



January 2025 Update

FLDRA 2025 AGM

Date: Wednesday 19th February 2025

Start Time: 7PM

Location: Function Rooms at the Fox Pub - 413 Green Lanes London N13 4JD

Agenda and further details to follow closer to the AGM.

We encourage residents to get involved and if you would like to become part of the committee please ensure you are a member 10 days prior to the AGM.

The committee is made up of 12 positions, 4 of which have specific duties/titles:

Chair / Deputy / Co Chair / Treasurer / Membership Secretary / 8 Committee Members

All positions are open to members but we do ask everyone on the committee to take ownership of a specific area of interest..

Details and requirements can be found in our constitution on the Web Site but in short you need to be forwarded by a current member of the residents association and be prepared to present a short bio/statement to the AGM. If you intend to stand we ask you to let us know in advance and have whoever is forwarding you do the same. We can do this on the evening but it just allows us to plan a little better if we know in advance.

I will try and make the evening more social and less formal as I know the idea of attending an AGM isn't very appealing!

Enfield Plan | Updates 22nd Jan to the 31st Jan 2025

Please note the final programme, agendas for week 1 and submitted statements are available to view here: <https://www.enfield.gov.uk/services/planning/new-enfield-local-plan#stage-1-hearing-statements>

There is limited seating available in the Council offices, however the sessions will be live streamed on the Council YouTube channel available here:

<https://bit.ly/LocalPlanExamination>

Did you notice we featured on the latest issue of the Anthony Webb Newsletter?





January 2025 Update

Wards and councillors | Working in partnership

I recently met with several ward councillors at the council offices in Silver street and discussed a number of the questions (listed in our November newsletter) you asked us to put to the council.

After the closure of the GP practice on Old Park Road, other practices, in particular the Winchmore Hill practice that took on all the patients, have become overstretched. How will the care needs of the residents in all the new buildings be catered for?

Initial Response: The Local Plan certainly reflects the need for additional healthcare facilities in the borough as well as the need to use existing facilities more flexibly. This is highlighted in the Local Plan on pages 10 & 11 and further detailed on pages 24-25. Whilst the Local Plan might allow for additional healthcare facilities It will be for the NHS to decide how to meet these needs.

https://www.enfield.gov.uk/__data/assets/pdf_file/0019/64450/Enfield-draft-IDP-July-2024-Planning.pdf

Second Response: Thankyou for raising your concerns regarding the provision of healthcare services, particularly in light of the closure of the GP practice on Old Park Road and the pressures on other local practices, such as Winchmore Hill. The emerging Infrastructure Delivery Plan recognises the need for new healthcare provision to accommodate Enfield's growing population and ensure residents' care needs are met. Policy SC2 of the draft Enfield Local Plan establishes that developer contributions will be sought to fund additional health and social care facilities. This approach ensures that new developments contribute directly to the infrastructure required to support their future residents. To guide this process, paragraph 5.13 of the Plan encourages early and proactive engagement with the NHS and the NHS Healthy Urban Development Unit (HUDU). HUDU's "Planning Contributions Model for London" is a key tool used to assess and calculate the healthcare infrastructure requirements and associated costs for new developments. This ensures that the needs of residents, both current and new, are comprehensively considered and planned for. We understand the importance of maintaining accessible and effective healthcare services, and we are committed to working closely with health authorities and developers to ensure that the infrastructure keeps pace with population growth. I hope this provides reassurance, but please don't hesitate to contact us if you have further questions or would like to discuss this matter in more detail.



January 2025 Update

Affordable housing - The main reason given by the Council for its plan to build on Green Belt land is the need for affordable family-sized accommodation, with a declared intention to require 50% genuinely affordable units. We read that Barrats, one of the largest developers, have pulled out of several proposed schemes on the basis that 50% is not financially viable. We are concerned that the sacrifice of the green belt will be wasted if, under pressure from developers, Enfield ends up watering down the requirements for affordable housing.

Thank you for your enquiry regarding affordable housing and the Council's proposals for development on Green Belt land. We appreciate your interest in the Local Plan and share your commitment to ensuring that new developments meet the needs of our community.

Affordable Housing Provision

The Council recognises the critical need for genuinely affordable family-sized homes in Enfield. The Enfield Local Plan (ELP) seeks to address this by requiring that 50% of new housing on qualifying sites be genuinely affordable. This ambition aligns with the Council's commitment to tackling housing affordability challenges while delivering sustainable growth.

