areas. Our comments are set out below with respect to the proposed policies within this draft Neighbourhood Plan (NP).</p> <p>Policy PRO3: Croxley station (P 56)</p> <p>It is welcome that the NP aims to ensure that the <i>“mixed use redevelopment of the site includes more than just the Three Rivers District Council Housing Allocation of twenty five dwellings”</i>. TfL CD supports the objective of optimising development on this highly accessible and sustainable site. The policy states that any development at the station <i>“will also include community and commercial”</i> uses. TfL CD are unable to support the use of this site for community facilities. The operational and engineering challenges of developing sites that are on or adjacent operational transport infrastructure places great pressure on the viability and deliverability of such development projects. In addition to CIL, S106 financial contributions and affordable housing provision, a community facility is unlikely to be viable. Further to this, as a public land owner, TfL is required to achieve best value for the site and we are not convinced that the partial community use proposed in the NP would achieve this.</p> <p>We would be likely to promote a mixed-use scheme including commercial elements to enhance job opportunities and good placemaking.</p> <p>The document states <i>“there is a need to include at least 100 spaces for</i></p> |

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| | | <p><i>commuter parking</i>". This should be deleted. Decisions on future car parking provision for passengers across the network will be taken by TfL based on a combination of operational considerations, forecast need and usage, and relevant transport and planning policies. TfL will endeavour to consult locally where appropriate.</p> <p>Given the high level of public transport accessibility at Croxley station, the NP should support limited parking provision for new residential development.</p> |
| 8 | Transport for London – Commercial Development | <p>Thank you for consulting TfL Commercial Development (TfL CD) on the Croxley Green Neighbourhood Plan. Please note that the following comments represent the views of TfL CD acting in its capacity as a landowner and do not form part of a wider TfL statutory response. Our colleagues in TfL Spatial Planning may provide a separate response, in respect of TfL-wide operational and land-use planning / transport policy matters, as part of their statutory duties.</p> <p>TfL CD Objectives</p> <p>TfL CD aims to deliver new homes and jobs on TfL land, including land outside of London, to address housing needs and generate revenue to support transport infrastructure in and around London. To meet these objectives, TfL CD has identified Croxley station as having the potential to accommodate a residential led development. Excellent place making and 'good growth by design' are at the core of our development projects which we expect to respect and enhance the character of Neighbourhood Plan areas. Our comments are set out below with respect to the proposed policies within this draft Neighbourhood Plan (NP).</p> <p>Policy PRO3: Croxley station (P 56)</p> <p>It is welcome that the NP aims to ensure that the <i>"mixed use redevelopment of the site includes more than just the Three Rivers District Council Housing Allocation of twenty five dwellings"</i>. TfL CD supports the objective of optimising development on this highly accessible and sustainable site.</p> |

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| | | <p>The policy states that any development at the station “<i>will also include community and commercial</i>” uses. TfL CD are unable to support the use of this site for community facilities. The operational and engineering challenges of developing sites that are on or adjacent operational transport infrastructure places great pressure on the viability and deliverability of such development projects. In addition to CIL, S106 financial contributions and affordable housing provision, a community facility is unlikely to be viable. Further to this, as a public land owner, TfL is required to achieve best value for the site and we are not convinced that the partial community use proposed in the NP would achieve this.</p> <p>We would be likely to promote a mixed-use scheme including commercial elements to enhance job opportunities and good placemaking.</p> <p>The document states “<i>there is a need to include at least 100 spaces for commuter parking</i>”. This should be deleted. Decisions on future car parking provision for passengers across the network will be taken by TfL based on a combination of operational considerations, forecast need and usage, and relevant transport and planning policies. TfL will endeavour to consult locally where appropriate.</p> <p>Given the high level of public transport accessibility at Croxley station, the NP should support limited parking provision for new residential development.</p> |
| 9 | CDA Herts | <p><u>Consultation response to the proposed Neighbourhood Plan for Croxley Green, submitted by CDA Herts 27/06/18</u></p> <p>CDA Herts is an independent charity operating in Hertfordshire (www.cdaherts.org.uk), working in partnership with communities and local authorities, assessing housing need and supporting the provision of affordable housing.</p> <p>We write in support of the Croxley Green Neighbourhood Plan policy HO1 as far as it relates to the provision of affordable housing within the plan area. The lack of availability of affordable housing remains a critical issue throughout Hertfordshire. As the neighbourhood plan sets out, the provision of homes that are available for social or affordable rent in the plan area has steadily declined in recent years without being adequately replaced. The provision of affordable rented properties for the area, appropriate for those in need, should as suggested in the plan, be prioritised.</p> |

