

Public Document Pack



**THE WORSHIPFUL THE MAYOR
AND COUNCILLORS OF THE
LONDON BOROUGH OF ENFIELD**

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Item 3 - Appendices A, D and H

3. DRAFT REGULATION 18 ENFIELD LOCAL PLAN: 2019-3039

The receive the report of the Executive Director of Place on Draft Regulation 18 Enfield Local Plan: 2019-3039.

Appendices A, D and H are included in this pack.

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Enfield Local Plan

**Main issues and preferred approaches
June 2021**

Version for EGM on 9 June 2021



Making comments

The Council is consulting on the next stage in the preparation of the new Enfield Local Plan 2039.

The plan and supporting documents can be viewed online at www.enfield.gov.uk/newlocalplan. If you do not have access to the internet, paper copies of the documents (including a summary version) are available to read at the borough hub libraries:

- Edmonton Green Library, 36-44 South Mall, Edmonton N9 0TN
- Enfield Town Library, 66 Church Street, Enfield EN2 6AX
- Ordnance Unity Centre Library, 645 Hertford road Enfield, EN3 6ND
- Palmers Green Library, Broomfield Lane, Palmers Green, N13 4EY

Copies will be also be placed in community libraries, please check for opening times here:

<https://new.enfield.gov.uk/services/libraries/contact-information-and-opening-hours/>

We would very much like to hear your views on the issues and policy options presented in this document. There are a number of ways that you can comment:

- **On-line** at www.enfield.gov.uk/newlocalplan – This is the quickest and easiest way to respond.

Using our questionnaire forms to help you frame your response to us. The forms are available online at www.enfield.gov.uk/newlocalplan or paper copies are available at the Council offices and all the borough libraries. The completed questionnaires can be sent to us as follows:

- Via email at: Localplan@enfield.gov.uk
- Via post to: Strategic Planning & Design, Enfield Council FREEPOST NW5036 EN1 3BR

Comments must be received by midnight on 2 August 2021

How to find out more

You can find out more by visiting:

- our website www.enfield.gov.uk/newlocalplan
- our dedicated digital engagement platform – [link to follow](#)

Table of contents

Foreword	4
1. Introduction	6
2. Good growth in Enfield	15
3. Place	37
4. Sustainable Enfield	88
5. Addressing equality and improving health and wellbeing	108
6. Blue and green Enfield	113
7. Design and character	139
8. Homes for all	178
9. Economy	218
10. Town centres and high streets	241
11. Rural Enfield	253
12. Culture, leisure and recreation	262
13. Movement and connectivity	278
14. Environmental protection	282
15. Delivering and monitoring	288

Appendix

- A. List of technical evidence base
- B. Site proformas
- C. Developer's formula
- D. Monitoring indicators

Table of contents – generates automatically when all the content is in

Foreword by the Leader of the Council

Enfield has many strengths and is full of potential. We have a growing population; an emerging and strengthening business sector; an ambitious regeneration and housebuilding programme; and an attractive environment – over half the Borough is green or blue. Our Borough has its challenges, with high levels of income deprivation and a desperate need for more affordable houses. We currently have over 3500 families in temporary accommodation, and on average a home costs 13.7 times household income.

The Council is committed to creating a lifetime of opportunities for all residents, ensuring more quality homes in well-connected neighbourhoods, to investing in safe, healthy and confident communities, and to creating an economy that works for everyone in Enfield.

This consultation version of the Local Plan plays an important role in shaping the future of the Borough - delivering good growth and affordable, quality homes while ensuring the landscape and character of the borough is enhanced.

A 'do nothing' approach is not an option if we want to shape the growth of our Borough in a positive way.

This "Issues and Options" version of the Local Plan 2039 provides a preferred spatial option for where and when this growth and enhancement can be delivered. Enfield faces difficult decisions in making choices about where and when new homes, new business and new schools can go in our borough, as we must protect our industry and also improve the character of our neighbourhoods and natural qualities of our landscape.

By 2039 Enfield will be a place of growing opportunity for future generations, the green lung of London where new homes and jobs help all our communities thrive.

- Housing growth will be accommodated across the Borough, with a focus on town centres and well-connected urban locations, as well as new sustainable settlements at Chase Park and Crews Hill.
- Employment floorspace will be delivered in town centres, existing employment areas, and new locations in the north and east of the Borough.
- East-west disparities will be reduced by delivering high quality new infrastructure, an uplift in employment floorspace and environmental improvements.
- Improvements to biodiversity and access to nature will be delivered across the borough, providing benefits to residents, mitigating and preparing for climate change, and supporting a sustainable natural economy in the north of the Borough.

The pandemic has reminded all of us how important our open green spaces are for health and wellbeing. The Local Plan is an opportunity to provide to move accessible green spaces for residents across our Borough, including in our more urban areas; this will address existing poverty and inequality.

These green spaces, rewilding projects and new woodland creation also help Enfield play its part in reducing and mitigating climate change. The climate emergency is a responsibility we all share and a variety of Local Plan policies help us create a healthier planet for the children of Enfield.

After this consultation, the Council will update and refine the Draft Local Plan and reconsider it at Full Council, before it is sent to the Secretary of State and a government Planning Inspector for evaluation.

I encourage residents, businesses and other stakeholders to get involved in the consultation and help shape the future our borough.



