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We refer to the Council Leader's recent "Update" drawing attention to the consultation on Enfield's Draft Local Plan. We are members of the Winchmore Hill Resident's Association (WHRA) and have seen and endorse their response to the consultation. We add the following personal observations.

## 1. Green Belt

As a matter of principle we object to the proposal to allow development of the Green Belt for housing purposes and consider that any plan to release parts of it should be removed from the local plan.

In any event, whilst we cannot pretend to have absorbed every detail of this complex document, we do not believe the Council's proposals sufficiently ensure the objective of protecting the Green Belt and focusing housing development on smaller brown field sites. In particular, we are unconvinced that there is a justifiable need to encroach on the Green Belt to the extent proposed in the draft Plan, in particular at Crews Hill and Vicarage Farm, when there are a number of sites in the borough which are (and have for some time been) earmarked for residential development but at which no work of demolition or construction has started. To give just two examples: the former MetaSwitch offices in Enfield Town and the former Travis Perkins site in Winchmore Hill. And we understand from WHRA that no houses have as yet been built at the high profile Meridian Water development. If there is a pressing need for more housing stock then we consider the Council should take all available steps to ensure that developers granted planning permission proceed with their developments timeously.

## 2. Specific Proposals

Whilst, as indicated, we generally support a policy of development of smaller brown field sites within the borough, we are concerned about proposals for possible development of three sites within Winchmore Hill.

These are:

- **SA32 Sainsbury Green Lanes:** The proposals are not entirely clear but as this site is noted in tables 8.1 and 9.1 as proposed mixed use we assume that the supermarket itself would remain but that part (?) of the car park and/or possibly the wooded area between the car park and Haslemere Road would be built on. We make three points:
  - (i) If the store itself were to be demolished this would be a significant loss of amenity for Winchmore Hill residents, and a wider community. The store is consistently busy, and as such requires a sufficiently large car park. That said, it also caters to a significant clientele living within walking distance who, to access any alternative store of a similar size and product range, would need to use their cars thus adding to pollution and carbon emissions.
  - (ii) The wooded area provides a degree of visual screening and noise bafflement for those who, like us, live in adjacent roads. Further, our understanding from the time the store was built, on previously recreational ground (and we have lived in

the immediate area for over 40 years and in Arlow Road for over 30), was that the land had been sold subject to covenants protecting this (semi) public green space.

(iii) Finally, the Plan speaks of 299 homes. We struggle to see how so many dwellings could be provided other than in a multi storey building, which would be visible to, and thus damage the amenity, of those living in adjacent roads.

- **SA42 Fords Grove Car Park:** Though loss of this parking would not be of direct personal concern to us its presence is important for local traders; particularly so now that the recently introduced cycle lanes on Green Lanes have materially reduced available on street parking for shoppers.
- **Firs Farm Recreation Ground (p380):** Part of this land is shown as designated for use in connection with a proposed crematorium. Whilst it seems (if we have understood the Plan correctly) that the proposed crematorium will be built on land on the other (eastern) side of the A10 it is clear that attractive open land which enhances the wetlands developed in recent years (themselves, we suggest, and important ecological site) will be lost just when there are plans – which we thought had local authority support - in train to build a community hub at the location.