The viability of delivering this proportion of affordable housing is assessed on a site by-site basis, informed by robust evidence, including the Local Plan Viability Assessment. This ensures that proposed developments remain deliverable while prioritising affordable housing.

Viability Challenges and Developer Engagement

We understand concerns about developers citing viability issues, such as those raised by Barratt Homes. However, the Council's Viability Assessment demonstrates that delivering 50% affordable housing is achievable on many sites in Enfield, especially when combined with targeted use of planning obligations, grant funding, and public-private partnerships.

The Viability Assessment is a key component of the evidence base for the Local Plan. It rigorously evaluates the financial feasibility of development policies, including affordable housing requirements, infrastructure contributions, and Green Belt releases. The assessment confirms that the policies in the Local Plan strike an appropriate balance between ensuring development is viable and meeting the borough's strategic objectives.

Moreover, the Council has policies in place to ensure that viability assessments submitted by developers are independently scrutinised. This ensures that any claims about financial constraints are transparent and justified, maintaining the focus on delivering public benefits, including affordable housing.



January 2025 Update

Protecting Green Belt Sacrifices

The Council recognises the importance of protecting the Green Belt and only proposes its release in exceptional circumstances. These circumstances are robustly justified in the Exceptional Circumstances Topic Paper, which highlights the critical need for housing in Enfield and the inability to meet this need solely through brownfield sites.

Green Belt releases are prioritised for sites that can deliver the greatest public benefit. This includes providing a significant proportion of affordable housing and associated infrastructure, as detailed in the Council's evidence base. Policy safeguards are in place to ensure that these benefits are realised and that the Green Belt sacrifice is not wasted.

Viability Evidence Base

The Viability Assessment, which forms part of the Local Plan evidence base, provides a detailed analysis of how developments can achieve policy-compliant affordable housing delivery. It includes site-specific testing and scenario modelling to account for different market conditions and infrastructure requirements. This ensures that policies are realistic and deliverable while meeting the borough's needs.

Commitment to Accountability

Enfield Council remains committed to transparency and accountability throughout the plan-making and implementation process. Regular monitoring of affordable housing delivery and policy performance will ensure that the Local Plan objectives are met. The Council will also engage with residents and stakeholders to address concerns and adapt policies where necessary.

Conclusion

The Council understands the value of the Green Belt and is determined to ensure that any sacrifices made are justified by delivering meaningful outcomes for our residents. Through its Local Plan, Enfield aims to strike a careful balance between addressing housing needs and preserving the character and environmental value of the borough.

It has been acknowledged that Enfield has a growing elderly population. How have the needs of this demographic been included in the Plan? We are worried about the closure of almost all station car parks, the reported closure of the only Dementia Centre, the cost of CPZ parking for older people on limited incomes, and the increasing waiting times for GP and similar appointments as a result of high-density developments.



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Thank you for your query on behalf of the residents group regarding the needs of Enfield's growing elderly population. The draft Enfield Local Plan recognizes these concerns and outlines policies to address them comprehensively, particularly regarding housing, healthcare, and transport accessibility.

Housing for Older People

The Local Plan acknowledges the increasing demand for housing suitable for older residents. Policy H8 specifically supports the provision of specialist housing for older and vulnerable people, including care homes, extra care housing, and lifetime homes that are adaptable to meet changing needs. This ensures that a range of housing options are available to support independent living and tailored care.

Healthcare and Social Care Provision

The Plan recognises the need for enhanced healthcare services to support population growth, including the elderly. Policy SC2 ensures that developer contributions are secured to deliver additional healthcare and social care facilities. The Infrastructure Delivery Plan identifies healthcare as a priority, and the NHS Healthy Urban Development Units Planning Contributions Model is used to calculate costs and ensure the right level of provision for residents. While the Local Plan does not directly address the reported closure of the Dementia Centre, the Council remains committed to working with healthcare providers to support residents living with dementia and their carers.

Transport and Accessibility

The Plan promotes a sustainable transport strategy that prioritizes public transport, walking, and cycling while ensuring accessibility for all residents, including those with mobility needs. Policies T1 and T2 emphasise improving connections to key services and maintaining essential parking provisions for those who require them. The focus is on balancing accessibility with sustainability goals to create connected, vibrant communities.