Cllr Nesil Caliskan, Leader of the Council

1. Introduction

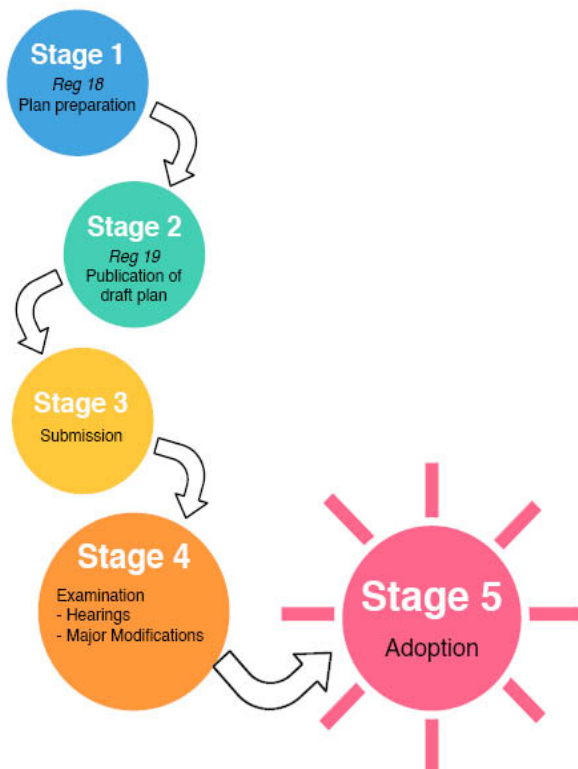
- 1.1 Enfield Council is in the process of updating its adopted Local Plan. The New Enfield Local Plan (ELP) is an important document that will guide the future spatial development of Enfield borough up to 2039, and beyond.
- 1.2 The plan has to consider the amount and types of future new development that is required in the Borough, as well as when it is needed and in what form. Most importantly, it sets out how this growth will be delivered in a sustainable manner that maintains and enhances the quality of the many unique places that make up the Borough of Enfield.

Preparation of the Enfield Local Plan

The Plan making process

- 1.3 The requirements and consultation process for preparing a plan are set out by legislation in the form of the Planning & Compulsory Purchase Act 2004 (and subsequent amending documents). The Council must also follow the processes outlined in the Town and Country (Local Planning) (England) Regulations 2012. A summary of the process is set out in Figure 1.1.

Figure 1.1: A summary of the plan making process



- 1.4 Enfield is currently at Stage 1 – the plan preparation stage known as Regulation 18. Stage 1 involves:
- collecting **evidence** about the Borough's needs;
 - using the evidence to identify issues and ways that they could be addressed through the plan; and
 - testing spatial options.
- 1.5 The Regulation 18 stage can be repeated a number of times with several rounds of public consultation and is a stage of the process that can run over several years.

What is this document and why is further consultation needed?

- 1.6 Enfield prepared and consulted on a Regulation 18 Issues and Options document in late 2018 / early 2019. This initial Regulation 18 document very much focussed on exploring broad issues and options but did not indicate the Council's preferred approach, in terms of the scale of growth to be planned for, or in terms of the proposed spatial strategy.
- 1.7 This draft plan is a further Regulation 18 consultation document. It represents an advancement on the 2018/2019 Issues and Options consultation, in that it identifies a preferred level of growth, and sets out a preferred spatial strategy and related policies for accommodating this growth.
- 1.8 More specifically, a further Regulation 18 consultation is considered necessary to:
- Explore issues identified through the earlier Regulation 18 consultation;
 - Respond to changes in context, including: government planning policy; the climate and nature emergencies, COVID, and the recently adopted New London Plan;
 - Reflect the new and updated technical evidence base; and
 - Identify a preferred spatial growth strategy and preferred policy options.
- 1.9 Further engagement with local communities and other stakeholders is considered essential to enable the Council to test and refine its approaches before making a decision on the plan it wishes to take to the next stage of the plan making process.

The nature and purpose of this document

- 1.10 The Council is facing many complex challenges and difficult choices in developing its spatial plan for the Borough for the next 20 plus years. This draft plan is in the form of a consultation document. Its purpose is to help the Council draw upon the many minds of residents, local groups, landowners, businesses and statutory bodies, as it seeks to develop the next stage of the Enfield Local Plan.
- 1.11 The draft plan has a hybrid nature with strong consultation elements designed to seek people's views on the spatial planning challenges the Borough faces, and the range of policy options being considered. It also contains the Council's preferred policy options. In some instances, the preferred policies are fully formed whilst in others the policies are more indicative in nature. For the latter it is considered essential that input from stakeholders is obtained before the policy can be developed to its final form.
- 1.12 The document also contains a series of questions at the end of each explanatory section to help people engage with the options and choices being presented. These questions are also intended to help people more easily formulate their responses to the consultation.

How has this plan been prepared?

- 1.13 The draft plan has been prepared to be consistent with national policy set out by government in the National Planning Policy Framework (NPPF). It has also taken account of the Planning Practice Guidance (PPG), which provides further guidance about national policy and its implementation.
- 1.14 The plan has also been prepared in light of the New London Plan which was adopted in March 2021 and emerging North London Waste Plan.
- 1.15 Local plans are required to be based on adequate, up-to-date and proportionate evidence. A comprehensive evidence base is being developed to support and inform the ELP strategy and policies. The evidence base for the ELP is available on the Council's website and forms part of the suite of documents that the Council is consulting upon.
- 1.16 The ELP must be accompanied by sustainability appraisal/strategic environmental assessment (SA/SEA) that considers the impact of policies on the community, the economy and the environment. An integrated approach to SA/SEA, Equalities Impact Assessment (EqIA), Health Impact Assessment and Community Safety Impact Assessment (CSIA) is being undertaken, which seeks to maximise the positive impacts of the local plan policies and minimise and mitigate potential adverse effects. The Council has also undertaken a Habitat Regulations Assessment (HRA) which assesses the likely impacts of local plan policies on the integrity of national and European designated sites.
- 1.17 The draft plan has been informed by, and builds upon, the previous Regulation 18 Issues and Options consultation and the responses received.

