
I wish to object in the strongest terms to all parts of the Draft Local Plan that I have had the time to read. It makes no sense, it is not a plan for the future of Enfield, it is a plan for the destruction of Enfield. It is a complete disgrace. I cannot include all the objections I have to this so-called plan so will limit myself to the two areas of most concern, the Green Belt and Southgate.

First a general point. The Council Leader talks of "levelling up" but there is nothing "up" about the plans which actually envisage levelling down the existing historic part of the borough by imposing totally inappropriate high-rise high-density buildings further overloading an inadequate road system that has already had major parts amputated by the installation of divisive LTNs in totally unsuitable locations without public support.

Green Belt

The proposed use of Green Belt land in these plans (and any others for that case) is UNACCEPTABLE.

The Green Belt has been carefully conserved since its introduction around 65 years ago. It must be conserved **intact** for future generations to enjoy. To achieve this the Council must actually put the necessary effort into planning instead of being selfish, irrational and lazy. There is considerable land to the East of the borough that requires regeneration, that is obviously where the investment and new homes should go. Building on Green Belt (or trashing the pleasant suburbs in the West of the borough) is not going to solve the problems of the East.

Strategic Policy SP PL6: Southgate

Southgate was developed in the 1930's and, with changes since then, is now fully developed. Any further development of the centre will necessarily involve the demolition of the existing historic centre and change its character for ever. Southgate is a low-level area, mostly 2-storey with very little over 4-storeys. The main shopping centre is built around a narrow but essential main road and a roundabout serving five roads which had worked well until the experimental LTN was installed in the Fox Lane Area. Given the substantial local population it is a testimony to its good design that this road network has functioned well until now. But the lesson from the experimental LTN must be heeded; any reduction in the road network leads to severe problems. The proposals to give more space in Southgate town centre to pedestrians are unnecessary and will prove to be catastrophic.

Specific comments on the text of this part of the plan:

*The text in **red** is from the local plan, my comments are in **black**.*

To realise the place vision set out in **Figure 3.7**, development:

1. **must contribute to a coordinated process of town centre renewal that responds positively to the unique context and characteristics.** Southgate does not need

transformative renewal (redevelopment)

The Council will prepare a spatial framework, to be adopted as an SPD, to support the delivery of the placemaking vision for Southgate. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in relevant adopted and emerging SPDs.

This is an egregious example of the worst kind of meaningless managementspeak

2. should deliver new homes including through high density development that also preserve key views of the station. This may include tall buildings only in acceptable locations as identified in policy DM DE6 Tall buildings and Figure 7.4 (and any updating successor).

Southgate has a large population already, it is fully developed and should be left alone. More population will damage it.

3. must be shaped by the distinctive character and heritage in the area, having particular regard to:
 - a. the listed tube station of outstanding national significance and its surroundings;
 - b. interwar shopping parades;
 - c. historic high streets;
 - d. distinctive suburban housing; and
 - e. a concentration of office buildings around the district centre.

Indeed it should. Why then are you making proposals that all work against these imperatives?

4. should provide an expanded or intensified district centre by supporting proposals for small creative business and business start-ups, encouraging meanwhile and temporary use of vacant shop units and small office spaces around the high street to foster growth and sustain employment.

Redevelopment is not necessary to do this.

5. should support a growing evening and night-time economy. Change of use to non- town centre uses will not normally be permitted unless appropriate evidence can be provided to demonstrate why this is acceptable.

Redevelopment is not necessary to do this

6. should create an improved sense of place by the station acting as a multi-modal hub.

Vacuous gobbledegook.

The Council will work in partnership with key stakeholders (including TfL) and landowners to devise a cohesive public realm strategy. This will include reviewing transport infrastructure and junctions around the historic tube station.

The Council have already severely damaged road capacity with appalling results, this will make things worse still.

The strategy will be focussed around the station to improve the sense of arrival and around the shopping parades to create a more pedestrian friendly

environment.

A valid aim, but the actions envisaged will remove essential road capacity and make things much worse. Learn the lessons of the Green Lanes cycle lane in Palmers Green.

Development must contribute towards enhancing the pedestrian environment

Obviously

and reduce the reliance on surface car parks,

Reduce reliance on car parks, if you can, OK. But it is clear that the decision will actually be to reduce car parks irrespective of reliance.

working towards car-lite development.