Controlled Parking Zones (CPZs)

While the Local Plan promotes sustainable parking management, the specific implementation of CPZs is managed outside the Local Plan process. We understand residents' concerns about affordability and accessibility, and these will need to be addressed by the relevant Council team.

High-Density Development

The Local Plan ensures that infrastructure delivery including healthcare, social care, and transport keeps pace with high-density developments. Policies require developers to contribute to the necessary infrastructure to mitigate the impact of new housing and ensure it benefits all residents.



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Historically, there has been an area around the Lakes Estate which is outside the catchment area of all local primary schools, leading to time-poor parents having to drive to schools further away. Walker School is the only one within reach and it is oversubscribed (St Monicas is Catholic). There was an idea to build a school in a corner of Groveland's Park but this was abandoned. What is the plan for expansion of primary school places?

We have recently drafted a Pupil Place Strategy Document that is out for consultation with local schools.

Like most London boroughs Enfield has experience a fall in school rolls in recent years. The pupil population has declined by 2274 (4%) between 2018 and 2023. The year-on-year decrease resulted in a surplus of over 600 reception places (17%) across the borough in May 2024 (against agreed Pupil Admission Numbers). Projections show a continual decline which will reduce the number of primary pupils by 1,176 below the places available at September 2023.

You are correct that in 2013/14 the establishment of a new school at Grovelands Park was considered but was not progressed due to cost considerations and the challenges of building in a historic park. No other site could be identified in the area. At this point in time there were insufficient primary school places in the borough.

Although the situation in the Lakes Estate is understood the Council's responsibility to ensure that there are a sufficiency of school places and managing the current oversupply means there are no plans to increase pupil places or establish new schools in the borough.

Statistically car related crime and theft in Enfield is materially higher than the national average as a percentage of total crime. Do Enfield council have any strategy to assist the police in tackling this?

Initial Response: Thank you for your enquiry with the Anti-Social Behaviour Team regarding any strategy to assist the police with tackling car related crime in Enfield. The Anti-social Behaviour Team does not have the resources to investigate or deal with car crime however, if possible we will support the police with any assistance they require.

We would ask that if there are any incidents of crime or ASB they are reported to the Police at the time the behaviour is witnessed either by reporting online via <https://www.met.police.uk/ro/report/asb/asb-v3/report-antisocial-behaviour/> or by calling 101 or 999 in an emergency.



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Second Response: Thank for you question in relation to car related crime. You are correct that the rate of car crime as a percentage of total crime is higher in Enfield than the national average. Metropolitan boroughs are more likely to have a higher rate and current data on car related offences in Enfield are at a slightly lower rate, compared to our neighbouring borough of Haringey.

Importantly car crime rates in Enfield has fallen by 11% in the last 12 months (July 2023- June 2024) compared the previous 12 month period. This rate of reduction is higher than the reduction rates nationally (5%) and across London (1%).

Whilst we do not have a bespoke strategy for car crime, the council supports the local safer Neighbourhood Police where car crime is a ward priority as required. However, the council has limited resources and has to prioritise crime categories what cause the greatest level of harm, including domestic violence, knife crime and serious violence affecting young people. We have specific strategies for these priority areas.

Does the council have a plan for the pavements in the Lakes estate (palmers green) as we are receiving reports from members of the poor condition and that some residents are opting to use the road.

Thank you for contacting Highways in relation to the condition of footways on the Lakes Estate. While this years footway budget has already been allocated we will arrange for footway condition surveys to take place in preparation for future years programme. The surveys will provide us with a score which can be compared with other sections of footway brought to our attention from across the Borough. Each year the top 6 or 7 sites will be selected with the remainder left on a reserve list for future years.

With regard to the Lakes Estate, in conversation with the Highway Officer for the area we will focus our surveys on Ulleswater Road which he reported to be in the worst condition. Should there be any other specific roads or locations you'd like us to investigate please do not hesitate to contact me. Please note due to the length of Ulleswater Road and available budget even if it appeared in our top 6 or 7 sites we would have to pick it up in short sections over the next few years.



January 2025 Update

Pedestrian lights at Bourne Hill/Hedge Lane junction: Can our Councillors please find out the timeline Enfield Council and TfL are working to introduce pedestrian light crossings here. TfL have funded Enfield Council to carry out planning/possible design which Enfield Council say they are now doing. How can we ensure this is high priority for Council? Is this a priority for the council department?