Relationship with other plans and strategies

- 1.18 Once adopted the new ELP will replace in entirety of the following development plan documents:
 - Core Strategy (2010)
 - Development Management Document (2014)
 - Edmonton Leaside Area Action Plan (2020)
 - North East Enfield Area Action Plan (2016)
 - North Circular Area Action Plan (2014)
- 1.19 The policies in the ELP are informed by the following council strategies:
 - Housing and Growth Strategy
 - Housing, homeless and tenancy strategies
 - Economic Development Strategy
 - Culture Strategy
 - Climate Action Plan
 - Blue and Green Strategy
 - Poverty and inequality
 - Others

Duty to co-operate

- 1.20 The Localism Act (2011), subsequent regulations and the NPPF place a statutory duty on local planning authorities to cooperate with each other, and other bodies, when preparing, or supporting the preparation of policies which address strategic matters and on areas of common interest. This includes initiatives such as joint working on the Functional Economic Market Area Assessment, Green Belt and Metropolitan Open Land Assessment, Gypsy and Travellers Needs Assessment, Burial Needs Assessment and work with other statutory undertakers, major highway improvement schemes such as Junction 25 of the M25 and other transport issues such as the four tracking of the West Anglia Mainline and Crossrail 2. This process has helped shaped and inform policy development, and helped develop an appropriate evidence base for the emerging Local Plan.
- 1.21 It is important to recognise that the duty to cooperate is a continuous process of reviewing policy and accompanying justification and the potential impacts of policy on neighbouring authorities and agencies. The Duty continues throughout all stages of the plan making process and the Council has and will continue to work positively with its neighbouring authorities and other relevant public bodies to identify and address issues of strategic importance during the preparation of the ELP.
- 1.22 A Duty to Cooperate Compliance Statement will accompany the next version of the plan and will be updated before it is submitted to the Secretary of State with the Local Plan alongside other supporting documents. The statement sets out the bodies engaged under the Duty during the preparation of the ELP, the strategic issues that have been given consideration and the outcomes that have informed policy preparation.

Monitoring

- 1.23 It is important to assess whether the ELP is meeting its aims and objectives. It is also important to have appropriate mechanisms in place to enable the Council to take action if the Plan is not delivering on its policy commitments. A series of monitoring indicators are included to help achieve this.
- 1.24 Policy performance will be reported on through the Council's Authorities Monitoring Report (AMR). Where policies are failing to deliver necessary actions will be identified. This may include an early review of the ELP.

Next steps

- 1.25 Once consultation on this draft plan has finished the Council will consider all of the comments received and use them to help inform its decision making on the next stage of the plan preparation process. This is likely to be preparation of the final draft plan that it will eventually be submitted to the Secretary of State for independent examination.
- 1.26 Meanwhile the current suite of adopted policies in the Core Strategy, Development Management Document and the Area Action Plans will continue to apply until the ELP is adopted.

List of policies

1.27 The NPPF¹ set out that Local Plans should identify and distinguish strategic policies from other non-strategic policies. All policies in within the ELP including the site allocations are strategic, except for the non-strategic policies identified in table 1.1 below.

Table 1.1: Table of policies

Name of policy	Strategic?
SP SS1: Spatial growth and strategy	Yes
SP SS2: Making good places	Yes
SP PL1: Enfield Town	Yes
SP PL2: Southbury	Yes
SP PL3: Edmonton Green	Yes
SP PL4: Angel Edmonton	Yes
SP PL5: Meridian Water	Yes
SP PL6: Southgate	Yes
SP PL7: New Southgate	Yes
SP PL8: London National Park City	Yes
SP PL9: Crews Hill	Yes
SP PL10: Chase Park	Yes
SP SE1: Responding to the climate emergency	Yes
DM RE2: Sustainable design and construction	No
DM SE3: Whole-life carbon and circular economy	No
DM SE4: Reducing energy demand	No

¹ Paragraph 21 of the NPPF

Name of policy	Strategic?
DM SE5: Greenhouse gas emissions and low carbon energy supply	No
DM SE6: Renewable energy development	No
DM SE7: Climate change adaption and managing heat risk	No
DM SE8: Managing flood risk	No
DM SE9: Protection and improvement of watercourses	No
DM SE10: Sustainable drainage systems	No
SP SC1: Improving health and wellbeing of Enfield's diverse communities	Yes
DM SC2: Protecting and enhancing social and community infrastructure	No
SP BG1: Enfield's blue and green infrastructure network	Yes
SP BG2: Protecting nature conservation sites	Yes
SP BG3: Biodiversity net gain, rewilding and offsetting	Yes
SP BG4: Green Belt and Metropolitan Open Land	Yes
SP BG5: Green Belt and edges of the countryside/urban areas	Yes
DM BG6: Protecting open space	No
DM BG7: Watercourses	No
DM BG8: Urban greening and biophilic principles	No
DM BG9: Allotments and community food production	No
DM BG10: Burial and crematorium spaces	No
DM BG11: Blue and green infrastructure plans	No
SP DE1: Delivering a well-designed, high quality and resilient environment	Yes

Name of policy	Strategic?
DM DE2: Design process and design review panel	No
DM DE3: Inclusive design	No
SP DE4: Putting heritage at the centre of place making	Yes
DM DE5: Strategic and local views	No
DM DE6: Tall buildings	No
DM DE7: Creating liveable, inclusive and quality public realm	No
DM DE8: Design of business premises	No
DM DE9: Shopfronts and advertisement	No
DM DE10: Conserving and enhancing heritage assets	No
DM DE11: Landscape design	No
DM DE12: Civic and public developments	No
DM DE13: Housing standards and design	No
DM DE14: External amenity standards	No
DM DE15: Residential extensions	No
SP H1: Housing development sites	Yes
SP H2: Affordable housing	Yes
DM H3: Housing mix and type	No
DM H4: Small sites and smaller housing development	No
DM H5: Supported and specialist housing	No
DM H6: Community-led housing	No
DM H7: Build to rent	No

Name of policy	Strategic?
DM H8: Large scale purpose built shared housing	No
DM H9: Student accommodation	No
DM H10: Gypsy and traveller accommodation	No
SP E1: employment and growth	Yes
SP E2: Promoting inclusive business and job growth	Yes
SP E3: Protecting employment locations and managing change	Yes
SP E4: Supporting offices	Yes
SP E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites	Yes
DM E6: Redevelopment of non-designated industrial sites	No
DM E7: Providing for workspaces	No
DM E8: Local jobs, skills and local procurement	No
DM E9: Fostering successful evening and night time economy	No
DM E10: Creating a smart and digitally connected borough	No
SP TC1: Promoting town centres	Yes
SP TC2: Encouraging vibrant and resilient town centres	Yes
DM TC3: Floorspace above commercial premises	No
DM TC4: Markets	No
DM TC5: Meanwhile uses	No
DM TC6: Managing the clustering of town centre uses	No
SP RE1: Development in the Green Belt	Yes

