

3 Sept 2026 - Dr Sheryl Porter addressing the Public Enquiry at Rickmanworth re the 600 homes application in the fields by Little Green Lane and Rousebarn Lane

Thank you for allowing me to voice my concerns today.

I live at the end of Durrants Drive, immediately opposite the field of concern. I have lived in Durrants Drive for 14 years.

I am genuinely horrified that this completely inappropriate application is being brought forward again and this time with less resistance from Three Rivers council.

I spoke at the last round of application and voiced the inadequacy of the local road system to allow for this development to go ahead.

I spoke about the fact that with cars parked on the road in Durrants Drive and Links Way, that both of these roads operate as single track roads, with cars having to take turns to progress along the road, pulling in at gaps between parked cars to allow cars travelling the opposite way to pass.

This is already frustrating and absurd and becomes completely silly during busy times.

On bin day, bin trucks fully obstruct Durrants Drive.

Adding any volume of vehicles to the current road system would be beyond frustrating for current and any incoming residents.

In the morning, school and work run, traffic on Baldwins Lane queues back to the parade of shops at the top of Baldwins Lane. Vehicles attempting to exit Durrants Drive and Links Way already have a difficult time joining Baldwins Lane.

As a local vet, I have call outs to clients in Baldwins Lane where vehicles don't tend to park on the road. These homes benefit from wide pavements and wide grassy verges. The residents use the pavements where wide enough and grass verges when vehicles visiting their home exceed their driveway capacity.

When the vehicles visiting their home exceed capacity on the grass verges and pavements visitors to their homes park in Durrants Drive and Sherbourne way. So the very clear impact of a narrow road like Baldwin's Lane being a main road is that the resident's vehicles overspill onto the local roads.

Links Way does not benefit from wide pavements and grassy verges.

Durrants Drive does not benefit from wide pavements and grassy verges. One section of the road benefits from a generous grassy area but the grassy area is on the inside of the pathway and therefore does not act like the grassy verges on Baldwins Lane.

The only way to make Durrants Drive and Links way work as access roads to a large 600 home development would be to stop cars from parking on those roads.

There is no space to mark up cycling lanes on Durrants and Links Way. Even if parking on those roads was fully suspended there would still not be space to mark up cycling lanes.

My family have always been regular cyclists, and even bad weather cyclists - but most people are not regular cyclists and certainly not bad weather or commuting cyclists. I do not believe that any amount of cycle lane creation is going to change that. Additionally, there simply isn't the space to create cycle lanes so this is a moot point and it is therefore confusing why cycle lanes are even being talked about.

If cars cannot be parked in Durrants Drive and Links Way, once driveway capacity is exceeded, and please keep in mind that not all of the homes have driveways, then residents will be trying to park their cars in the neighbouring roads.

I run my veterinary practice from my home residence. There are other home businesses along Durrants Drive. Our clients need somewhere to park.

Family and friends visiting need somewhere to park.

The number of cars parked on Durrants Drive drastically exceeds the number of parking bays proposed by building parking bays into the wide green verge sections of Durrants Drive.

My family and I have counted homes with driveways along Durrants Drive and Links Way. We have also done multiple counts of cars parked in the road at different times of day. We also looked at whether people with driveways are using their driveways or whether they are parking their cars in the road despite driveway space being available.

Give car numbers - refer to the sheet

Other than two obvious instances, we found that people are using their driveways. The Baldwins end of both roads are always clearer of cars as the homes are larger and almost exclusively semi detached and lots of people have opted for London style parking solutions where all of the ground in front of the home has been turned into a driveway with no fence or brick wall to limit access to the driveway.

At the Little Green Lane end of both roads, the numbers of cars parked on the road are far higher. The homes up this end of both roads are a mixture of semi detached and smaller terrace homes. The space for driveways is less or there isn't space for a driveway but the families still have vehicles. In fact, in both roads on the Little Green Lane end, there are more vans and industrial vehicles and these are parked on the road.

Appearance photos - the removal of on road parking would necessitate garden fronts to fully become driveways.

This would not be an attractive change and very much not in the character of the appearance of Croxley Green.

I am not here to voice preferences and objections. I am here as a resident who lives on one of the roads assigned to do more than it was ever designed to do, to urge for the basic facts of the infrastructure to be realistically looked at and for a light to be shone on pretences that the number of cars already part of the lives of the residents on these roads can be negated and to highlight the terrible plans to damage the community by making it near to impossible for families to have friends and family to visit or for local home businesses to be accessed.

The plans, if approved, will strip this area of the qualities that make it a lovely place to live.

Currently we have space to move and to lead our lives in a way that is largely low stress and convenient. People can have a mixed front garden, where most is driveway but some is garden, this makes the area look appealing. It feels pretty mentally healthy.

There are already congestion high points each working day, and lots of turn taking to get up and down Durrants Drive and Links Way. We definitely don't want to increase the pressure on roads to make the congestion points worse.

One short add on regarding biodiversity of the field. As residents living opposite the field we see the comings and goings of wildlife. Canadian Geese by the thousands use the field every year after harvest. The field is clearly part of their migration journey and they know to come back each year.

We see Muntjac in the field fairly regularly over the year.

Badgers are spotted in the hedgerow.

This field is a valuable site to wild animals.

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Durrants Drive

Aug, Sept 2026

32
~~cars~~ cars
on road

18-19 cars
on the road

Total: 50/51

Baldwins Lane

Links Way

45 cars
on road

16 cars on road

Total: 61

TOTAL FOR BOTH RDS: 111/112

Little Green Lane





DURRANTS DRIVE