

Comments on proposed outline planning application 6/2023/2418/OUTLINE

Concern about viability of the outline planning

I have concern about the viability of the proposed development. Firstly, I believe it does not meet the threshold for developers in terms of the percentage of affordable housing units it says will be available. Secondly, looking at other similar C2 developments, the cost of each unit would be out of the financial reach of most local residents and the additional annual service charge of an expected £10 – 20,000 would make the C2 housing unaffordable. Thirdly, the site doesn't suit the needs for C2 residents. There is lack of access to services, shops, doctors, and other health care providers due to the rural location of Northaw Park.

I [REDACTED]
[REDACTED]

[REDACTED]. The new developer might then show that the C2 development would not be viable and because outline planning had been granted for the site, it would be possible to apply for a change and for the development to be more impactful.

The land is very marshy where outline planning is being sought and I believe includes designated flood plain. Considering recent changes in weather pattern and flooding, it would not be wise to build on this land.

The site does not, I believe, fit with the updated local plan, nor with the neighbourhood plan which says there should be no further ribbon development along Coopers Lane Road.

In 2019, the landowner made an application under permitted development (Ref Hook Lane, EN6 6/2019/0415/LAWP) which was withdrawn after objections were made [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The extent of previous limited development on the proposed site does not warrant or mitigate against 150 housing units. The site has been vacant for more than 50 years and as such should be treated as virgin land. The vegetation has been cleared over the past couple of years (likely in preparation for seeking planning permission) at the detriment to fauna and flora in the area.

Designation of land

I have issue with plan JNY11265-RPS-0100-005B Access Vis Splay. Land I hold (Land Registry Title Number HD 369237) is incorrectly attributed and accounted for in this document and urgently needs to be rectified.

Congestion and pollution and road flooding

The local roads are at near capacity. Congestion on The Causeway heading into Potters Bar is very heavy and at peak times, like school pick-ups, it usually takes about 20 minutes to travel the short distance between the junction with Coopers Lane Road and the A1000. This has become much worse over the past few years as development of the local area has continued; Cuffley, Goffs Oak

and Cheshunt. There are other issues which cause tremendous congestion on the causeway too; the expansion of Chas Storer causes lorries to 'stack' on the road, children being dropped off and picked up at Alpha A Bears children's nursery in the Old Police Station at the top of Potters Bar High Street, cars turning into and out of Anandale doctors surgery, the expansion of the bus station (buses 'stack' on the High Street) and there is soon to be a new nursery in what was the Green Man Inn adding to this highly congested junction. All of these things have increased the amount of traffic and turning traffic in Potters Bar High Street, and it has a huge impact on the traffic trying to move along the Causeway. Building of an additional 150 residential properties with 350 bedrooms and the associated service traffic this will bring will only add further to this congestion.

I understand that levels of nitrogen oxide gasses and particulates are at the upper limit / borderline with legislation and more congestion and stationary traffic in this area will only increase them further, pushing them past legal limits.

The alternative to The Causeway to get to Potters Bar rail station, shops, chemists, doctors, dentists, leisure centre from Northaw is via Shepards Way. If there is an issue with either The Causeway or with Shepards Way, chaos results and it can take more than 40 minutes to travel along the Causeway to Potters Bar.

The Causeway regularly floods on the corner by Morvan (the National Trust property) and on the corner by the Chequers Pub and also on the bend where Coopers Lane meets Well road. When the rain is heavy these parts of the roads become unpassable to cars with low chassis and I have witnessed on more than one occasion cars breaking down as a result of water flooding their engines.

The rural nature of Northaw, and in particular the site of the proposed development, means that you have no alternative but to have vehicle access to get to it or to leave it. Additional housing at the proposed site will result in more cars, more congestion, and more pollution. There is no public transport, cycle route or footpaths, only woodland hiking trails and bridleways that during wet weather are ankle deep with mud. Using this route as a regular pathway to work, the shops or healthcare providers, would not be viable – a winter's night, an unlight, muddy woodland path in the dark is a huge risk to use.