Name of policy	Strategic?
DM RE2: Character of the Green Belt and open countryside	No
DM RE3: Improving access to the countryside and green corridors	No
SP RE4: Supporting the rural economy	Yes
DM RE5: Farm and agricultural land diversification	No
SP CL1: Promoting culture and creativity	Yes
DM CL2: Leisure and tourism	No
DM CL3: Visitor accommodation	No
SP CL4: Promoting sporting excellence	Yes
DM CL5: Sport and recreation	No
DM CL6: Protecting and attracting public houses	No
SP T1: Promoting sustainable transport	Yes
SP T2: Making active travel attractive and the natural choice	No
DM ENV1: Local environmental protection	No
SP D1: Securing contributions to mitigate the impact of development	Yes
DM D2: Masterplans to achieve comprehensive development	No
DM D3: Infrastructure and phasing	No
DM D4: Monitoring and review	No

2. Good growth in Enfield

2.1 Spatial portrait

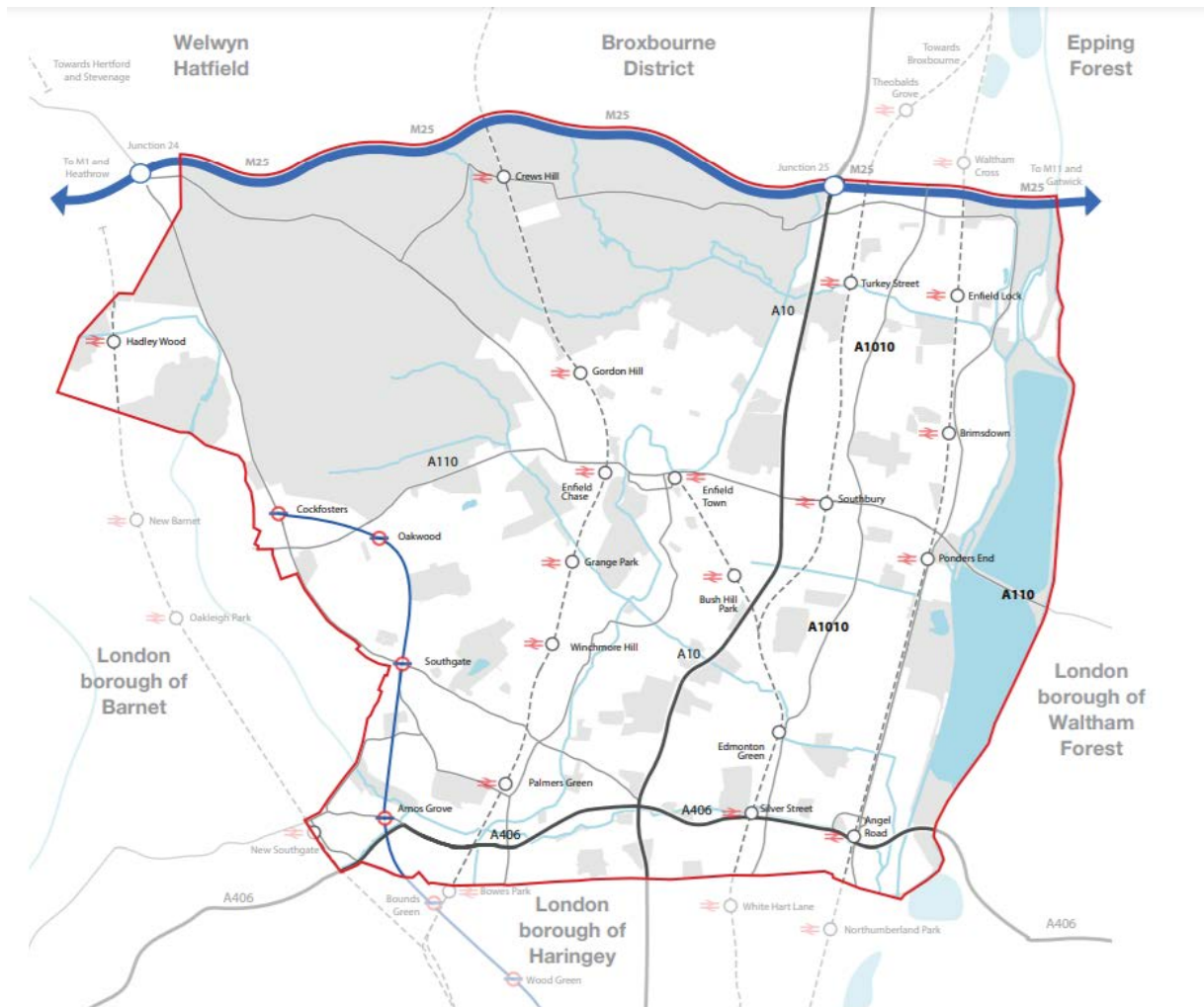


Figure 2.1: The London borough of Enfield

Context

- 2.1.1 Enfield is an outer London Borough in north London and is home to approximately 333,794 people and 130,000 households. It is a diverse place, which has welcomed communities from across the world. In particular, it has large Turkish, Greek and Cypriot populations. The Borough covers an area of 8219 hectares (82.2 square kilometres, or 31.7 square miles). Enfield is represented by three MPs and one GLA member. Enfield council's 63 councillors represent 21 wards.
- 2.1.2 Enfield sits entirely within the M25, north of the River Thames. Central London is approximately 12 miles to the south. Enfield shares boundaries with three other London Boroughs: Waltham Forest to the east, Haringey to the south and Barnet to the west. Enfield adjoins the County of Hertfordshire to the north.

Connectivity

- 2.1.3 Enfield lies on the West Anglia Mainline to London Liverpool Street on a section of the track that is identified to benefit from Four-Tracking and from the Crossrail 2 investment. Enfield also includes sections of the London Underground Piccadilly Line including stations at Cockfosters, Arnos Grove and Oakwood, which will benefit from increased capacity from new trains and signalling upgrades by the early 2020s. Five train lines pass through the Borough, including the Piccadilly (Underground) Line connecting to Heathrow Airport. The other direct connections are into London Kings Cross, Moorgate and Liverpool Street, outward to Welwyn Garden City, Hertford North, Hertford East, Letchworth and Stevenage.
- 2.1.4 Enfield is further served by a number of Transport for London bus routes. Walking and cycling routes permeate the Borough and are currently being improved as part of the Healthy Streets and Cycle Enfield programmes. However, the road and rail network present barriers to walking and cycling – the A10 and A1010 impede east-west movement, and the A406 and M25 make it difficult to walk into and out of the Borough.

