
Response to Enfield's Draft Local Plan.

Thank you for the opportunity to respond to this important consultation.

I have lived in Hadley Road for 21 years. I value all the green spaces on and around Hadley Road, I was drawn to the locality as it is surrounded by Green Belt, which protects the special character of the area. I therefore object to the proposed site allocation, which would allow development on Enfield's Green Belt land.

The issues raised within Enfield's Consultation are wide and contentious all of which in some form deserve objection. Herein are my comments and objections relating to Enfield's Local Plan:-

My main objection is to building on the Green belt:-

[\(Policy SP PL 10, pages 80-87, and Figure 3.11\)](#)

[\(Policy SP PL9, pages 77-80 and Concept Plan Figure 3.10\)](#)

[\(SA45: Land Between Camlet Way and Crescent Way, Hadley Wood, page 364\);](#)

[\(SA54, page 374\);](#)

Whilst I support housing development and support the ambition to meet Enfield's housing needs, I strongly object to the proposal to release Green Belt for housing or other purposes. I believe that there are alternatives available to meet housing targets and that the Green Belt is a precious resource that should be protected and preserved for future generations.

Enfield's ambitious housing targets can be accommodated on previously built land [brownfield]. I refer you to the report, *Space to Build, Enfield* which was recently published by CPRE-London, Enfield RoadWatch and The Enfield Society. It provides evidence of sites for at least 37,000 homes, mostly in areas that need regeneration and would benefit from public transport and other infrastructure upgrades.

The Green Belt is too valuable to lose for all the many environmental, ecological, economic, public health and other reasons that have been identified. The Council has a duty of care for the Green Belt, in accordance with the London Plan and the NPPF, and any intentions to release parts of it should be taken out of the local plan.

Whilst good growth and development is welcomed, amenities and infrastructure would require significant investment and improvement to accommodate a meaningful increase in the number of residents. Given the extent of the development that is underway around Enfield's greenbelt, there is already a lack of schools, healthcare, shopping and leisure facilities, local public transport is poor and drainage/sewers inadequate. It is a car-dependent location, and key roads operate at over 100% of capacity.

The Green Belt must be protected and conserved in North West Enfield where it serves vital purposes including separation from Barnet and Potters Bar, helping air quality in the borough and biodiversity. It cannot be right to plan to destroy this Green Belt, directly contrary to all green and climate change policies. We should be protecting and conserving our remaining green spaces now and for future generations.

The land under threat is unique it is part of the established green belt in a single Area of Special Character across three boroughs and in the middle of a green corridor from Barnet through to the farms north and east of Hadley Road, providing visual harmony for many walkers and cyclists. They are the setting for two Conservation Areas and their loss to a housing estate would greatly harm the heritage value of the surrounding areas. **NO GREEN BELT SITES SHOULD BE CONSIDERED FOR RELEASE. GROWTH CAN BE ACCOMMODATED ON PREVIOUSLY DEVELOPED LAND/ BROWNFIELD.** Enfield RoadWatch and CPRE-London have compiled a comprehensive register of brownfield opportunities of all types and sizes which shows sufficient sites for housing and infrastructure during the plan period and beyond.

The A10 Retail Parks and Southbury area should be masterplanned before piecemeal development picks away at the prime sites. With increased train service, this area could provide a new mixed-use community of many more homes than Meridian Water.

Enfield's Strategic Industrial Locations [SIL] need to be masterplanned so that areas closest to public transport can be released for mixed use development, while other areas can be intensified through stacking or better land-use, with no loss of employment.

The Council should explore the development opportunities offered by possible increased service on the Liverpool Street – Cheshunt line, which would allow some development and improvements on suitable sites at

Southbury and Turkey Street Stations, in addition to Edmonton Green. It should also explore the possibility of reinstating the Carterhatch Lane Station on this line between Southbury and Turkey Street, to permit some development in that area.

The Local Plan revision should not be used as a reason to release Green Belt. It is unnecessary.

There is undoubtedly a need to contribute to the accommodation of Enfield's growing population. However, these options need to be combined with creative master planning of several large sites, including the Southbury/A10 corridor, Brimsdown and Edmonton Green and its surrounds, and more estate regeneration, all in conjunction with transportation upgrades. All these solutions together will not only provide good homes for the borough's residents but will create new vibrant communities and improvements in deprived areas.

Industry should not be moved into the Green Belt. Additional employment space can be achieved by mixed-use development and intensification of existing industrial sites.

The importance of open and blue spaces cannot be judged by their quality, accessibility or size. Open spaces serve a wide variety of purposes. In addition to the traditional five purposes of the Green Belt, a long list of environmental, economic and social benefits have now been identified including:

- Creating a sense-of-place and facilitating community cohesion;
- Increasing physical activity for adults and children;
- Adapting to climate change through CO2 absorption, shading or flood alleviation;
- Improving mental health;
- Creating more attractive places to work, live and visit;
- Encouraging active transport like walking and cycling;
- Improving air quality.

Therefore, open spaces, including Green Belt sites, which may appear inaccessible or of low quality, are in fact serving very important functions. For these reasons, all our Green Belt sites should be preserved and protected.

THERE IS NO NEED TO BUILD ON THE GREEN BELT!