

Dear Strategic Planning and Design,

I would appreciate the following comments being considered in the consultation process.:-

- After the last World War, it was necessary to re-house thousands of Londoners, who had been bombed out, and many of whom had lived in overcrowded and unsanitary conditions anyway before the War.. Part of the answer was the extensive LCC housing programme, and part was the construction of New Towns which took the pressure off the existing Urban environment, and provided better facilities in the countryside, continuing the Garden City movement started by Ebenezer Howard. It effectively leapfrogged the Green Belt, rather than eroding it. I consider that Enfield is generally a good balance between buildings and open space, with a few notable exemptions.
- It is true that not all Green Belt, or countryside in general, is aesthetically attractive or suitably used. Theobalds Road and Crews Hill confirm that fact, the horse having bolted over the years. I support the redevelopment of that area wholeheartedly, but I am totally against the proposed residential development of the farmland either side of the A110, and Vicarage Farm which forms an attractive barrier to urban sprawl, that being one of the main aims of Green Belt Policy.
- There are many Brownfield, or Previously Developed Land, sites in the Borough, notably the former marshes off Montagu Road, and the industrial premises at Alma Road. There is also Council-owned land which is ill-used such as the Bell Lane playing field site, which leads off Baker Street, and measures approx. 3 acres. It would be ideal for new housing with appropriate landscaping. On the subject of Brownfield sites, I strongly support the approved scheme for the redevelopment of the B and Q etc. site, which I consider to be extremely well-designed and a positive contribution to the area. Conversely, I do hope that the suggested tower block on the site of Enfield Palace, opposite the historic market square and St. Andrew's Church, is well and truly dead.
- With regard to the building over the existing car parks as listed, I acknowledge the merits of the recent development at Edmonton Green, followed by the excellent Metaswitch office building on the former Genotin Road car park. However, I would suggest that each case should be treated on its individual merits, and my obvious criticism is 'where do all the cars go'? Particularly with regard to commuters it would seem that their only option is to use their own cars to travel in to Town, which is surely contrary to stated travel policy.
- Finally, I turn to the proposed redevelopment of the main shopping centres in the Borough, which I do not understand, unless it is intended for Yasar Halim to obtain a monopoly! In any event, I do not believe that it is commercially achievable, so I will not pursue this aspect any further.