Natural and built environments

- 2.1.5 Approximately one third of Enfield is designated Green Belt. Rural Enfield accommodates a diverse range of activities, including farming, golf courses parks and woodland (including areas of Ancient Woodland). Notable attractions include Enfield Chase (a former royal hunting ground and deer park), Capel Manor and the registered gardens of Trent Park, Forty Hall and Myddelton House. Enfield also lies within close proximity to nationally or internationally important nature conservation sites, including Epping Forest (Special Area of Conservation), Lee Valley (Special Protection Area) and Broxbourne Woods (National Nature Reserve). The Enfield Chase Restoration programme is creating large areas of restored publicly accessible woodland and is set to expand. Parts of the Borough also form part of the Lee Valley Regional Park, a natural resource of national importance. There are opportunities to improve the environmental quality of the urban edge, bringing green space into urban area and maximising the potential for people to interface with nature.
- 2.1.6 Enfield has more than 100km of watercourses – more than any other London borough. Its rich blue network includes an extensive network of canals (River Lea Navigation Canal), rivers (River Lee), reservoirs (William Girling and King George V) and lakes. The River Lee's tributaries – Salmon's Brook, Turkey Brook and Pymmes Brook – run through the Borough, converging in the east, bringing flood risk to areas of Edmonton and Meridian Water. However, there are opportunities to improve the sustainable management of watercourses, as well as their visibility and accessibility.
- 2.1.7 Enfield developed from a number of historic towns and villages along trading and transport routes. Enfield Town grew as a prosperous market town, while Ponders End and Edmonton grew on the London to Cambridge road. The River Lee was an important focus for trading and later industrial activity and forms a natural barrier to the east. Enfield's historic centres have grown and developed mixed-use character of retail, employment, community and leisure activities. Enfield's town centres remain the focus of commercial and civic life, with Enfield Town, Palmers Green, Southgate, Angel Edmonton and Edmonton Green serving as important hubs. The twentieth century saw substantial suburban development, capitalising on improvements in public transport. This brought archetypal 'Metroland' development, with generous gardens and shopping parades, to many parts of the Borough. Enfield has 22 conservation areas, which range from distinctive urban neighbourhoods to expansive historic parks, and a number of listed buildings.

Community

- 2.1.8 Enfield's residents are younger than the London average and, like other London Boroughs, are proudly diverse. Enfield has the largest proportion of Greek and Turkish speaking people in the country and 195 languages and dialects are spoken by school pupils who live in Enfield. Life expectancy is increasing, though there are higher rates of diabetes and obesity than the national average. Enfield as a whole is the ninth most deprived London borough, though this overall assessment masks significant disparities within the Borough. Ten areas rank within the 10% most deprived neighbourhoods in England, all of which lie within the east of the borough. Median incomes in the most affluent neighbourhoods are more than four times those of the least affluent.
- 2.1.9 The Dugdale Centre, Millfield Theatre and the Chickenshed Theatre are cornerstones of Enfield's cultural life, and the Borough's rich heritage of creativity offers a strong base for the growth of culture and the creative industries. Sporting and leisure facilities serve local communities throughout the Borough, with Hotspur Way Training Ground drawing in professionals from further afield.

Economic prosperity

- 2.1.10 Enfield's thriving economy is underpinned by small businesses. There are 13,275 businesses registered in Enfield (as at 2019), of which 93% employ fewer than 10 people. Enfield's industrial strengths are evident in the extent of regionally significant and locally important employment sites, which together accommodate over 22,000 workers over 247 hectares. Brimsdown is the second largest industrial estate in London, and is home to firms such as Warburtons, Amazon and Johnson Matthey. The knowledge and creative economy is growing – Metaswitch recently expanded their presence in Enfield Town, and Troubadour Theatres have opened a new film studio complex in Meridian Water.

Challenges and opportunities

- 2.1.11 In looking to the future, the Borough faces challenges. Man-made climate change is transforming the Borough, raising real risks of flooding and overheating. The biodiversity crisis threatens valuable species and habitats.
- 2.1.12 Changing consumer references mean that our centres might not be the retail-focused hubs they once were, and the Covid-19 pandemic has changed the way we work, shop and socialise.
- 2.1.13 The housing crisis is affecting all of us - median house prices in Enfield have risen from £114,000 in 2000 to £319,000 in 2019 – a rise of nearly 250%. The median house in Enfield now costs more than 12 times the annual earnings of an Enfield resident, with harmful consequences in terms of lack of choice and overcrowding. This means that people who grew up in the Borough can't necessarily afford to stay and start a family here.
- 2.1.14 Enfield also is a place of spatial disparities – the east contains some of the most deprived neighbourhoods in the country, and many communities lack access to quality public parks and open spaces. Poor housing and employment opportunities hold back too many Enfield residents from achieving their full potential.
- 2.1.15 But in seeking to provide new homes and jobs the Borough also faces challenges. Growth is never just a 'numbers game' and good placemaking is needed to ensure that the valued qualities and distinctiveness of Enfield's neighbourhoods are celebrated.

- 2.1.16 Enfield can reduce the emissions associated with buildings and transport to become a carbon neutral borough. The Borough can tackle the effects of climate change and become more resilient. There are opportunities to enhance biodiversity and make the most of natural assets. By improving blue and green networks Enfield can make the most of opportunities to experience nature, becoming the gateway to a National Park City.
- 2.1.17 High streets can be transformed into multifunctional hubs, with an improved cultural offer. There is scope to grow a more diverse economy, supplementing longstanding strengths with job opportunities in film and TV and green industries, building on our strategic position close to central London and in the UK Innovation Corridor.
- 2.1.18 By building attractive walkable communities Enfield can become a healthier place with a good quality of life. And by increasing the supply of new homes the Borough can address the housing crisis, providing options for residents regardless of income, age and ability. Fundamentally, growth can help to level up the Borough, reducing disparities between east and west and provide opportunities for all.

