

Barry Grant - Croxley Green Residents' Association

I'm new to this but I assume the norm for a planning inquiry is that an appellant and local authority lock horns on local authority objections for refusing an application. Those objections have been withdrawn. Is the purpose of this Inquiry to recommend planning permission subject to a raft of conditions?

If so could this have been resolved outside of a public inquiry?

---

I know there are others who will follow me and address Green Belt issues but it's bizarre that residents here are alone in disagreeing both the appellant and the Council on this. Residents consider the site fulfills *the fundamental aim of Green Belt in preventing urban sprawl by keeping land permanently open*. I refer to the local resident petition presented to this Inquiry that was initiated on Sunday evening and has received over 1700 signatures.

We're looking at a development that sticks a large finger up the middle of a "quite obvious" Green Belt site. - a protruding extension of built-up urban space stretching out from the clear boundary of settlement which is the narrow hedgerow lined Little Green Lane into the open countryside. When assessing Green Belt land, we note that planning guidance dictates that if developing a site creates or extends an incongruous "finger" into protected areas, it strongly conflicts with the purpose of checking urban sprawl.

Once this "valued landscape" of a Green Belt site is lost - it is lost forever. This is an everyday landscape that matters to this local community – it's bordered by stunning country lanes and provides access to beautiful, woodland and parkland; it's crossed via the nationally renowned Croxley Green Boundary Walk and is a place that has stunning views across wonderful countryside and is rich with nature.

---

We want to highlight Traffic and transport issues that have been raised by a number of residents. The Residents' Association seeks clarification of the conditions that will be applied should this appeal be successful.

---

This development will see around a 12% increase in homes in Croxley Green and to make it sustainable it depends on a 15% reduction in single occupancy car travel.

Residents in Croxley Green are already highly reliant on private vehicles due to limited access to local services and facilities by other modes of transport. They want to know what is being planned for them if this development goes ahead and how it may adversely impact their lives.

The appellant's case for not providing off-site highway capacity improvements, the absence of which will create more road congestion, rests on achieving a 15% reduction in single-occupancy car travel through a Travel Plan.

- We note that the appellants transport analysis identifies junctions with Baldwin's Lane at Manor Way; Durrants Drive; Links Way and Winton Drive as already operating close to capacity and that traffic generated by the development will have a significant impact at these junctions.

So, in relation to travel plans, traffic, parking and safety and the potential for chaos on our road network residents are concerned about the practical impact of the following issues:

---

Clearly, development on this site will have such a significant impact on the whole of Croxley Green that, in order for it to be viable, there is an urgent need to reduce multiple road junction congestion (and therefore reduce car use). This requires extensive planning for cycling and cycle lanes free of parked vehicles which, for cycling safety reasons, Herts County Council confirmed a 20mph zone will need to cover a wider area, extending into the adjoining residential area to the west - that is, not only Durrants Ward, but the whole of Croxley Green (not the A412).

- If the 20mph Croxley wide zone is to be the consequence of permitting this development can the appellant provide an indication of what type of traffic calming and off road parking measures may also be required throughout residential roads in Croxley Green and how will this be funded?

- The safety case - and the case for giving confidence to on-road cyclists in dedicated cycle lanes - depends on Links Way and Durrants Drive operating at 20mph with no or restricted roadside vehicle parking. This was specifically raised by Active Travel England in its consultation response. How will this be achieved and enforced?

"By the way - did anyone cycle to this meeting?" Did a bit of rain put you off?

Where will residents of Links Way and Durrants Drive (and their visitors and tradespeople) park and what impact will this have on those who park in adjoining and neighbouring roads?

In the vicinity of its junction with Baldwin's Lane - how will Links Way be kept clear of parking for school pick ups from Croxley Danes School?

- We don't recall any reference being made to vehicular access to and from the proposed site to Baldwin's Lane junction with Manor Way via Little Green Lane / Lincoln Drive / Rochester Way / Kenilworth Drive. This will be a preferred route for drivers seeking to journey to and from the site

to the north and west (incl. the Sarratt Road, M25 /M1 etc.) but at two key times of the day this route is subject to the Little Green Lane school run and will shortly be joined by the staggered run to and from the new Breakspear SEND school at Manor Way. We don't think this risk been assessed. Have any mitigating measures been put forward by the appellant?

I'd urge the Inspector to undertake a site visits near our schools on the morning and afternoons of school days!

- We understand Road Traffic Orders will be required to make the necessary, significant changes and that RTO applications require prior public consultation. Will a decision on permitting this development wait until this democratic process has been completed or will successful Road Traffic Order applications be a condition if this development is approved?

- We note the financial contribution towards a bus service covering the site.

- At what stage of occupation of homes will the 5 year bus provision period commence?
- What is the estimated time period for completion of all new homes on the site?
- What happens at the end of the 5 year funding of the bus provision?

---

- Finally, we refer to Herts County Council's Travel Plan Guidance which states *at Paragraph 6.1:*

"In the event a Travel Plan is failing to achieve its objectives, remedial measures should be implemented to address the shortcomings. Appropriate remedial action will depend on the nature, scale and severity of the impacts if targets are not met."

*Paragraphs 6.5 and 6.7 states* that remedial measures should be written into the planning obligation that secures the Travel Plan, and that enforcement action may be required for up to ten years if targets are not met.

At 7.19 of The Travel Plan it's stated that its objectives will be reviewed by the Travel Plan Co-ordinator? on an annual basis, the survey results summarised and then discussed with the local highway authority.

What will happen then?

What measures will be undertaken to ensure Travel Plan requirements perform their intended functions and how will they be funded?

What remedies will be offered if these measures do not perform their intended functions, say vehicle percentage use increases, and how will they be funded?

That's a fair few questions, the answers to which will provide clarification to residents of the significant travel related alterations that will be needed to make this development viable.