

MINUTES OF THE MEETING OF THE SOUTHGATE GREEN WARD FORUM HELD ON TUESDAY, 18TH NOVEMBER, 2014

COUNCILLORS: Alessandro Georgiou (Chair, Southgate Green, Conservative), Daniel Anderson (Minutes, Southgate Green, Labour), Cllr Claire Stewart (Southgate Green, Labour), Bambos Charalambous (Associate Cabinet Member for Enfield West)

Also attending: Alan Sitkin (Cabinet Member for Economic Development), Sergeant Perry LaFrenais (Metropolitan Police) and Neeru Kareer (Senior Planning Officer, LBE)

4. WELCOME AND INTRODUCTIONS

Cllr Georgiou welcomed all residents to the Southgate Green Ward Forum and introduced Cllr Anderson; Cllr Stewart; Cllr Charalambous; Police Sergeant Perry LaFrenais; and LBE Officer Neeru Kareer.

5. APOLOGIES FOR ABSENCE

Received from the following residents: Alok Agrawal (CAPE), Andy Barker (FLDRA), Caroline Chenier (BHORA), Paul Mandel

6. MINUTES OF THE LAST MEETING

The minutes were amended to include reference to all residents present objecting to any redevelopment of Arnos Grove station car park; and reference was made to ongoing negotiations with Walker School on school places.

7. MATTERS ARISING

The South West Enfield Partnership (SWEP) will reconvene in the next few weeks. Simon Lord, Area Partnership and Regeneration Manager, will once again be the officer responsible for coordinating.

8. COMMUNITY POLICING

Police Sergeant Perry LaFrenais has taken over from Lorna Taylor as sergeant for Southgate Green ward. However, continuity is assured as both PC Ares Michaelides and PCSO Stuart Juffs, two experienced officers, remain as part of his team.

Sergeant Perry outlined the 7 crime priorities as established by the Mayor's Office for Polling and Crime (MOPAC) and provided comparative crime figures for September 2013 and September 2014.

MOPAC 7	September	September	% Change
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SOUTHGATE GREEN WARD FORUM - 18.11.2014

Southgate Green Data	2013 Incidents	2014 Incidents	
Burglaries	194	146	-24.7%
Criminal Damage	82	45	-45.1%
Robbery	37	13	-64.9%
Theft from motor vehicles	138	119	-13.8%
Theft of motor vehicles	38	31	-18.4%
Theft from person	20	18	-10.0%
Violence with injury	57	38	-33.3%
MOPAC 7 combined	566	410	-27.6%

Across Enfield as a whole, apart from violence with injury, which is up 8%, all crime is down in the Borough. The 3 main priorities for Southgate Green are tackling burglaries, antisocial behaviour (ASB) and motor vehicle theft.

Sergeant LaFrenais was asked about:

i) **National news reports of massive under-reporting of crime of up to 20%.** He was unaware of the reports, but maintained that to his knowledge in Enfield that is not the case. All allegations, e.g. attempted burglaries, are recorded. However, he agreed to look into this and report back. **ACTION: Sergeant LaFrenais**

ii) **Plans to leave parks unlocked at night.** Perry was not personally aware of consultation on this, but said that it senior management's views may well have been sought.

iii) **Is crime in parks recorded in the figures or separate to them?** There have been a few incidents in Broomfield Park recently. Sergeant LaFrenais agreed to check with Ares. **ACTION: Sergeant LaFrenais**

iv) **Budgets.** Sergeant LaFrenais accepted that there were financial constraints, but felt that they are coping nonetheless.

9. **POTENTIAL REDEVELOPMENT OF THE RITZ PARADE AND ARNOS GROVE STATION WESTERN CAR PARK**

Neeru Kareer, Senior Planning Officer from the London Borough of Enfield attended and provided the context and background.

Preparation of the North Circular Area Action Plan (NCAAP) began in 2011 and involved a number of stages of both formal and informal consultation and included extensive and ongoing dialogue with key stakeholders such as the South West Enfield Partnership (SWEP), TfL, local community representation; and the adjoining boroughs of Haringey and Barnet. All of this work has helped to shape the adopted version of the Plan, which was formally adopted by the Council on the 8th October 2014.