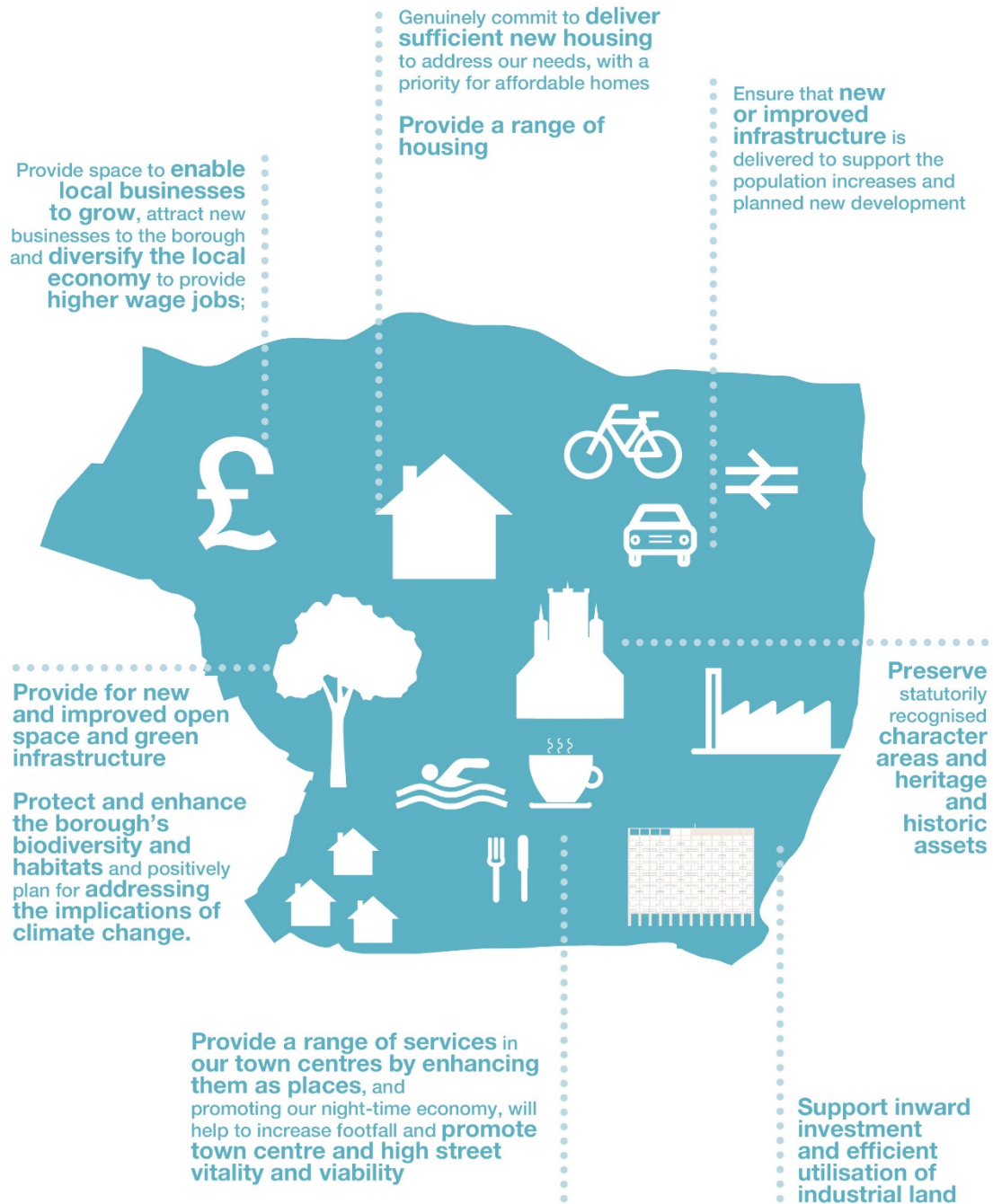


Figure 2.2: Challenges in Enfield

2.2 Key spatial issues

- 2.2.1 The key challenges and opportunities summarised above, have led to the identification of a series of key issues for the ELP to address. The challenge for the ELP is to manage future growth to ensure that development takes place in a sustainable manner that supports the local economy and provides new homes for local people; whilst safeguarding and enhancing, where possible, the valuable natural and built assets of the Borough.
- How to tackle the climate emergency, ensuring the Local Plan makes a full and effective contribution towards achieving the objectives set out in the Council's Climate Action Plan?
 - How to accommodate the development Enfield needs, without adversely impacting upon existing built character, and the natural and historic environment?
 - How to increase new housing delivery to meet local needs (in particular, the need for more affordable housing)?
 - How to strike the right balance between meeting development needs through intensification within urban areas and allowing the limited release of Green Belt land?
 - How to ensure the delivery of high-quality development throughout the Borough, that embraces biophilic design principles and is informed by effective community engagement?
 - How to address the disparities in the Borough, especially between east and west, ensuring all residents have good access to the community facilities and areas of open space needed to live a good life?
 - How to support the development needs of new and existing businesses, encourage sustainable economic growth, and create new job opportunities for local residents?
 - How to create safe and attractive routes for pedestrians and cyclists so that walking and cycling becomes the natural choice for most journeys?
 - How to manage and support our towns centres, so that they can effectively respond to changing retail trends and thrive as multi-functional hubs?
 - How to protect and enhance the wealth of blue and green spaces in the Borough and improve access to these areas for all?

Questions

1. Are there key aspects of the Borough that the council has not captured in the spatial portrait?
2. Are there any key opportunities and challenges facing the Borough that the Council has not identified?
3. Are there any key spatial issues that have not been considered?

