

I write both as Chair of the award-winning Hadley Wood Rail User Group (HWRUG) and as a resident since 1988 in Crescent West in the Conservation Area close to Hadley Wood Station to object to Enfield Council's proposal to build 160 new homes on our Green Belt land comprising Site SA45.

HWRUG considers the Council's strategy to give highest development priority to "*highly accessible locations, such as areas around stations (tube and rail)*" (Strategic Policy SP SS1: Spatial Strategy 2.4.5) to be misguided so far as Hadley Wood Rail Station is concerned. Although HWRUG has campaigned tirelessly for seven years to improve train services here, the Train Operator now and throughout that period, GTR Great Northern (GN), still cannot provide services anywhere near commensurate with Hadley Wood's location within Greater London. More broadly, the Public Transport Accessibility Level (PTAL) range for Hadley Wood is between 0-1, which puts it in the worst category for public transport provision in Greater London, and we know there is no prospect of improvement in the foreseeable future. Therefore the perceived desirability, per the London Plan, of intensification of residential intensity within 800m of any station is seriously flawed in Hadley Wood's case.

Please also take the following specific transport observations into account:

1. Hadley Wood is served by no other daily public transport than the train.
2. The train service is poor and despite all our campaigning there is little sign of improvement in the future timetable.
3. Large parts of the week and all weekend services are as little as 2 trains per hour (tph).
4. Any disruption therefore reduces the service to a paltry 1tph.
5. Our rail users cannot rely on GN's ability to deliver the published timetable and are forced to resort to unsustainable car travel in the absence of any reliable daily public transport.
6. There are no taxi services based here, so anyone without a car must struggle to find a way to leave or return to Hadley Wood when the train service is disrupted.
7. There is no dedicated car parking at Hadley Wood Station, which is located at the heart of the residential Conservation Area. Even before any new development, the roads close to the station suffer commuter parking on both sides, often obstructing residents' access to their own property, and causing congestion and pollution.
8. Hadley Wood has no transport links to any other parts of Enfield Borough.
9. The only other public transport is an hourly "shoppers' bus" out of Enfield Borough to High Barnet Spire between 1000-1500 which runs only on Monday to Saturday.

On a personal note, my decision to move to Hadley Wood in 1988 was in large part due to its rural location within Greater London. My house backs on to the open field used for sports activities and general recreation. This is Green Belt land bordering the land comprising Site SA45, all part of beautiful countryside on the edge of London extending for about one mile up to the M25. The proposed development of protected Green Belt land, which is also of considerable historic interest, is both unsuitable and unnecessary.

Enfield's Local Plan aims to add 25,000 homes to the housing stock in the Borough. The proposed development of 160 homes is insignificant within this total but the adverse impact on the Hadley Wood community would be disproportionate. Hadley Wood is a small settlement with minimal services and amenities: no NHS services, only one state school (a heavily oversubscribed primary school), a mere handful of businesses in a single parade of shops, and

very few leisure facilities. Drainage and sewers are already inadequate. The pressure on neighbourhood infrastructure as well as amenities would be unsustainable.

The environmental damage of the proposed development would be disproportionate to any benefit. Apart from the aesthetic and recreational loss of beautiful Green Belt land, and general “green” pollution and climate change considerations, there is also concern about increased risk of flooding. Flash flooding is already a problem here, exacerbated by existing development, owing to inadequate drainage off the area’s prevailing London Clay. Furthermore the proposed development does not seem to align with the principles of Enfield’s own Climate Action Plan.

There are also national heritage considerations. The proposed site and nearby land is very possibly the site of the important Battle of Barnet in 1471 and proper archaeological survey and excavation of buried artefacts still need to be done.

In summary, I consider the proposed development to be opportunistic, unnecessary and wrong. Various other potential sources of supply, such as SIL sites, have not been assessed and there is no evidence of compliance with the Duty to Cooperate with other boroughs. It seems to me that inadequate consideration may have been given both to the considerable adverse consequences here at Hadley Wood and to prioritisation of more suitable alternatives such as brownfield sites in the Borough away from the Green Belt. And the basic premise of the proposal, intensification of development within 800m of a station, is utterly flawed in Hadley Wood’s case, as the train services fall far short of making it a “highly accessible location”.

Please register my strong objection to this proposed development on Green Belt land.