

**From:** John Rowland <\_\_\_\_\_>

**Sent:** 19 September 2023 21:16

**To:** Neil Middleton <\_\_\_\_\_@stalbans.gov.uk>;

L\_\_\_\_\_@planninginspectorate.gov.uk>

**Subject:** John Rowland Resident's Presentation Vistry Appeal

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Hi,

Please find attached my presentation at today's appeal.

I believe I was wrong when I stated to Mr Hayden that I'd written for the appeal. I worked on the pavement and cycling surveys. It may be worth Mike Hayden looking at the photos I took of the route into Hatfield from the underpass to the University as it was at the time the survey was completed, as the route was completely cut back (almost two metres into the hedge), after years of neglect a few weeks before the appeal.

Regards

John Rowland

Sent from my iPhone

## **Why building houses in Colney Heath is wrong**

### **John Rowland xx Roestock Gardens**

I'm not against house building. I was the beneficiary of large scale house development in Hertfordshire; we moved to Borehamwood in 1954

- It was a massive House building programme
- Two, Three and Four bed roomed terraced houses with Old People's bungalows at the end of the terraces
- Flats
- GP surgeries at the end of terraces. I used to walk past ours to get to school
- New schools built JMI + Secondary schools + Grammar school all walk able
- Pubs built
- Community Centre
- Library All these walk able or in the case of the library jump on a frequent bus
- Youth clubs built (the Lair, Maxwell Road, Brookside boys club)
- Recreation Parks created
- They built what was called a Trading estate:
- Sellotapes, Elliot Automation, John Laings, Hunting Engineering, National Cash register, RNLI and many more as well as the six film studios there – People could walk, cycle or catch the bus to work
- People and jobs in close locality to one another. Benefits for both employers and employees
- Buses – Every 12 minutes - Hospital links 306 to Watford General and Peace, 107 to Barnet (General) and Northern Line Tube 292 to Edgware (General) and Northern Line Tube 358 to St Albans
- The key to making it all work was building it around the train station – 18 minutes to St Pancras
- My sister didn't bother with a car until she was 21 I didn't until I needed one when I became a field service engineer for ICL. My dad cycled to the station for his job in London then worked in Borehamwood for the rest of his life.

- Shops built. Rossington Avenue had six: Leeming Road 30 including a dentist, all within a quarter of a mile of most people's houses
- Sustainable, economic, convenient
- Compare that to Colney Heath
  - Four bed roomed houses being built. The recent advert from Taylor Wimpey stated: "TW are pleased to announce that there are 8% of homes left for sale on their Oaklands Chase estate. With prices starting at £1,080,000, These 4 & 5 bed roomed houses offer flexible living. The best bit was Key worker discounts are available!"
  - The same company are building houses on the BGL estate. They held a residents' consultative meeting. When one of my friends asked the representatives "what is the village getting out of this?" he said "A bus stop" My friend said "Some buses would be handy first". The representative said "well, that's where you've got to pressure your local authority to give you some'. This to me is a microcosm of the crazy system that allows this type of no infrastructure development to occur. They build the house take all the profit and leave the Authorities to sort out the chaos left behind.
  - Five buses a day (I've used them once in 41 years to take my young grandchildren on a bus). However my number one priority when caravanning is for a bus stop outside the campsite as we leave the car on site and use our bus passes on the local bus services to get about.
  - No employment to speak of (People DRIVE to work)
  - No secondary schools (Parents DRIVE their children to school)
  - You will have seen the figures we've produced that a child's trips from Colney Heath to school and back will generate nearly ten tons of carbon over the period of one child's school life. My son moved from the village to Jersey Farm and his children now walk to school.
  - One part time small convenience store People DRIVE to the shops
  - Colney Heath is not noted for its night life
  - One pub
  - Football Club
  - People DRIVE to St Albans or further a field for their gym sessions etc and social events

## Health care

- No GP surgery (People DRIVE to the doctors)
- No dentist (People DRIVE to the dentists)
- No bus service to Hospitals (People DRIVE to visit hospital)
- This means that every journey necessitates a car
- Every adult needs a car. Once the children stop being ferried everywhere by the taxi firm of mum and dad. The children demand a car we recently had a typical plea on Roestock Residents whatsapp group:- “my daughter’s just passed her driving test, does anybody know where the best place is to get a safe runabout for her?” . People with grown up kids can have five cars on their drive or parked in the road
- On street car parking has creates dangerous chicanes because originally Colney Heath was just six farms. The farm labourers’ cottages were built directly onto the pavement. The consequence of this is that there’s no front garden to turn into a car park. People need cars and they park them along the road. This creates accidents; my neighbour hit me as I was pulling out of my driveway in Roestock Lane as she couldn’t see round the van parked in the road outside my back gate. There’s road rage, especially in Tollgate Road with drivers actually mounting the pavement to drive past oncoming cars. These chicanes are especially a danger for pedestrians and cyclists
- There’s no safe way to cycle out of the village (TPS completed their traffic survey and quoted one item of LTN 1/20, the Dept of Transport’s cycle design criteria and decided that Colney Heath was a low traffic area). They failed to complete the other 25 sections because all the routes out of the village scored around 25 -30%, you need 70% for a route to be considered safe and fit for purpose. Colney Heath doesn’t appear on, as it is outside, the SADC’s LWCP area.
- However we do have one consolation in that HCC transport section told a meeting at the village hall that by 2030 all transport will be MODAL. What have they done to facilitate this? They cut the bus budget by £1.7m and reduced bus miles by 56.8%.

- Please don't talk about electric cars as the carbon produced in the production of Tesla batteries is between 3 and 15 tonnes. They weigh 30% more than petrol cars and consequently wear out the roads quicker. They wear out their tyres quicker and in doing so produce more PM2.5 particles than exhaust fumes, exactly the particles that Sadiq Kahn is trying to eradicate. As for the destruction and contamination of the land caused in extracting the minerals and using vast amounts of water to produce the batteries is a hidden disaster for poor countries like the Democratic Republic of the Congo.
- So not only do the houses proposed in this development NOT meet the affordable criteria that are the basis of this bid and reduce SADC's target. They mean 500 or so new people moving into the village that is totally car dependant, who will all need cars to go about their normal day to day activities. It is more than not sustainable; it is a permanent contribution to carbon emissions and climate change.
- Building houses in a field in a remote village with no services or large scale investment in infrastructure isn't a sustainable housing strategy (as the Local Planning Officers have concluded in their Draft Local Plan). To make it sustainable it must be done where there are existing health and social facilities, easy access to a train station and multiple bus services. Dumping houses in Colney Heath is nothing more than Human Fly tipping.

John finished by relaying a comment from Nancy Taffs. This has been treated as a separate representation