

## Comments on Main Issues in Enfield Local Plan Published June 2021

We broadly support the comments on the plan submitted by Southgate District Civic Voice and The Enfield Society and would like to ensure that our support is taken into account.

In addition we would like to make some other specific comments – see below.

### Strategic Policy PL6: Southgate

In the Southgate Placemaking Vision, the final line finishes mid sentence, so it is not clear how underused or vacant shop units and office use will be consolidated.

#### Southgate Placemaking Vision

Southgate will be a thriving district centre that has a unique character derived from the listed tube station building and other heritage assets. It will act as a community and cultural hub, building on strong transport connections. Away from the high street the area will maintain a residential character. The distinctive quality of parks and open spaces will be sustained and enhanced with improved accessibility for all users.

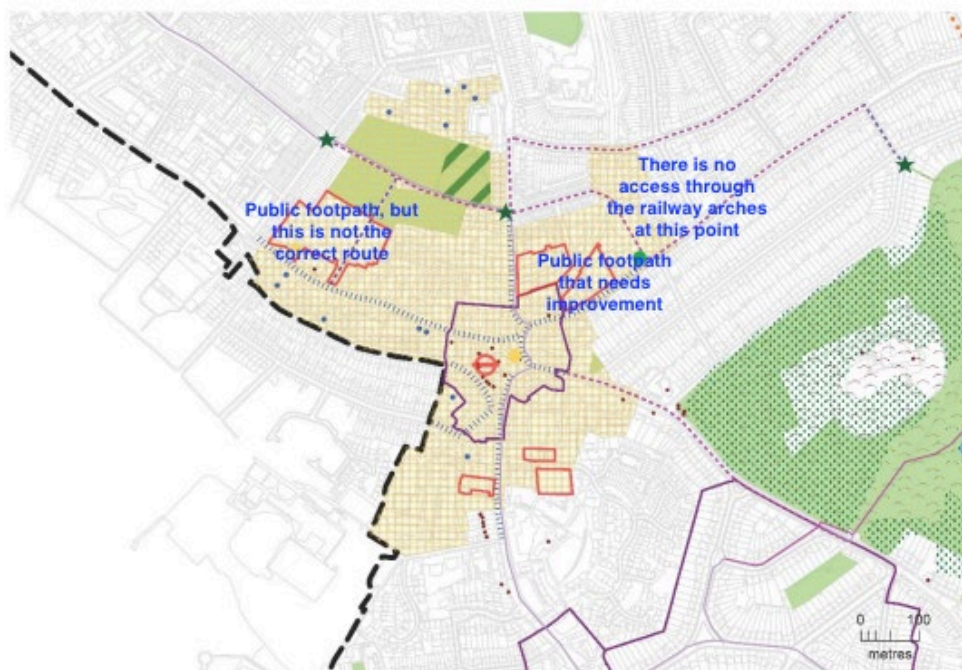
Existing and new clusters of small to medium office spaces will take advantage of good links to central London. It will have grown into an established cluster, making use of underused or vacant shop units and consolidating existing office use through.

We welcome the proposal that Southgate retains and expands its thriving centre. However, it would benefit from a master planning vision for the area, incorporating the work by various community groups.

### Figure 3.7: Southgate placemaking vision

This figure contains a number of interesting ideas that we welcome, however there are various errors, which make it incomplete and unsatisfactory. See annotated map and details below.

Figure 3.7: Southgate placemaking vision



Corrections needed:

- There is a missing legend for the underground station symbol.
- Not all local heritage assets are included e.g. The Hart pub in Chase Road.
- Improvements to walking route:  
The path along Hillside Grove to Winchmore Hill Road. The path shown appears to go under the underground track railway arches at the end of Hillside Grove presumably to the back of the Leisure Centre. There is currently no route through and no walking route out from behind the Leisure Centre. Therefore this should be designated as a 'new walking route opportunity' and it would be welcomed as a new route. See Google map street view from both sides of the arches to show current obstruction.



- New Walking Route Opportunity:  
The path through the ASDA site in figure 3.7. There is a public footpath from Chase Side to the path through the allotments, which runs alongside ASDA. This is an old footpath that was diverted from its original path when ASDA was built. It is well used, but desperately in need of improvement.

There is a footpath from Winchmore Hill Road across the underground railway via a bridge into Park Road. This should be designated as a walking route opportunity as it could be improved and properly sign posted.

Further comments on Figure 3.7:

We welcome the improvements to the walking routes and implementation of new cycle routes.