Detailed site specific policies for 19 opportunity sites across Bowes, Palmers Green and Southgate Green wards provide the planning principles by which development

SOUTHGATE GREEN WARD FORUM - 18.11.2014

proposals will be assessed. The Plan includes site specific policies for both Ritz Parade (Opportunity Site 12) and Arnos Grove Station (Opportunity Site 7).

It is the intention to build 1,300 new homes in the vicinity, which includes the Ladderswood development and sites along the A406, previously owned by TfL, but sold to the Notting Hill Housing Trust, and this includes the Ritz Parade.

Ritz Parade

The Council is in the early stages of preparing a detailed Development Brief for Ritz Parade and are cognizant of the strong feelings of concern expressed by residents. The intention of the work will allow for an in-depth understanding of the regeneration opportunities the site offers as well as its limitations. This work will also investigate the viability of land assembly, land use mix, density and capacity for the Parade. Thus far, three development options have been identified and will be tested.

- I. Comprehensive redevelopment of the site, including the demolition of the Ritz Parade building;
- II. Comprehensive redevelopment of the site, but maintaining the existing Ritz Parade façade; and
- III. The partial redevelopment of the site retaining the existing Ritz Parade building and developing the areas to the east, west and north.

Early consultation with key stakeholders will commence once initial findings are reported and this is likely to be in January 2015. More formal public consultation will take place on the preferred option(s) thereafter. This is likely to be March 2015.

Residents expressed concerns about the development options being a fait accompli. Why not consult before deciding on 3 options? Neeru explained that it was important not to confuse the NCAAP with the Notting Hill Housing Trust development. They are separate issues, the NCAAP seeks to shape the development, but the Council does not have a veto on whether or not development occurs. Indeed, there are number of agencies involved in the mix, including Transport for London (TfL) and Notting Hill Housing Trust. As to future development scenarios, there are only 3 high level options to be tested in terms of the development principle. The detail of what can be delivered within these 3 scenarios is still open for discussion, and this will be subject to the community consultation process taking place in early 2015.

The Council acknowledges that the existing Ritz Parade is distinctive and eye catching and any redevelopment of the site must be in keeping with the established character of the wider area. The NCAAP provides an outline of the potential market value, vision and objectives for the site, but the detail will involve design testing, density considerations etc.

Residents felt that the last 30-40 years have been a missed opportunity and their concerns have been neglected. Neeru appreciated these heartfelt feelings, but the historical context is important to note. It was intended to widen the A406 and no development could take place whilst this position was maintained. It was only over the last 10 years when the Mayor for London at the time, Ken Livingstone, ruled this out due to cost factors and the land was then sold off by TfL to the Notting Hill Housing Trust. We are now where we are and have to try and make the best of the situation.

SOUTHGATE GREEN WARD FORUM - 18.11.2014

Residents also asked about the accompanying infrastructure. Where is the planned doctor's surgery, the shops and school places to meet the demand? Again, the aim of the NCAAP is to seek to map these out, and provide a clear planning framework in which required infrastructure can be delivered. However, it is important to note that infrastructure delivery is not the sole gift of the local authority and a number of agencies and partners have to come together for the implementation of projects.

Concerns were also raised about the flat developments at the corner of Wilmer Way and A406 Bowes Road, which many feel are a monstrosity. Cllr Sitkin responded that Cllr Achilleas Georgiou (Deputy Leader and councillor for Bowes Ward) argued against these developments at Planning Committee, but the decision was approved as the application was in alignment with the London Plan. He also added that there were two elephants in the room, namely the views of existing tenants and the potential free school within Broomfield School, which will impact on the development.

Arnos Grove Station Western Car Park

The Council is not formally aware of any proposals coming forward on this site. Land at Arnos Grove Station, was originally identified through the adopted New Southgate Master Plan (2010). The North Circular Area Action Plan carries forward this guidance, through NC Policy 17, and identifies the land at Arnos Grove Station as a potential mixed use (residential and commercial) opportunity site, subject to further discussions with TfL Property.

TfL Property has been reviewing its portfolio of car parks across London as part of a wider strategy to identify opportunities of releasing land for development whilst also consolidating car parking.

The land to the west and east of the Station building is currently used for surface level commuter parking.

However, the adopted Action Plan makes clear that if redevelopment would result in a reduction in the provision of public parking at this key interchange a clear justification for this loss would be required, and while the Council would support sites coming forward, the consolidation of car parking may not be an appropriate solution. In addition English Heritage would be consulted on any discussion on development. Capacity, parking issues and density will all guide any discussion.

