

For the Attention of the Planning Committee at Enfield Council.

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13<sup>th</sup> August 2021.

SUBJECT: DRAFT LOCAL PLAN -SITE SA45 – LAND BETWEEN CAMLET WAY AND CRESCENT WEST, HADLEY WOOD.

To whom it may concern.

I am compelled to write on behalf of my family to express our astonishment and objection to the Council Proposal to allow a new dense housing project on what is currently green belt land close to our family home.

We moved into Hadley Wood nearly twenty years ago and my family is a member of the Hadley Wood Association and the Hadley Wood Tennis Club. We left the London Borough of Islington in search of a low-density housing area of family homes only within walking distance to significant common land/open spaces protected by the Green Belt designation.

I believe that Enfield Council has acknowledged a climate emergency. Most other local council authorities have also indicated that they are certain that we face irreparable changes for the worse to our country unless we make strident efforts to protect nature now and to reverse or minimise the impact of our modern way of life.

Given that Enfield has the advantage over many rural and depressed areas of being within the Greater London area, this means that all new housing can command high prices across the Borough. Now is the time to identify all the Brownfield sites in the area and seek private partnerships to build significant houses in areas which have the advantage of being urban and therefore have significant bus routes and main road access already, together with being close to schools, hospitals. Many of the Brownfield sites are desperately in need of regeneration which will in turn increase Council revenue.

Enfield Council should be operating a moratorium on all development of Green Belt sites until this has been explored. The Council cannot now take the decision to reduce even further green belt areas within its borders. This land once gone cannot be recreated and generations to come will see our wholesale selfishness in reducing it because it was a cheap option, as being to the detriment of the whole population.

There are vast areas in Enfield which desperately need to be redesigned. Enfield Town Centre has a revolting and dark shopping centre which is half a century out of date. There is no reason why it cannot be completely reconfigured [just like the back of Kings Cross] to provide high density housing with some attractive looking retail/entertainment spaces. This would all be walking distance to Enfield Town Railway Station and would be in an area currently enjoying dozens of bus route options. The A10 has multiple buildings in dilapidated or derelict condition which could be replaced with this much needed housing for those who currently already live and work there.

There are absolutely no exceptional circumstances to release this Green Belt for Development. The only driving force for developing it lies with the fact that it would be cheap to ruin it, no removal of old property would be needed. It is an opportunistic attempt to profit without improving the area in any way shape or form, or creating in the Borough sustainable development.

What is the point of designating the area as fit for conservation status in parts and recognising that the area has a special landscape and historic character which much of the rest of the Borough has lost, unless it is to try to protect it.

The local agricultural lease runs beyond 5 years and this means that before it comes to an end a plethora of additional Brownfield sites will be available for development in the Borough.

The site is not at all sustainable. There is no non-selective secondary school within walking distance and there is just one small bus to enable the elderly to get to Barnet High Street and back. 160 houses will mean probably over 320 additional cars. Nearly all of them will not be electric and all will be used to access supermarkets for their family needs either in Potters Bar or Barnet. No benefit will flow to any business in the Borough of Enfield. As a result of the development in Trent Park [not sustainable, none of the houses or flats have access to solar panels or non-fossil fuel alternatives] no one in Hadley Wood uses the shops in Cockfosters.

The Hadley Wood train service is designed to get commuters into and out of central London. It costs about £15 per day for most. There are no local jobs for any of the residents in the proposed development and no one with reduced/modest income stream will be able to afford to use the service to get them to Moorgate. None of the stations until Finsbury Park are actually near any significant employment sites. There is no need for any assisted housing for public servants because we have no amenities here that employ them aside from one small primary school which has no difficulty in recruiting staff.

To allow this development is inconsistent with any assertion by the Council that it is seeking to address and or reduce the carbon footprint of the Borough. The development would destroy 11 hectares of increasingly rare rough grazing and wildlife habitat and would remove the impetus for developers to invest in Brownfield redevelopment.