
I wish to register my objections to the local plan, in particular to the loss of large areas of "Green Belt" in what the council proudly claims as "London's Greenest Borough".

SP PL 9 Pp77-80 Concept Plan Fig. 3.10

I have lived in Enfield since 1979, firstly in Edmonton (Denton Road), then in 1989 (Hyde Way) and since 2003 in Phipps Hatch Lane. In all that time for as long as I can remember I have walked around the area to the north of Enfield, enjoying the green spaces of Hilly Fields, Whitewebbs, Crews Hill, Wildwoods, and so on. The nurseries provide a valuable resource much used by people for miles around and bringing trade to the area. The loss of yet another golf course (Picketts Lock and Whitewebbs having already been lost) will mean that a large chunk of public open space in the north of the borough will have gone - and that which is built on gone for ever. I am a member of Crews Hill Golf club and it is outrageous to even think about turning that into Housing! Once built on there will be no return to the views from the public footpath through Crews Hill golf course to the Ridgeway. Clay Hill from Beggars Hollow up to the bend outside St Johns church, then Theobalds Park Road to the sharp bend at Jollyes (Pet Food Superstore) where it becomes Cattlegate Road, and on up the slow incline under the railway bridge to the ridge at the golf course entrance, and on down to the junction with East Lodge Lane is a wonderful country road. It could not cope with the extra traffic from a 3,000-home estate without massive widening works. The railway bridge span currently in use is insufficient, so one of the other spans would need to be opened up. The junction with East Lodge Lane, already the scene of constant accidents, would need to have either traffic lights or a large roundabout, and the extra traffic generated would mean a massive change to the junction at the other end of east Lodge Lane where it meets the Ridgeway at Botany Bay. Should the owner of the estate opposite the golf course get planning permission (hard to refuse if the council goes ahead with its planned development) even more traffic would be generated. What would happen to the hundreds of trees, many of them mature oaks, that the council has carefully logged in the past few years? The road would not be able to service such traffic let alone all the side roads including Phipps Hatch Lane clogging up!

SP PL 10 pp 80-87 Concept Plan Fig 3.11

I remember the development of Chase Ridings/Valley Fields Crescent/The Grove off

Uplands Park Road and hoping it would never be extended. I have often walked from The Ridgeway down Fairview Road into the field that links up with Vicarage farm and on up to Trent Park. I also cycle on my bicycle on the footpaths in this part of the borough. One of the delights of coming home to Enfield from the underground station at Oakwood, is the drive along Bramley Road to Slades Hill with farmland on both sides and St Mary's church high on the hill ahead. It is different from anywhere else I know and stunning especially at night with the church floodlit. I really feel that I am coming home to a town - not just any old suburb of the city indistinguishable from so many others. To enclose the road by building 3,000 houses (in addition to thousands more planned by private developers/landowners) would destroy this uniqueness and add masses more traffic to an already very busy road - again, one that would need to be considerably widened to cope. This would create more pollution and noise!

SA52 P372

Why on earth do we need to build industrial offices on the Green belt land beside Rammeys Marsh. I seem to remember the council scotching plans for pushing the then new north/south road through this area on the grounds that it was of special scientific interest, so what has changed?

SA 54 P374

11 hectares of new industrial storage east of Junction 24 of the M25 on New College and Holly Hill farms. Visible from Crews Hill I believe, so instead of haystacks and fields, the view will be industrial units and even more (heavy) traffic clogging The Ridgeway. Junction 24 will be more of a nightmare junction for travellers from Enfield, Potters Bar, and Barnet than it already is.

SA 62 P383 and SP CL4 Pp 277-279

Tottenham Hotspur want another 42.5 hectares of north Enfield in order to extend their training ground. that is 105 acres, or probably about the same area as Whitewebbs golf course. I know that golf courses are a developer's dream, and sports fields in general, including school playing fields, much sought after. How long before Tottenham Hotspur decide they have too much land and then develop it into even more housing? I am as tired of writing this as you probably are of hearing it from me, but Whitewebbs Lane/Road is narrow and twisting and entirely unsuitable for a lot of traffic. How long before the Club wishes to have permission for buildings on the site? How long before the number of people using the site increases until the road cannot really cope? The junctions with both Forty Hill/Bullsmoor Lane and Theobalds Park Road are poor so would need radical alteration (even more traffic lights or maybe roundabouts?).

Overall, I am alarmed at the council's plans for our beloved green belt. They seem determined to build up to the M25 - exactly what many of us feared when that road was finally completed. It seems to me that problems with developing the Meridian Water site have led to the council going for the soft option of every developer's dream...building on the green belt. I want the people who live here now to enjoy the countryside on their

doorstep as I have enjoyed it for so many years. If they'd wanted to live in the middle of the city, they wouldn't have come to **Enfield!** Enfield, the clearing in the forest, not the concrete jungle.

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