2.3 Spatial vision and objectives

Introduction

- 2.3.1 The vision and strategic objectives underpin the Enfield Local Plan 2039.
- 2.3.2 They have evolved from those set out in the Draft Issues and Options Plan consulted on in 2018/19 and are based on the priorities set out in the Corporate Plan and wider Council strategies, as well as visioning work undertaken with elected Members and the wider community in early 2021.
- 2.3.3 The vision sets out what Enfield will be by 2039 and is underpinned by four guiding themes with further detail provided by 20 strategic objectives. The plan is built on the vision and objectives and they act as a golden thread running through the draft policies.

Vision

By 2039 Enfield will be a place of growing opportunity for future generations: a green lung of London and a place where new homes and jobs help all our communities thrive. Housing growth will be accommodated across the Borough, ensuring delivery of a mix of housing types and tenures that meet the needs of existing and new residents.

Employment floorspace will be delivered in town centres, existing employment areas and new locations in the north and east of the borough, building upon the Borough's existing economic strengths and supporting the growth of new economic sectors.

East-west disparities will be reduced by delivering high quality new infrastructure, an uplift in employment floorspace and environmental improvements. Across the borough, we will use biophilic design principles to ensure that opportunities are maximised to knit new development into improved blue-green networks.

We will be:

A nurturing place – A place that provides people with the ingredients for a good life. By accommodating growth throughout the borough, we will ensure the delivery of high quality and affordable homes supported by jobs, community facilities and excellent education, leisure and cultural opportunities. Growth will be used to address spatial disparities and create opportunities to deliver better outcomes for all.

A deeply green place – A place where enhanced green open spaces and waterways permeate through the urban fabric from the wild places in the rural north, providing access for all to nature on their doorstep. Improved biodiversity, greener urban environments and better air and water quality will deliver places where residents and live lives enriched with nature. We will successfully respond to the climate crisis through effective mitigation and adaptation, delivering sustainable buildings and transport options, and effectively managed flood risk. We will be a Borough that is carbon neutral.

The workshop of London – A place where new spaces for logistics and manufacturing will support job growth, capitalising on Enfield's strategic position in the UK Innovation Corridor. New employment floorspace will be delivered in town centres and existing and new industrial locations, where improved links to the borough's green networks will create attractive places for business growth. A range of workspaces will be delivered to meet the needs of a diverse economy, including spaces for homeworking, start-ups and SMEs, and

the creative and maker economy. Enfield's hot house of creativity will be harnessed to enrich our industrial heartlands and diversify our town centres.

A distinct and leading part of London – A place of safe growing neighbourhoods whose valuable character, heritage and natural environments are celebrated, managing new development to sustain beautiful places. By ensuring that growth is supported by infrastructure and improved blue and green networks, new developments will enhance both town and country. We will be a place that leads London in access to nature, intergenerational communities, and quality of life.

Table 2.1: Strategic objectives

Strategic objectives	
A nurturing place	
1.	To address unequal access to jobs and opportunities by protecting employment floorspace and promoting the development of new workspaces. To tackle spatial disparities by building more quality homes, delivering an uplift in infrastructure to support growth being planned for – including social infrastructure and improving environments in the east.
2.	To reduce health inequalities by requiring Health Impact Assessments as part of significant development proposals. To use good design to create walkable connected communities, supporting active and socially connected lives, helping to deliver on the priorities of the Enfield Joint Health and Wellbeing Strategy.
3.	To increase the supply of housing to ensure that more people can access good quality homes ² . To protect family housing and support the delivery of new family homes to help ensure that people who grew up in the borough will have the opportunity to remain.
4.	To provide a variety of housing options to meet the needs of everyone, regardless of income, age and ability. To maximise the supply of affordable housing, by resisting the loss of affordable homes and securing 50% of all new homes as genuinely affordable. To deliver wheelchair accessible and supported housing, and support developments that seek to meet the needs of specific communities, including older people, disabled and vulnerable people, students, and Gypsies and Travellers.
Deeply green place	
5.	To maximise opportunities to experience greenery and the natural world by delivering tree lined streets and improved biodiversity and exceeding urban greening factor targets set out in the London Plan. To use biophilic design

² As a minimum, this plan will support the delivery of the London Plan's ten-year net housing target.

Strategic objectives	
	principles to link up urban Enfield (including Edmonton, Ponders End, Southbury, Brimsdown and Southgate) to wider natural networks across the borough.
6.	To tackle the climate emergency head-on by ensuring that all major development is zero carbon, evidenced through detailed energy assessments. To support renewable and low-carbon energy generation, including through connection to decentralised energy networks.
7.	To support the objectives of the North London Waste Plan by managing waste further up the waste hierarchy. To safeguard air and water quality and manage sources of noise and pollution in line with the agent of change principle.
8.	To mitigate the effects of global heating and a changing climate by requiring developments to effectively manage heat risk, incorporate sustainable drainage, and support measures to sustainably manage flood risk, including through optimisation of the blue-green network.
9.	To protect and enhance the River Lee and Turkey Brook, Salmons Brook and Pymmes Brook through de-culverting, naturalisation, restoration and the creation of new wetlands. To protect the Green Belt and Metropolitan Open Land and local open spaces and encourage improvements to quality and accessibility to meet the needs of a growing population.
10.	To deliver green infrastructure improvements, including accessible new woodland, rewilded river corridors and new parks and open spaces to support growth. To facilitate the creation of a major green infrastructure corridor in the north of the borough, supporting Enfield's role as a gateway to London as a National Park City.
The workshop of London	
11.	To deliver an uplift in employment floorspace to meet the needs of businesses. To capitalise on rising demand for logistics and manufacturing by focusing growth in Strategic Industrial Locations and Locally Significant Industrial Sites and the provision of new sites in appropriate locations.
12.	To celebrate and make the most of our industrial heartlands, protecting floorspace capacity in employment areas and encouraging industrial intensification. To ensure new development maximises the blue-green connectivity of employment areas, contributing to positive placemaking to attract businesses and investment.
13.	To support new office development in Enfield Town, the district centres and Meridian Water. To encourage the delivery of workspaces of a range of sizes and configurations to provide the spaces that small to medium enterprises need to thrive, including flexible and affordable workspaces, and co-working options close to residential communities.