I propose 100% car lite development, ie no development at all. Southgate has already had all the development it should have.

7. should enhance and improve access to distinctive parks and open spaces in the vicinity including but not limited to: Arnos Park, Minchenden Oak Garden, Southgate, Grovelands Park and Ivy Road Recreation

UNNECESSARY PROPOSAL. Access is already perfectly adequate, the parks are well used. Nothing needs to be done in this respect.

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Explanation

3.6.3 Whilst Southgate is a district centre with potential for increased densities and heights,

UNACCEPTABLE. Southgate does not have potential for either increased densities or heights without demolishing perfectly adequate or historic buildings and wrecking the character of the area for ever.

this will need to be balanced against the need for proposals to sensitively consider the historic environment around the listed station building.

There is no possible balance, leave Southgate alone.

The heritage value of the area defines the place quality and therefore all developments that come forward in the area must make a positive contribution to this to avoid detracting from the overall quality of place.

Yet all the proposals will detract far more from "the quality of place" than will be added. That is why there must be no significant development

3.6.4 Southgate is a district centre, but there is an opportunity to enhance the vitality of the high street including the evening and night-time economy

Southgate can be enhanced with thoughtful and sensitive initiatives working with the current public realm. Overbuilding and overpopulating the area will wreck it.

and access to the public realm including connectivity to nearby green spaces.

UNNECESSARY PROPOSAL As mentioned above, no improvements are required

The district centre also acts as a good office location and this will be enhanced.

As Southgate is already a good location for offices, misguided attempts to enhance it are certain to make it worse.

In order to support the vibrancy of the centre, opportunities to improve the car dominated nature of the area around the station will be explored.

UNACCEPTABLE. The Council has already made car domination worse by the local LTN experiment. Southgate Circus is an essential traffic hub. Any reduction in roadspace will cause CATASTROPHIC PROBLEMS in the surrounding area as vehicles will be forced to drive around surrounding residential streets, including mine.

The tube station offers an opportunity to increase densities in the area to deliver additional residential accommodation.

UNACCEPTABLE Increased population density in Southgate will destroy Southgate, it is that simple. The station already serves a large local population.

The appropriateness of siting of proposed tall buildings will be assessed taking into consideration the findings of the Borough's Character of Growth Study (and any updating successor) and the impact on heritage assets.

UNACCEPTABLE. Any proposed tall buildings are not acceptable because they are tall and therefore will dominate the area and wreck its character

3.6.5 There are several large surface level car parks associated with supermarkets,

Indeed, they are there because supermarket shopping is bulky so most shoppers need a car to take it home. Cycling is rarely an option for a supermarket shop (as opposed to a local shop where it is very much an option).

which offer an opportunity to intensify the use of this land.

UNACCEPTABLE. Southgate is not an "intense" area, nor should it ever become one or it will no longer be Southgate except in name.

The introduction of additional employment and housing opportunities will support the vitality of the non-residential uses adding to this centre's resilience.

The proposals will destroy Southgate as we know it, I understand this is entirely in line with the "Levelling Down" policy favoured by the Council but I for one feel that this is inappropriate until the UK becomes a non-aspirational Communist state.

3.6.6 In order to support active travel and improve the use of public transport the pedestrian environment around the tube and bus station should be enhanced. This will also help to support the vitality of the district centre.

This has already been stated, in any case, this is not a proposal, this is a wish

3.6.7 Connectivity to the surrounding green spaces could be improved, including providing valued habitat for flora and fauna.

This is the third time this unnecessary and fatuous suggestion has been uselessly enumerated.

Have your say on Southgate...

3.6.8 In relation to the proposed Southgate placemaking area:

1. Does the vision for Southgate set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?

NO, this vision for Southgate is completely inappropriate, as detailed in my comments above

2. Will the proposed placemaking policy for Southgate help to adequately deliver the aspirations set out in the vision?

No, definitely not

If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

Scrap all proposals here and start again with simple local proposals that work WITH the existing buildings, character and infrastructure. Remove all proposals for tall or even large buildings, keep the existing motor vehicle/pedestrian space allocation as is, but make better use of it.

The Southgate area has already had an unsustainable increase in population.

I am sorry that you find my comments almost exclusively negative but that is because the proposals seem to have been dreamt up by the worst kind of blinkered campaigner. Words fail me.
