

Wells Farm objection

I am writing to object to this proposal because it will provide an opportunity for further incursion into the Green Belt. Cuffley Village is separated from its neighbour, Northaw, by the Green Belt. The Green Belt is designed to prevent urban sprawl (NPPF 2019), and, until now has been largely successful. This particular site is an 'outlier' increasing urban sprawl between Cuffley and Northaw. The building of houses on this site will be in direct contravention of the intention. If this site is allowed to be developed for housing then others will follow into the surrounding fields, causing loss of 'openness'. There are no 'very exceptional circumstances' in this proposal to justify building houses on land designated as Green Belt. It is currently sparsely occupied by retail and agricultural businesses which contribute to the rural economy so the promoters are claiming that this is a brownfield site. Building houses here will be a very different kettle of fish, adding coverage to the Green Belt, more cars and more people, resulting in an excuse to use the boundaries to build outwards. One of the purposes of the Green Belt is to provide attractive landscapes near to where people live and housing does not fit the bill.

What people who do not live in the area often do not realise is that there is ONE road, the B156, through Cuffley, connecting it to Northaw at one end and Goff's Oak at the other. There are two main T junctions, one with Cattlegate Road, connecting to Enfield; the other at Station Road, connecting to Goff's Oak and Cheshunt. This particular site is very near the junction with Cattlegate Road and Northaw Road East (B156). There have been several accidents at this junction. Traffic on the B156 comes from Northaw and Potters Bar and traffic on Cattlegate Road queues to join it at the T junction. The road is always busy and there is always queuing at peak times. Sites for housing proposed in Crews Hill and Goffs Oak can only increase the traffic and have an adverse impact on the already stretched infrastructure of the village. If there is a problem on the M25 or the A10, traffic grinds to a stand-still.

There is no alternative road for residents to reach their homes.

Although the promoter claims 'improved walkways' at this site, it is not a sustainable development as it is not a walk that many residents would willingly undertake, carrying shopping and pushing prams, in close proximity to traffic. It is just under a mile to Cuffley station. This site is quite separate, physically removed, from Cuffley. Northaw village, in the other direction, has no shops or station. Potters Bar station is 4 miles away. It is certainly not a convenient location for those with mobility issues unless they use a car. Whatever the intentions of the promoters for future residents in this area to reduce pollution using electric cars, bicycles and their own feet, there will be an increase in car usage.

B156 is already difficult for pedestrians to cross to access Cuffley school, the park, the tennis club, the football club and the bowls club and much further on, in Cuffley's Station Road, the station, the shops, the communal buildings. With the extra traffic from 14 proposed dwellings, in the first instance, and the open door this will provide for hundreds more, this will be exacerbated.

Cuffley has suffered from disproportionate proposals for allocation of housing. The issues facing the village are as follows:

Cuffley Primary School is full and the other closest schools at Northaw and Newgate Street take a cohort of only 13 pupils per year. There is no secondary school. The nearest schools at Potters Bar and Chestnut are a car journey away. The secondary schools are massively oversubscribed, eg Goffs Academy had 800 applicants for 240 places. Children living in Goffs Oak and Potters Bar have priority over Cuffley children in terms of distance from schools, so it is already a worry for parents. The situation will be hugely exacerbated by any increase in houses, let alone on a site which opens up the possibility for huge future increase.

Wells Farm objection

The GP surgery in Cuffley is shut on Friday afternoons, with the Goffs Oak surgery the alternative.

Public transport links are poor from the proposed site. The developers recommend walking into Cuffley where there are transport links. The only transport links are the 242 bus and the train. The 242 bus is the only bus through Cuffley and it is infrequent. For people commuting into London by train, there is no possibility of Moorgate being able to accommodate more trains, and the car parks at Cuffley, Cheshunt and Potters Bar are often so full that the casual day tripper can't park.

More houses means more cars. Pollution from cars includes nitrogen dioxide, greenhouse gases, carbon monoxide, sulphur dioxide and particulate matter. Plants, as every schoolchild knows, absorb greenhouse gases. The Green Belt is not a luxury- it absorbs the greenhouse gases, acting as a carbon sink and releases life giving oxygen. Covering it with concrete increases the pollution while removing the means to combat it. What is even more concerning is that other pollutants, like carbon monoxide, ozone, ammonium ions, and particulate matter aren't even tested for.

The Green Belt around Cuffley and between Northaw and Cuffley and Northaw and Potters Bar is an area of natural beauty which is valued by residents and visitors alike. In this pandemic, people have used the Green Belt for exercise and appreciated its worth in relieving mental health in such stressful times. Once it's gone, it's gone. We owe it to future generations to preserve it.

I