

## Comments on proposed developments

Congestion and pollution and road flooding:

The roads are at near capacity at the moment. Congestion on the causeway heading into Potters Bar is very heavy and at peak times, like school pick-ups, it can usually take 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 since the expansion of Chas Storer where lorries continue to 'stack' on the road, the opening of Alpha A Bears children's nursery in the Old Police Station at the top of Potters Bar High Street, the opening of the new Anandale doctors surgery and the expansion of the bus station (busses 'stack' on the High Street too). 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.

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

The alternative route 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, as it did about 6 months ago when the water mains burst in Shepards Way. For about 10 days it was taking regularly about 40 minutes to travel to 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 means that you have no alternative but to drive. Additional housing in Northaw and Cuffley will result in more cars, more congestion, more pollution. There is no public transport, there are no 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 or the shops would not be viable – a winter's night, an unlight, muddy woodland path at 5.30pm on the way home from work?

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

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 development does not provide enough parking for the number of dwellings – maybe statistically, but not in reality – where will the overspill cars go? Coopers Lane Road? The twisty, bumpy, narrow woodland road, un-light at night with lots of corners with poor visibility?

The exit to the proposed new development also comes out on the wrong part of Firs Wood Close. This un-adopted road is on a steep incline. As it is un-adopted the roads are not treated so in snowy and icy weather cars cannot get up it – an access road at the bottom of the slope does not make sense.

Isolated nature of Coopers Lane Road:

Exiting Firs Wood Close is dangerous and I am really surprised there are not more accidents. Cars race along Coopers Lane Road and visibility is really poor. Currently I cut the verges to improve visibility from Firs Wood Close. More cars using this route would represent greater danger.

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 ( [redacted] 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 the bike 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 'hairy' time.

Coopers Lane Road is very heavily used. The Oshwal Centre has grown hugely and as it has expanded, so have the number of people using it as a place of worship. There is no public transport so worshipers 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 the value of my home [redacted]

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 sewerage in the proposed development.

I constantly 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, particulate remover, noise pollution reducer from the busy M25. It is an important buffer to noise and pollution from the M25 not to mention the important flora and fauna found here. 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 these small mammals and nesting birds – the food source for the top carnivores owls and birds of prey top carnivores.

Recently a bridleway has been built alongside of Coopers Lane Road and Hook Lane has been designated as a bridleway. This has increased the horse traffic greatly. An increase in car traffic would not be a good mix.

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