Enfield Council is currently working closely with designers to finalise the concept design for the Green Lanes/Hedge Lane junction. This project aims to enhance pedestrian safety and demonstrates our ongoing commitment to improving the pedestrian environment and reducing collisions involving pedestrians over the long term. We expect the proposed concept design to be finalised early in the new year, provided that the proposals will be accepted by TfL.

Please note that the funding received from TfL covers only the concept design phase. Further funding from TfL will be required to proceed with the detailed design and construction stages.

Is there a strategy for bus services across the borough (who owns it?) and specifically, the W9. Members are calling out the lack live tracking for the W9, to quote one resident "Metroline who run W9 say the issue is for TfL to resolve". Without this we don't know when the next bus is coming which, given they are only at 15 min intervals, is a long wait, or as happened to me twice recently I walked off only for the bus to arrive at the stop a few moments later.

TfL is the organisation that has oversight on London's bus services and on bus specific infrastructure placed at bus stopping positions, such as timetable boards and bus shelters, even where these stops fall on borough-managed roads. Accordingly, this query is best directed to TfL. Contact information is available on their website.

I am not clear what channel of communication is being described in the phrase? members are calling out the lack of live tracking? However, you will be aware that Londoners enjoy representation by Assembly Members who might be asked to escalate and advocate around any issues those residents have with TfL.

Are there any plans to introduce a park and ride facility as there used to be at Arnos Groves ? We are seeing car parks closing for development purposes.

The Council continues to review the zonal parking controls around Arnos Grove, with the intent of using this mechanism to help regulate parking for new homes. The associated developments provide monies for this work to be carried forward, as agreed within the planning process.



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On the question of park and ride at Arnos Grove, officers feel this option works best when there is a large demand from A to B and back again, but that regular bus services provide better for the more diffuse set of daily trips applying to the location in question. Hence, no, there are no such plans. You may be aware that Bowes Road has recently benefitted from the introduction of a new bus lane, despite some initial reservations from the community and their representatives, and that the SL1 superloop is a newly added service that uses the street and thus takes advantage of this facility. Hence, one might say the location is quite well served already for bus routes and bus infrastructure.

The Enfield Plan references development that could impact the volume of commuters. Therefore, is there a plan around Tubes & Overground services? i.e. to cope with increased demand?

The provision of tube and overground services is primarily a function for regional policy and decision makers, rather than local councils.

Enfield Council continues its own work of seeking to promote accessible and reliable bus services by improving infrastructure at stopping points and adding bus lanes and bus gates to its network where these will add benefit. It does this in partnership with TfL, with the latter being the body providing the scheme funding.

On the question of Enfield Council's own transport strategy, the recently approved transport strategy contains some high-level policies on public transport. This will be followed by a public transport action plan, but that may be a year away. In the meantime there is the Mayor's transport strategy which sets out regional policies.

The transport assessment for the local plan at the link below sets out some answers on this topic: https://www.enfield.gov.uk/data/assets/pdf_file/0028/54937/Strategic-TransportAssessment-Planning.pdf

Enfield Council Transport Strategy

Enfield Council's recently approved transport strategy contains some high level policies on public transport and is found at the link below. This will be followed by a public transport action plan, but that may be a year away. In the meantime there is the Mayor's transport strategy which sets out regional policies.

<https://journeysandplaces.enfield.gov.uk/app/uploads/2024/11/Appendix-A-Enfield-Transport-Strategy-final.pdf>

How will the high street be made attractive to businesses. The Plan promises a vibrant high street based on attracting tech and other service providers rather than retail. While we appreciate the effort to encourage public transport use, we know that businesses cannot thrive if customers and staff cannot park nearby with ease, or have to pay too much for daily parking. With CPZ being proposed for the whole area, it looks like parking will inevitably become a big problem in the area. – Waiting for a response



Crime & Safety | Safer neighbourhood teams

January 2025 Update

We recently attended the January meeting of the Southgate ward panel which covers an area within our catchment area.

The meeting focused on:

Enfield Council has served a formal notice to a rogue landlord unlawfully operating a former police station building in Southgate as a hostel. After several weeks of meticulous investigations and evidence gathering, the Council confirmed a breach at the building on Chase Side, N14. A planning enforcement notice was issued, ordering for the occupation of the property to cease.

I would note that our local ward councillors were very much involved in driving this forward and we should appreciate their resilience and commitment on this issue.