The Council is currently seeking an update from TfL Property, but to reiterate the Council is not formally aware of any proposals coming forward on this site.

Residents expressed concern that a development brief had been seen suggesting that a 5 storey building out of context with the Arnos Grove station. Neeru reiterated that nothing was on the table at this time. The objective of the NCAAP is forward-thinking, i.e. to pre-empt any possible developments and plan accordingly for a response in the event of the situation arising.

The Chair thanked Neeru for attending.

10. UPDATES

Locking of park gates

Councillor Anderson explained that a recent Overview & Scrutiny Committee meeting that was convened to discuss concerns over the decision to leave the parks unlocked

SOUTHGATE GREEN WARD FORUM - 18.11.2014

the Cabinet Member for Environment & Community Safety (Councillor Chris Bond) agreed to delay the implementation of his decision until April 2015. In the intervening period he offered to meet with friends of parks groups to discuss the situation. However, it is important to note that the decision itself is non-negotiable, only the process is open for discussion.

Residents expressed reservations, alleging that Broomfield has a significant existing crime problem and the friend's may not be in a position to take responsibility for locking the gates. What about dangers to wildlife and vandalism? Or what of the possibility of travellers entering the parks? Councillor Stewart suggested that there was nothing to stop travellers entering the parks during the day when the parks are open. Another resident offered a contrarian view, by suggesting that closing the parks at night might actually act as an incentive to break in and by leaving them open the problems may subside.

Councillor Anderson reiterated that anyone concerned about the plan should take up Councillor Chris Bond's offer to meet.

Ultra Low Emission Zones

A paper was distributed that summarised the Mayor for London's plan to introduce an Ultra-Low Emissions Zone (ULEZ) to tackle London's air pollution crisis, which is amongst the worst cities in Europe. If introduced, vehicles entering the zone to comply with strict emission standards. The UK Supreme Court noted compliance with EU standards will only be achieved by 2025 in London, 15 years after the original deadline. TfL's modelling work suggests that the proposed ULEZ will reduce NOx levels in Enfield by 9% in 2020 compared to the situation without ULEZ. However, the benefit of ULEZ reduces in 2025 as more vehicles will be compliant with the relevant emissions standards in any event. Consultation on ULEZ proposals is currently taking place and lasts until 9th January 2015. Subject to the outcome of the consultation, TfL is hoping to have a scheme in place by 2015, giving users five years notice before 2020.

Fly-tipping

Councillor Anderson mentioned that he was seeking to identify and eradicate fly-tipping hotspots in the ward by working in collaboration with the Assistant Director for the Public Realm, Head of Regulatory Services and Head of Operational Waste, all of whom he had done a ward walk with recently. Areas identified are Palmers Road junction with Bowes Road; Alleyway behind shops in Bowes Road; Alleyway behind Haslem Court; Milton Grove, Hayden Lane, The Mall area opposite the Cherry Tree.

Residents added the area around the Notting Hill Housing Trust developments also needs attention.

Transport for London Updates

Councillor Anderson met up with a representative from TfL to discuss the access issues affecting Milton Grove along the A406 Telford Road and the safety measures installed. TfL are satisfied that since the measures have been in place, which have restricted the A406 to two lanes, there have been no recorded accidents. The measures have been observed and traffic appears to observe the 'Keep Clear' signage, which has now been extended across both the entrance and exit lanes of Milton Grove. It is intended to improve the look of the safety measures by turning them into grass verges. Works to that effect will begin with some consultation in the New Year and it is hoped that they will be completed by the spring. Attention will also be paid to ensure that drainage is not impeded by any such improvements. Concerns about surface water when it rains have also been raised and are being looked into.

SOUTHGATE GREEN WARD FORUM - 18.11.2014

With regards to the Footbridge at Wilmer Way, of which the stairs have been closed since March, a response to a question to the Mayor of London, Boris Johnson, by GLA Representative, Joanne McCartney, was distributed. The Mayor explained that a solution is currently being sought and it is hoped to lift the restriction by April 2015.

The meeting ended at 9pm.

11. DATE OF NEXT MEETING

Tuesday 13th January 2015, 7.15pm,
The Penridge Suite, 470 Bowes Road, London N11 1NL

The meeting ended at Time Not Specified.