

**To: Enfield Council – Strategic Planning & Design
10 September 2021**

Re: Draft Enfield Local Plan

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 am a resident. 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, misrepresented and unrealistic.

In summary I am focusing on the following key topics:

- 1) The absence of a consultation process with Crews Hill residents.
- 2) The Draft Enfield Local Plan (ELP) maps which are in many ways incorrect and misleading.
- 3) Burnt Farm Ride which is a private no through road with historic features including listed buildings and farmland still grazed today. The ELP incorrectly implies the land is all 'brown field'.
- 4) Contradictory statements in the ELP about whether the council proposes to preserve or destroy the Green Belt.
- 5) The infrastructure of Crews Hill, the inadequacy of both the road through Crews Hill and public transport to the area to support the proposed substantial increase in residential housing and the lack of essential amenities in the area.
- 6) The nature of the horticultural sector in Crews Hill
- 7) Other concerns about the viability and impact of the massive proposed increase in housing in the area.
- 8) The questionability of estimates for population growth and shortage of brownfield land in Enfield, necessitating the de-designation of Green Belt for house building.

1) The Consultation process:

There was insufficient consultation with residents in the Crews Hill area prior to the draft plan being presented and approved by the council. Though the views of certain public bodies and commercial landowners were elicited and quoted in the Topic paper for Crews Hill (not included in the main ELP documentation) a larger effort to inform and elicit views of local residents was not carried out. Given the potential impact of these proposals on Crews Hill this is a serious and unacceptable oversight by the council and is reflected in the ELP by the patchy understanding of land use, business activity, agriculture and heritage issues pertaining to the area.

Consultation in Summary:

The lack of consultation with residents is reflected in a patchy and ill thought through plan for Crews Hill.

The east side of the Ride:

- A substantial residential property on 7 acres, initially built as grooms' accommodation for the livery stables and then converted to one dwelling (Meadow Brook House).
- A 1650's Grade II listed farmhouse (in which we live) with two acres of garden, within the listed curtilage, called (Theobalds Farmhouse) - (mistakenly referred to as Glasgow Stud Farmhouse in the impact assessment section) and the Victorian annexe, (Theobalds Lodge).
- The livery stables connected to the farmhouse, recently converted into residential properties (Graftonbury Mews).
- A commercial unit (Oakray), in what was the indoor riding school attached to the livery stables, with considerable heavy lorry traffic.

The west side of the Ride:

- A number of early Victorian cottages, built for stud farm workers in the mid 19th century, of local historic interest and two 1960's houses.
- A barn for rearing pheasants on Tile Kiln Farm that is now being run as a food storage/processing centre with a number of planning, health & safety and human rights infringements (modern slavery), previously and possibly still occurring on this site.
- This business now has almost constant heavy container lorries travelling along the Ride during the day and all through the night, already of great disturbance to residents who live on Burnt Farm Ride.
- Nearby is the Paddocks, a listed Grade II* property with listed barns. Enfield Council recently granted a licence for the Donovan Haulage lorries to have access to the Paddocks via Burnt Farm Ride through Tile Kiln Farm.
- This has considerably added to the number of lorries on this private road.

Burnt Farm Ride and the M25:

3.6) The M25 crosses the Ride just beyond Tile Kiln Farm. All the land behind the Crews Hill garden centres to the North of Cattlegate Road also runs along the motorway rendering much of this land unsuitable for housing.

3.7) Motorway noise pollution along this section of land here is very high because the road surface is concrete. This is particularly evident in certain wind conditions.

3.8) The motorway is also a source of considerable air pollution. This makes it unsuitable for building housing nearby and very unlikely to be attractive to developers with both noise and air pollution.

3.9) The impact assessment documentation does refer to this in passing and whilst it proposes developments in mitigation, such as double glazing and insulation the proposals are totally inadequate for the pollution in this part of the Ride.

3.10) All properties would need noise insulation and triple glazing but gardens adjoining houses will still be subject to this high level of noise and air pollution. None of this makes for affordable housing.

3.11) In addition the London Mayor's plans for further measures against traffic pollution make this an even more unsuitable housing proposition