Additionally a number of antisocial activities were highlighted covering: multi occupancy houses that were disrupting the neighbourhood, the use of public spaces around the station for drug use and theft from retailers – these were taken away as a priority. The police also talked about setting up a scheme (based on contribution by retailers) to provide active support – details to follow as the police reaches out to our local businesses with their proposal.

The take away was that where we live is a “relatively” safe area to live – BUT we need to call out incidents when we see them as this data is what drives the allocation of resources without which focus will be placed elsewhere in the borough

The consultation is open until 23:59 on Wednesday 12 February 2025

The Mayor's Police and Crime Plan sets out his high-level priorities for policing, crime and community safety in London for the period 2025 to 2029.

Before finalising the Plan, he is consulting to allow Londoners and stakeholders to comment and share their wishes and priorities for the Plan. The Mayor's agenda is clear – to make London a safer city for all, by being tough on crime and tough on the complex causes of crime.

Have Your Say - the Police and Crime Plan 2025-2029

The police alone cannot deliver this, and the Plan sets out how MOPAC, the MPS and partner agencies including local councils, health services, criminal justice partners and TfL/transport operators will continue to work together to reduce and prevent crime now and over the long-term.

The plan can be found at <https://www.london.gov.uk/programmes-strategies/mayors-office-policing-and-crime-mopac/have-your-say-police-and-crime-plan-2025-2029>.

Southgate Safer Neighbourhood Team (SNT)

SOUTHGATE WARD PANEL MEETING

JANUARY
09.01.2025

Thursday, 9th January 2025 at 7.00 PM - 8.30 PM
Southgate Pizza Express, 94-98 Chase Side, N14 5PH

The purpose of the Ward Panel (formally CAPE) meeting is to raise any crime and anti-social behaviour in Southgate with the local Safer Neighbourhood Team (SNT).

Agenda

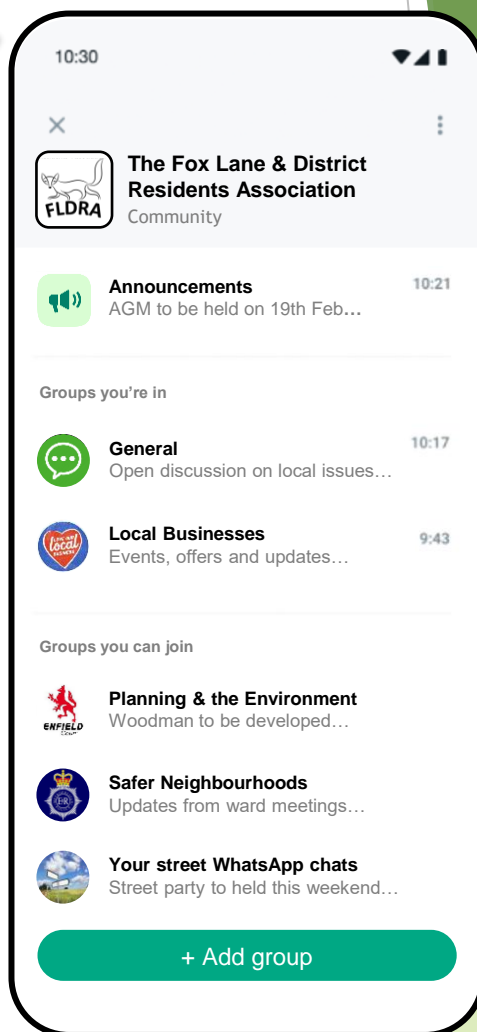
- Welcome (5 mins.)
- Reports/Updates
 - Police: previous priorities, local operations, crime stats (30 mins.)
 - Residents, businesses, Councillors and other members (30 mins.)
- Any other business (10 mins.)
- Police priorities agreed (10 mins.)
- Close (5 mins.)





January 2025 Update

Scan the QR code to join the FLDRA WhatsApp community



We are launching a WhatsApp FLDRA Community!

Early days but the ambition is to bring together multiple chats, interests and groups from across the resident's association catchment area. Whether that's your local street chat, providing updates on the ward meetings with the safer neighbourhood teams, planning events in your area or things you want to call out that impact the environment, offers or events that local business what to highlight and of course general updates from the FLDRA.

Perhaps there's a local chat you would like to include or already have a street WhatsApp chat that we can include in the community?