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| | | <p>As the plan does not suggest an affordable home provision percentage for new development, we assume that as a minimum, the Three Rivers proportions for affordable housing as expressed in policy CP4 of the Local Development Framework Core Strategy, 2011 are applicable.</p> <p>In general we view policy HO1 as a positive step to begin to address the challenges of providing affordable housing within the plan area.</p> |
| 10 | CPRE Hertfordshire | <p>Further to your email of 8 June 2018 to our national charity, forwarded to CPRE Herts, we have not carried out a review of the SEA, but simply wish to point out the attached recent ECJ judgment about the screening of likely impacts on European designated sites, and in particular paragraphs 23 to 41.</p> |
| 11 | Hertfordshire County Council – Environment and Infrastructure | <p>Please find attached a response to the above consultation on behalf of the Environment & Infrastructure Department at Hertfordshire County Council (HCC).</p> <p>Response to the SEA, HRA and Additional Croxley Green Neighbourhood Plan Consultation</p> <p>Thank you for the opportunity to respond to the above consultation. This letter relates to the services of the Environment & Infrastructure Department, which also incorporates other services provided by the county council where relevant.</p> <p>The county council has the following comments to make in relation to ‘Landscape’ and ‘Transport Planning.’</p> <p>Landscape</p> <p>The following comments are given in line with the following strategic priorities as set out in the National Planning Policy Framework (NPPF):</p> <ul style="list-style-type: none"> • Good landscape design (NPPF para. 58) • Protection and enhancement of valued landscapes (NPPF para. 109) • Creation, protection, enhancement and management of Green Infrastructure networks (NPPF para. 114) • Protection of areas of tranquillity that are prized for their recreational and amenity value (for this reason) (NPPF para. 123) • Protection of local amenity and intrinsically dark skies (NPPF para. 125) <p>Local Character (Chapter 4 Designation of Character Areas)</p> <p>The principle of a character based approach to help guide decision making is fully supported, and is compliant with the NPPF (para. 58) that states that policies for the future of an area should be based on an understanding and evaluation of its defining characteristics, and aim to ensure that developments respond to local character.</p> <p>Planning Practice Guidance (PPG) goes on to state that ‘Landscape Character Assessment is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it sense of place.’</p> |

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| | <p>Natural England has produced industry best practice guidance¹ for carrying out landscape character assessment, and is aimed at community groups.</p> <p>The Croxley Green NP identifies both urban and rural character areas, however it is not stated what methodology has been used to identify them, or how the rural character areas relate to the existing local level character assessment 'Hertfordshire Landscape Character Assessment, Evaluation and Strategy and Guidelines for Managing Change.'² This assessment already identifies local level rural character areas. It was carried in line with industry best practice guidance, and has been embedded within Local Plan policy across the County.</p> <p>The Croxley Green NP does not make any reference to the existing landscape character assessment, or set out any justification for the need to develop an additional layer of character areas, which adds a further layer of complexity for decision makers. In addition there is concern that the proposed character areas do not respect the boundaries of the existing landscape character areas (the national, regional and local level character area boundaries should tessellate), and are clipped to the NP boundary line (landscape character is not defined by political boundaries).</p> <p><u>Development Management Policies</u> <u>Green Infrastructure</u></p> <p>It is considered that whilst the intention to protect and conserve landscape character and important open spaces and landscape features is fully supported, there is concern that there also needs to be consideration for how change can be mitigated and deliver positive enhancements.</p> <p>A neighbourhood level Green Infrastructure Strategy could help pull all of these key elements together and provide a framework that identifies opportunities for focusing improvements.</p> <p>The principle of green infrastructure (GI), encouraging multiple benefits from the use of urban/rural land, is at the core of the NPPF and the delivery of sustainable development.</p> <p>There is an opportunity to emphasise the holistic definition of GI that is the network of natural and semi natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities.³ And the key principles of GI that are to create locally distinct and high quality places, be multifunctional, provide connectivity for people and wildlife, and deliver multiple environmental, social and economic benefits</p> <p>(e.g. improved health and wellbeing/security, biodiversity and ecosystem services, and effective natural resource management such as air/water/soil regulation).</p> <p>The Hertfordshire Green Infrastructure Strategies set out the strategy for GI at a regional and district level. At a neighbourhood planning level, communities can carry out a GI Audit to map and describe existing GI</p> |
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¹ An Approach to Landscape Character Assessment, October 2014.