The intensification possible sites – it is not clear exactly where these are as the map is not detailed enough to see actual buildings. However, they appear to be sites of garages or residents parking. While supporting intensification in principle where it is in scale with the surrounding buildings, we are concerned that the removal of garages will have implications for the residents of the surrounding flats. These appear to be potential redevelopment sites, but there is no detail included.

Point 5: Evening and Night time economy – Southgate has many cafés and restaurants that remain open into the evening, in addition the Southgate Club has evening events. The only late opening premises is The Hart, which is open until 2.30am. Given that Southgate town centre is surrounded by housing, and many of the shops have flats above, we are concerned that uncontrolled late night opening would be detrimental to the lives of the local residents.

Point 6: this states that 'The Council will work in partnership with key stakeholders (including TfL) and landowners to devise a cohesive public realm

strategy'. Any discussion should also include both the businesses and the active community groups (e.g. Southgate District Civic Voice) to ensure that the strategy meets the needs of all stakeholders.

Point 7: the list of parks includes 'Southgate', but there is not a park called Southgate, however, Oakwood Park is missing from the list.

## **7.6 Policy DM DE6: Tall buildings**

### Figure 7.4: Appropriate locations for tall buildings

The designation for Southgate appears to encourage tall buildings in the roads surrounding the town centre. The legend showing proposed heights is very unclear, as are the roads included. However, what is apparent is that part of the area suggested surrounds the nationally important listed underground station and the Southgate Circus conservation area. Tall buildings in this area would be detrimental to the siting and views of the listed buildings. Additionally, building high at the top of a hill will have a greater negative impact on the surrounding area.

The designated area to the north of the town centre is residential with buildings of 2-3 storeys only. Much of this housing is in terraces built in the 1880s and early 1900s. Tall buildings close to these terraces would be completely out of character and dominate the area to its detriment. Indeed in PL6, it states 'Away from the high street the area will maintain a residential character.' This tall building strategy seems to be at odds with that in PL6.

### **PL6: Southgate – Site Allocations**

#### SA23: Minchenden Car Park & Alan Pullinger Centre

The car park listed as Minchenden Car Park in Leigh Hunt Drive is used by both shoppers and commuters. Its use has been promoted by residents in feedback to the Southgate regeneration consultation, in order to encourage shoppers to park here rather than in the town centre. This car park is key to removing cars from the town centre and driving through the area. Building on this car park will make it more difficult to achieve the aim of removing cars from Southgate.

The Alan Pullinger Centre is the only youth provision in the immediate Southgate area. It is used by a wide range of groups and has been instrumental in helping youths who may potentially exhibit anti social behaviour. Removing this facility would be detrimental to the lives of many local young people.

Rather than removing this completely, it could be redeveloped to provide better provision for youth groups and other local community groups.

I understand that John Bradshaw gave this land to Southgate residents; therefore it should continue to be used for public benefit. Creating a community centre and improved youth centre would be a fitting use in line with John Bradshaw's wishes.

#### Missing details on site allocation

On Figure 3.7, there is a site allocation, which appears to be Southgate Library. No details of this site have been included in this plan. Further details are needed to be able to comment. However, clearly Southgate needs to retain its library in an appropriate setting, which would allow and encourage use by the whole community. The library could be a wider hub for a range of educational and literary activities.

### **Strategic Policy SP H1: Housing Development Sites**

A number of the sites included Table 8.1 should be subject to a heritage impact assessment as part of the Local Plan process (and not left to planning applications) in order to understand whether a) the principle and b) the proposed levels of development is appropriate at each site, taking account of the impact on heritage assets and Conservation Areas. Design or master planning work is needed to demonstrate the capacity of the proposed levels of development

**The strategic policy items PL9: Crews Hill and PL10: Chase Park** involve building on green belt sites. We oppose major building on sites in the green belt for a variety of reasons, not least that building on this type of land removes it forever as a green field site, along with all environmental benefits for the community. With the current climate emergency the council should be looking to improve green field sites not destroy them. These sites provide a valuable buffer between the urban edge and the agricultural landscape, which should be protected and maintained.

Developments in the green belt tend to encourage building executive homes and will do nothing to provide suitable housing for the families in Enfield that currently need homes. Building these types of estates will increase dependency on cars as the infra structure needed to be more sustainable is unlikely to be considered viable by the developer. Increased reliance on cars rather than public transport flies in the face of the stated climate emergency plans by this council. This council should be redeveloping itself or encouraging re-use of existing brownfield sites.