If you are interested just scan the QR code which is your invitation to join the FLDRA WhatsApp community and start chatting with your neighbours.



January 2025 Update

Local developments | The Woodman

Heartwood, the award-winning group, has acquired The Woodman, Palmers Green from Marstons Plc.



The acquisition will see the pub undergo an extensive multi-million-pound refurbishment to create 150 internal covers with a further 60 external covers.

Originally two adjoining cottages built in 1727, the pub first started serving guests under the watchful eye of retired police officer Henry Wale in 1868. The historic pub is well-known locally and is reputed to have one of the smallest bars in England. Heartwood's refurbishment will preserve the listed building's quaint features whilst infusing it with Heartwood's signature cosy, quirky style where guests will be able to enjoy three-star seasonally changing, ethically sourced menus in line with its three-star SRA rating.

The acquisition of The Woodman, expected to open Summer 2025, joins Heartwood's acquisitions of The Royal Forest, Epping Forest and The Prince of Wales, East Barnet in North East London and continues Heartwood's ambitious plan to grow to over 60 sites with a turnover of £133m by 2027 and joins four sites already confirmed by Heartwood to open in 2025.

Richard Ferrier, CEO of Heartwood Collection, said:

"We're delighted to have been able to acquire this charming pub which has clearly been central to and much loved by the local community for so long. We have been looking at The Woodman for a number of years and feel it will make an outstanding Heartwood Inn."

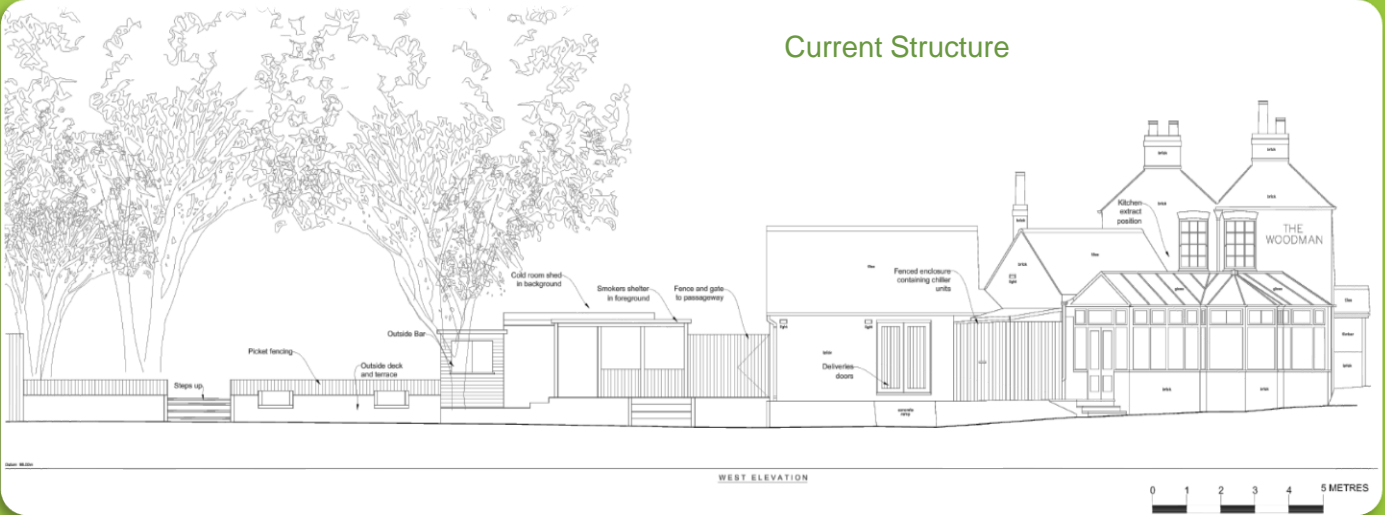
A planning application has been submitted to Enfield Council for a two-storey rear to side extension and creation of a plant room with rear terrace and associated works to hardstanding. REF 24/03236/FUL

If you are interested in the detail, you can find the submission on the council's website here: <https://planningandbuildingcontrol.enfield.gov.uk/online-applications/applicationDetails.do?keyVal=SKFCEHJNJIO00&activeTab=summary>