² The Landscape Partnership, October 2011.

³ Green Infrastructure An Integrated Approach to land use, Landscape Institute Position Statement

features within the NP area, evaluate the functional benefits of those features, and to identify opportunities for improving existing GI and providing new GI. For example in the Croxley Green NP area this could inform streetscape enhancements, tree strategies, and open space provision.

Landscapes of Local Value

The NP makes several references to locally important opens spaces, it is therefore highlighted that the NPPF makes provisions for the valuing and designation of local spaces as follows:

NPPF (para. 113) promotes that policies should be set, against which proposals for development in or affecting landscape areas will be judged. Distinctions should be made between the hierarchy of national and locally designated sites.

NPPF (para. 76) goes on to state that 'local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances....'

With regards to the assessment of value, The 'Guidelines for Landscape and Visual Impact Assessment Third edition, Landscape Institute and Institute of Environmental management and Assessment, 2013.' (GLVIA3) set out the current industry good practice guidance for assessing 'landscape value' and would help evidence the identification of important urban and rural spaces.

Strategic Environmental Assessment Screening Report

The assessment of landscape refers to Natural England's National Character Areas. However, it does not refer to the local landscape character areas as identified in the 'Hertfordshire Landscape Character Assessment, Evaluation and Strategy and Guidelines for Managing Change,'⁴ and are the most appropriate level of assessment for the purposes of neighbourhood planning and the Screening Report (as referred to by Natural England in their consultation response letter ref. 243388).

Transport Planning/Highways

Policy HO8: Connections to Existing Footpaths and Cycle Ways in New Developments

It is not clear why a threshold of 10 dwellings has been chosen. For example, five dwellings can sometimes be seen as having a similar occupancy as 10 flats. The provision of facilities for pedestrians and cyclists is something which should be encouraged and is compatible with the county council's recently adopted Local Transport Plan 4 (LTP4). Facilities can take many forms in addition to connectivity such as ensuring secure and appropriate cycle parking.

Paragraph 5.6: Transport, Road Safety and Parking

With regard to the first objective in paragraph 5.6. Policy 1 of the LTP identifies a hierarchy of considerations when designing and developing transport strategies,

AIM PRO6: Metropolitan Line Extension and Surplus Land

⁴ The Landscape Partnership, October 2011.

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| | | <p>There is currently uncertainty regarding the Metropolitan Line Extension (MLX) project and whether or not it will progress. In the event it progresses and there is any surplus land, potential transportation related uses will need to be considered before any other uses.</p> <p><u>Paragraph 5.10.2</u> The reiteration in paragraph 5.10.2 that it is the responsibility of the owner whose property abuts a footpath/right of way to ensure that foliage does not restrict a right of way is welcomed. However, it should be noted that hedge trimming can only take place at certain times of the year, outside of the bird nesting season.</p> |
| 12 | Highways England | <p>Thank you for your letter dated 8 June 2018, inviting Highways England to comment on the above consultation and indicating that a response was required by Friday 20 July 2018.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and, as such, Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case particularly the M25 J17 and J18.</p> <p>Having examined the additional Croxley Green Neighbourhood Development Plan Consultation, we are satisfied that its policies will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32). Accordingly, Highways England does not offer any comments on the consultation.</p> <p>Thank you again for consulting with Highways England and please continue to consult us via our inbox</p> |