

Re: New Enfield Local Plan**To: Enfield Council – Strategic Planning & Design**

I am writing to object to proposals that would permit extensive house building on the Green Belt, in particular in the Crews Hill Area, where I live. It is clear from the ELP (SP PL9) and much supporting documentation that the full situation in Crews Hill and its potential is misjudged, confused and unrealistic. I am objecting to the following key issues which I believe render the new Enfield Local Plan totally unworkable:

1) The absence of a consultation process with Crews Hill residents is reflected in a patchy and ill thought through plan for Crews Hill with a total misunderstanding of the land use and infrastructure of the area making it totally unsuitable for the volume of housing proposed in the plan.

2) The Draft Enfield Local Plan (ELP) maps are in many ways incorrect and misleading. The inconsistencies in the documented maps show that the Enfield Council's plan is inaccurate and quite possibly designed to be misleading.

The Heritage aspects making land unsuitable for de-designation particularly Burnt Farm Ride and associated land, are not detailed in the main ELP.

3) Burnt Farm Ride is a private no through road with historic features including listed buildings and farmland still grazed today. It is clear from the documentation in the draft Local Plan that the Council has little or no understanding of the Ride.

The following aspects have not been considered:

- The historic aspects of the properties and the heritage assets of the area.
- The adjacent land and its current usage as agricultural grazing land.
- The impact of its proximity to the motorway, with severe noise levels along this concrete section and air pollution making it unsuitable for additional housing.
- No consideration has been given to the already existing natural habitats of the Ride, both flora and fauna.

- The ELP incorrectly implies the land is all 'brown field'. Most of the rural aspects of the Ride and its surrounding land have not been acknowledged.

4) Contradictory statements in the ELP about whether the council proposes to preserve or destroy the Green Belt.

- The ELP fails to match the vision and far from protecting the Green Belt sets a precedent for future de-designation in total contradiction to the London Mayors vision and directives on Green Belt Land around London.

5) The infrastructure and amenities of Crews Hill, are totally inadequate to serve the volume of proposed housing.

- The Draft Local Plan acknowledges the roads can't cope with the proposals but hopes to compensate by providing houses without parking so residents will cycle.
- The road through Crews Hill is too narrow for safe cycling as proposed in the draft local plan. There is no room for cycle paths.
- Crews Hill is not an urban area and at 3 miles from the town centre and 3 very hilly areas to that town centre Crews Hill, Clay Hill and Hilly Fields, would make cycling out of the question for a vast majority of future residents. i.e. very young or elderly, disabled, less than super fit, supermarket shoppers etc. This plan is ridiculous and totally unrealistic.
- It has high volumes of heavy lorry traffic at peak times travelling between the motorway junctions M25, Jct. 24 and 25 and the A10 .
- It is also the main cut through between Potters Bar, Cuffley and the motorway for vehicles travelling south and down the A10.
- It is a heavily congested area which will not cope with the cars generated from 3,000 plus houses.
- Public transport to the area is very poor and is unlikely to be much improved by Network Rail (over which the council has no control) judging by the services to Gordon Hill and Enfield Chase that are substantial urban area.
- There are no basic essential amenities in the area to support this new housing. The nearest amenities are over 2 miles away.

6) The nature of the horticultural sector in Crews Hill has been misunderstood and disregarded.

- Many of the businesses in Crews Hill are Family owned going back for generations. The council appears to place no value on these businesses.

- The garden centers bring enormous visitor income into Enfield and also create substantial employment. They are renowned nationwide and an important part of Enfields Horticultural Heritage.
- The garden centers also bring income to other secondary business in the area all of which will be lost if the land is turned into housing estates.

7) Other proposals in the draft local plan that I think are ill considered and unacceptable are:

- The viability and impact of the massive proposed increase in housing in the area.
- The removal of the Crews Hill Golf Club and amenities for housing, depriving Enfield of this valuable green space and amenity
- The resulting congestion on the road through Crews Hill and other roads nearby.
- The loss of income and employment for businesses linked to garden centres.
- The implausibility of offering 'affordable' housing especially with gardens and greenhouses as planned in the ELP.

8) The apparent inaccurate estimates for population growth and shortage of brownfield land in Enfield, necessitating the de-designation of Green Belt for house building.

- Checks are needed on population estimates using the recent census.
- The availability of suitable brown field land in the borough needs further investigation as other studies (EnCaf and Better Homes Enfield) suggest the ELP has under estimated the figures and there is more than enough suitable land.
- All Brownfield options must be examined before there is any consideration of de-designating green belt land for building.