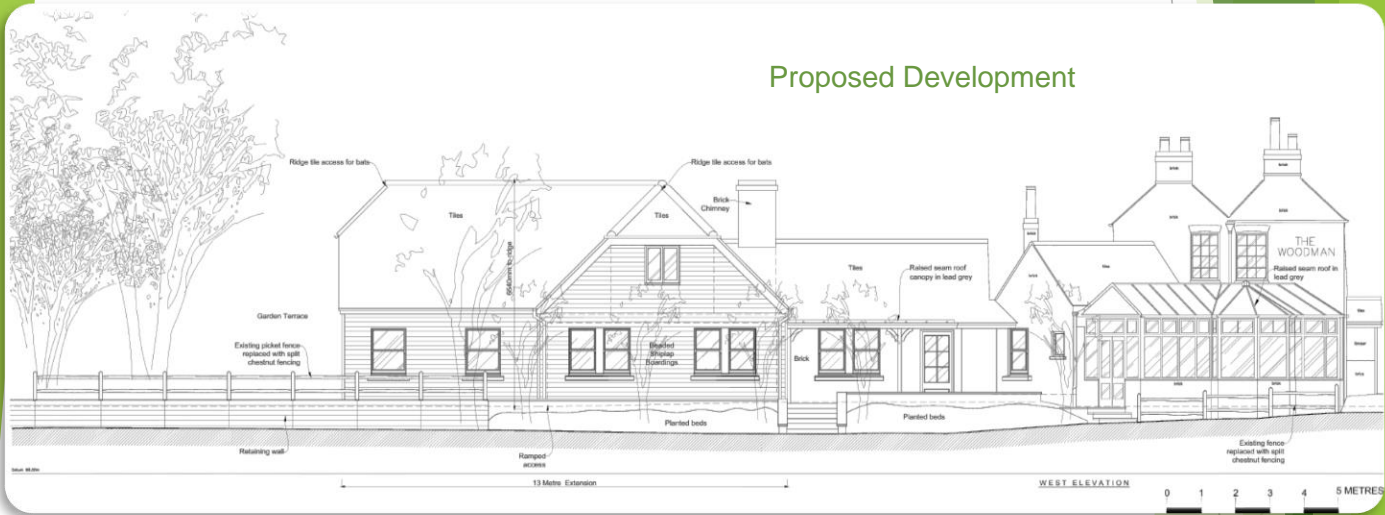
So what does that mean in a practical sense? Please reference the planning statement submitted by the developer for the detailed submission, but my synopsis would be: The pub is not statutory listed but is locally listed, so previous applications to develop have been under scrutiny/denied to ensure they are in keeping with the locality. The developers argument is "establishments need to be of a certain size in order for the business to successfully operate" – which is why this will require an extension to the rear to provide additional customer seating and an extension to the side to provide better kitchen and back of house facilities.



