

Dear Enfield Council

Response to the Draft Local Plan Reg 18 Consultation 2021

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

However, I do not believe that this consultation has been effectively communicated to the residents of Enfield. The sheer size and complexity of the document and the required consultation process is likely to limit the level of response. It is difficult for people to find out proposals specifically about their locality and the lets talk questionnaire is misleading and poorly drafted. The Future Enfield leaflet sent to households does not communicate that what Enfield Council is proposing is counter to the Mayor of London's strategic objectives of protecting the green belt and focusing housing development on smaller Brown Field sites.

While I support the need for housing to meet Enfield's current and future housing needs, I strongly object to the proposal to allow development of the 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. It is too valuable to lose for all the many environmental, ecological, economic, public health and other reasons that have been identified, especially during the recent pandemic. The Council has a duty of care for the Green Belt, in accordance with the London Plan and the National Planning Policy Framework [NPPF], and any intentions to release parts of it should be taken out of the local plan. The loss of these sites would cause permanent harm not only to the Green Belt, but also to the very character of the borough.

Whilst I agree with the policy of development of smaller brown field sites within the borough, I am concerned about the inclusion of the 2 sites in Winchmore Hill as potential areas for development:

- SA32 Sainsburys Green Lanes (on which there is a covenant to retain 40% of the site as public green space).
- SA42 Fords Grove car park. Traders have already lost a significant amount of on street parking, through the construction of the A105 cycle lanes. The New River development will generate an additional parking requirement, as will the former Travis Perkins site to be redeveloped shortly. Any development will result in over-population, no supporting infrastructure and even more congested roads.

With both these proposed developments, the sheer size would be overwhelming for the

local areas in terms of:

- facilities such as schools, traffic, healthcare and public transport, and
- out of line with current building stock in terms of height, and style

Has the impact on the local community been fully considered in proposing these developments?

Please can you log my objection to these plans