

The narrowness of Golf Club Road is a definite concern from the point of view of traffic/access (including for emergency services), especially as it is heavily used by children, walking to and from the school. Speed humps, a footpath, and street lighting in Golf Club Road would seem sensible, as a minimum, if the proposal were to be permitted. Providing for only the minimum amount of parking spaces in such a constricted area is short-sighted, as it can only result in an obvious hazard.

The 'Paddocks' has been Green Belt, but it is understood (not least from the numerous non-local voices of support) that the financial wellbeing of the Golf Club is somewhat dependent on this development being permitted - if it means that the entire golf course does not eventually go the way of the golf course in Potters Bar, and end up being entirely covered in housing, then it must be viewed as the preferred lesser evil, but this should not be taken as a green light for development 'creep' and these 14 properties must surely draw a final line under any further development, where such a narrow, no-through lane is the only access.

The developers' own 'Vehicle Movements' survey was conducted over a year ago - however, construction of six other new properties continues in Golf Club Road, potentially bringing recent development on this minor lane to an additional 20 large properties. The current congestion is often hazardous.

The heavy construction vehicles of the current bout of developing in Golf Club Road can use no other route but the neighbouring, unadopted roads, as will the construction and plant vehicles for the proposed development; the developers' own 'Vehicles Movements' survey points to Georges Wood Road and Brookmans Avenue as being the routes used for those travelling to and from the site, which will include all of the heavy plant vehicles, as well as the eventual end-users. The cost of the inevitable damage caused by such heavy construction plant falls upon the residents of these unadopted roads and the construction companies and developers apparently bear no costs.

With this in mind, we would draw attention to the comment of HCC Highways in response to the previous, smaller, refused/withdrawn proposal: "Should this application gain approval, a Construction Traffic Management Plan must be secured by condition to ensure the applicant will appropriately mitigate the impact of the construction works." It would seem equitable for the developers to undertake to make good all damage/wear and tear to the unadopted roads used as access to the site.