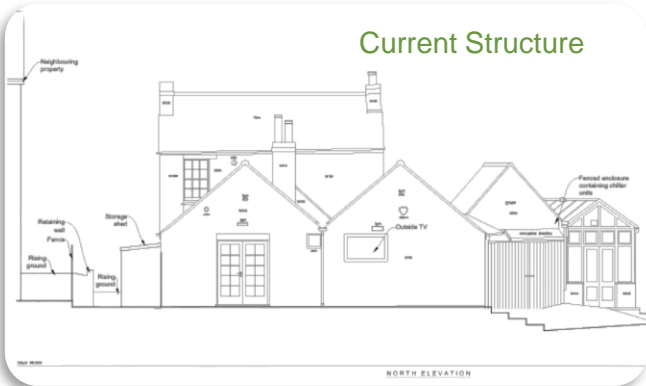
Current Structure



Proposed Development



Current Structure



Proposed Development

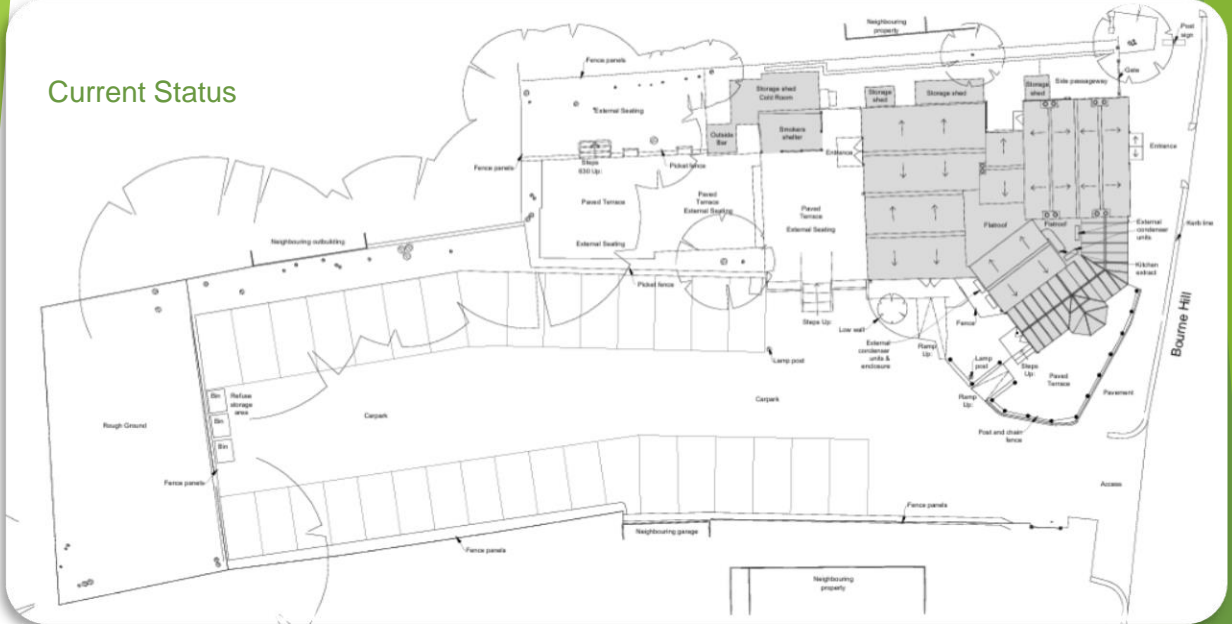


No "apparent" material change to the front elevation



Local developments | The Woodman

Current Status



Proposed Development

A few observations: The resulting addition is substantial – but the extension would be finished in timber shiplap boarding with a tiled roof, which “may” result in a good quality addition to the area. (one for you to express your opinion on). The entire building and area will be upgraded (including the conservatory, car parks and outdoor seating). The proposals would help to bring the community facility back into gainful use and will create 45 jobs (developer estimates) – The resulting “pub” would be very much focused on a food service as opposed to being drink only – which you may or may not prefer. One thing for sure if it goes ahead it will be a very different Woodman to the one we knew.



January 2025 Update


Meetings & Local Events

NORTH LONDON
ORGANIC GARDENERS
Wednesday February 5th
at 8pm

in the hall at the back of Holy Trinity Church, Green Lanes, Winchmore Hill N21 3RS (access to car park from Queens Road) The church is across Green Lanes from our previous location at the Baptist Church, Compton Road N21.

Our speaker will be **Liz McElroy** talking to us about the work of **Earthworks** in St Albans.

"Since 1995, our Earthworkers, supported by staff and volunteers, have transformed an area of waste land into 3.5 acres of beautiful, flourishing eco-gardens. It was established for people of all abilities to learn and work together. We manage these gardens in an environmentally sustainable way and grow our plants using organic methods."



For more information contact:
suecampbell462@gmail.com
07807 598 876

Please join us - non-members are welcome!
Everyone remember to bring a small raffle prize. Raffle tickets £1




CONCERT

ROBIN GREEN PIANO TRIO

Robin Green (piano), Warren Zielinski (violin)
and Sébastien van Kuijk (cello)

DATE: 1st February 2025
TIME: 7:30pm
LOCATION: 19 Greenacre Walk, N14 7DB
SUGGESTED DONATION: £35pp
CONTACT: woolf.emile@googlemail.com
FULL DETAILS: [HERE](#)

PROCEEDS DONATED TO MAXABILITY 



Enfield Transport Users Group

ETUG will hold a meeting next month on February 18th at 19:00 hrs in the D Block Ground Floor Room 3 of the Enfield Civic Centre.

No agenda has been published yet; however, it should be up before the meeting. In the meantime, I've attached the minutes from our previous meeting below.

https://docs.google.com/document/d/1e-3-9fedzUU0HxJSLg_p7DC0FZNPGRetWH5tcHHIXAk/edit?usp=drivesdk

We raised £600 for our nominated charity



The FLDRA XMAS Bash

Thanks to everyone who contributed, turned up and made the evening a huge success!