

Summary of Responses Submitted to the Independent Examiner 2017		
Person/Body	No. of Representations	Summary of Main Issues
The Canal & River Trust	2	Both responses confirmed that the Trust have no further comments to add to their original representation or on the details of the HRA and SEA.
Historic England	1	Historic England concluded that the preparation of an SEA is not required (based upon the basis of information supplied and in the context of criteria set out in Schedule 1 of the Environmental Assessment Regulations).
Natural England	1	Natural England advised that a policy on biodiversity and the natural environment should be included within the CGNP, to ensure that all development protects and enhances Croxley Common Moor SSSI. Particular emphasis was placed upon the presence of the slate sober moth in the Croxley Common Moor SSSI. Natural England advised that in regards to Policy PRO2, it should be ensured that proposals to provide additional footpaths and/or associated artificial lighting do not negatively impact the SSSI and the moth.
New Road Surgery	1	The response highlighted a growing demand for the health facilities in Croxley Green. The representation highlighted New Road Surgery's past support for development of the Killingdown Farm site, due to the provision of a new health centre as part of the development. It was stated that there is a vital need to ensure that the provision of a new primary care medical centre is included in the Plan.
Transport for London – Spatial Planning	1	Reference was made to TfL's earlier response submitted as part of the April 2017 consultation. The most recent public statement on the status of the Metropolitan Line Extension was submitted.
Transport for London – Commercial Development	2	<p>The same written response was submitted twice to this consultation, with the addition of a signature and changes to formatting in the 'updated' response.</p> <p>The response identified Croxley Station as having potential to accommodate residential development. The representation made comments on Policy PRO3 of the Plan. TfL Commercial Development supported the objective of optimising the density of development at Croxley Station but do not support the use of the site for community facilities. A mixed-use scheme including commercial elements is encouraged.</p> <p>The reference to a need for 'at least 100 spaces for commuter parking' in Policy PRO3 is advised to be deleted; it is stated that decisions on future car parking provision will be made by TfL. TfL comment that limited car parking provision for new residential development should be supported in the Plan.</p>
CDA Herts	1	Support is given for Policy HO1 in relation to the provision of affordable housing in the Neighbourhood Area. CDA Herts suggest that as a minimum, the

		percentage of affordable housing provision should be as stated in Policy CP4 of the Three Rivers Core Strategy (adopted 2011). The lack of availability of affordable housing is highlighted as a critical issue in the representation.
CPRE Hertfordshire	1	CPRE Hertfordshire did not review the SEA but highlighted a recent ECJ judgement relating to the screening of likely impacts on European designated sites (Appendix 1 – ECJ on HRA Screening May 2018).
Hertfordshire County Council (HCC) – Environment and Infrastructure	1	<p>Comments were made in relation to ‘Landscape’, in line with the strategic policies set out in the NPPF. It was stated that the CGNP does not reference to the existing landscape character assessment carried out by HCC and does not justify the need to develop an additional layer of character areas. Concern that the proposed character areas do not respect the boundaries of the existing landscape character areas was highlighted. The representation highlights the positive aspects of a neighbourhood-level Green Infrastructure Strategy and highlights the Plan’s reference to locally important open spaces.</p> <p>The representation makes specific reference to the SEA Screening Report; the comment is made that the assessment of landscape 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’.</p> <p>Comments are made in relation to ‘Transport Planning’, with reference to HCC’s Local Transport Plan (LTP4). In relation to Policy HO8, it is stated that the reasoning for the selection of a 10 dwelling threshold for the provision of facilities for pedestrians and cyclists is unclear. However, the encouragement of such facilities is encouraged. Uncertainty surrounding the Metropolitan Line Extension is highlighted.</p>
Highways England	1	<p>Highways England submitted a very similar response to the Regulation 16 2017 consultation.</p> <p>The response states that Highways England is satisfied that the policies in the CGNP will not materially affect the safety, reliability and/or operation of the strategic road network. No further comments were offered on the consultation.</p>