It is very dangerous to cycle along Coopers Lane Road, it is a twisty, bumpy, narrow woodland road with lots of corners and poor visibility that cars use as a cut through, and so they travel very quickly. It is unlit, so during the winter months it increases the risk.

It is not only the roads that are at capacity, doctor surgeries, dentist and local hospitals are all floundering and primary and emergency care is at breaking point with a real lack of appointments for residents.

Commuters currently struggle to find parking spaces at Potters Bar, Cuffley and Crewes Hill railway stations.

The proposed new development claims it will use the current infrastructure of Northaw Park. The roads are un-adopted and to exit the site there is a steep incline. As it is un-adopted the roads are not treated so in snowy and icy weather cars cannot get up it. Is this a sensible location for C2 housing where staff are required to have 24-hour access to support and look after residents? The

likelihood of emergency vehicles, such as ambulances, needing continuous access is also greater. The current road will not be able to facilitate support this.

Isolated nature of Coopers Lane Road

Exiting Firs Wood Close is dangerous, and I am really surprised there are not more accidents at this junction. Cars race along Coopers Lane Road and visibility is poor. More cars using this route would increase the risk.

Coopers Lane Road is a narrow, uneven, twisty road running through woodland and where there is not woodland the road is boarded by a deep hedgerow with large trees. During windy weather it is common for trees to come down. The uneven and bumpy surface mean it is difficult to drive along and cars often race along it as a short cut meaning you can be faced with vehicles in the middle of the road. Exit routes are either along the heavily congested Causeway or via a very hazardous junction, with poor visibility and fast moving cars on the brow of a hill, onto Cattle Gate Road.

There is no public transport, no services, no footpath and the hazardous nature of the road means it is unsafe to cycle (I did buy a bike but after riding it twice to Potters Bar and nearly being knocked off twice, I decided that cycling to Potters Bar was not worth the risk and so did not use it again – I valued my life!

Walking along Coopers Lane Road from Hook Lane to Potters Bar is hazardous too. The lack of a footpath means you have to walk in the road and speeding vehicles on a narrow road make for a risky time.

Coopers Lane Road is very heavily used. The Oshwal Centre has expanded and so have the number of people using it as a place of worship. There is no public transport so worshippers have to drive to it. At peak festival times the traffic can be stationary entering and leaving the site. At regular weekly times of worship and on wedding days there is a constant stream of traffic coming and going.

The road infrastructure cannot take any more traffic without it becoming a serious issue and preventing emergency services being able to access the area.

We chose to live in a rural area for a better quality of life. It was more expensive to live in a Greenbelt area – house prices were higher, it was necessary to drive – but the quality of life it offered were felt to be worthwhile. I am very concerned about the impact of the proposed development site on Greenbelt land on the value of my home.

We are not on mains sewerage and water pressure can be variable as can mobile phone reception, internet connectivity and until recently electricity supply. There do not appear to be any provision for improving mobile phone signal or internet connectivity in the proposed development. There is no mention of mains sewerage being put in. All of these things necessary for a new large development.

I frequently use the Herts and Middlesex Wildlife Trust site and wood, as do many other runners, dog walkers and hikers and bird watchers. It is a nature reserve creating a natural carbon sink and particulate remover. It is an important buffer to noise and pollution from the M25, not to mention the important flora and fauna found there. It is ancient woodland (part of the Enfield Chase) has old

fish ponds and cricket bat willow trees. The mix of woodland and open ground represents ideal hunting grounds for the buzzards, sparrow hawks and barn and tawny owls. It is not uncommon to see deer, fox and rabbits. The clearing of trees and vegetation in the area of the proposed development have already displaced many of these small mammals and nesting birds – the food source for the owls, birds of prey and other top carnivores.

The ecology report shows evidence of a great diversity of plant and animal species to be found at the proposed development site, some of which are vulnerable species. The site sits on the fringes of the Herts and Middlesex Wildlife Trust site. I have already asked for an unredacted copy of the report to be able to read it in full but have not been supplied with it or a reason why the redactions go further than the GDPR policy. Is this because there is evidence of wildlife that would prevent development?

It would be a tragedy to lose for good this area of outstanding Greenbelt land on the fringes of London.