Strategic objectives	
14.	To diversify town centres, enabling them to serve as growing and vibrant hubs with quality public spaces providing an attractive setting for civic activities, shopping, leisure, culture and social interaction, supplemented by local centres and parades which provide amenities and services within easy reach of where people live.
15.	To focus growth and investment to the Borough's major and district centres (Enfield Town, Palmers Green, Southgate, Angel Edmonton and Edmonton Green) to support the delivery of new homes, jobs, leisure and cultural facilities. To work with partners to deliver a cultural renaissance in Enfield.
16.	To draw on the valuable character and heritage of Enfield's communities in managing growth. To use area-based policies to put local distinctiveness at the heart of placemaking; and manage proposals for tall buildings to ensure that new development can be sensitively accommodated. To ensure that designated heritage assets and views are protected and enhanced.
17.	To ensure the delivery of a joined-up, liveable and inclusive public realm network by requiring development to improve its connectivity, legibility, permeability, accessibility and visual appearance. To make walking and cycling the natural choice by embedding the healthy streets approach into new developments.
18.	To deliver active travel routes to make it easy to get around safely and sustainably, and support improvements to the public transport network (including by safeguarding land for Crossrail 2). To strengthen east-west links through new routes and access improvements.
19.	To protect existing community facilities and ensure that new homes are supported by high quality infrastructure, including education, health, sports, cultural facilities and digital infrastructure, creating safe green attractive neighbourhoods with a good quality of life. To work with partners to ensure essential facilities will be within easy reach of where people live, and can be properly funded through planning contributions, alongside wider sources of infrastructure funding.
20.	To strengthen the rural parts of Enfield as a leading destination in the London National Park City – a place for people to come and experience nature, with opportunities to walk and cycle through connected habitats of rewilded corridors and experience the highlights of historic and leisure attractions. To support the varied qualities of the rural parts of Enfield, including food growing, nature recovery, thriving economic contributor and landscape value.

2.4 Enfield's spatial strategy

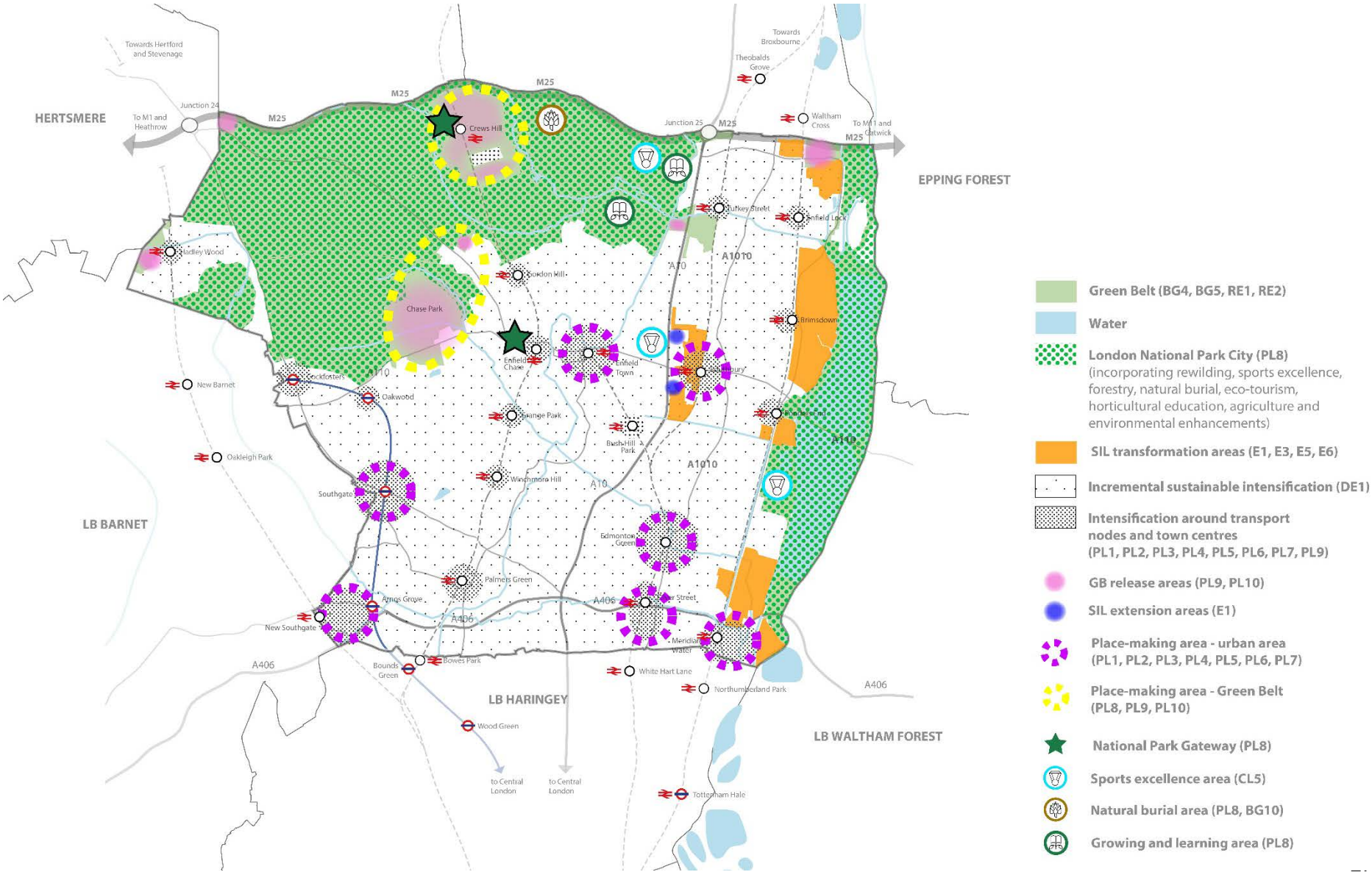
- 2.4.1 The spatial strategy sets the strategic direction for the plan by identifying how growth will be distributed across the Borough over the plan period. The London Plan seeks to promote good growth in London by building strong inclusive communities, making the best use of land, creating a healthy city, delivering homes, growing a good economy and increasing efficiency and climate change resilience. In support, it is necessary to ensure that the Borough's future growth is pursued and planned in the most sustainable way through a set of overarching policy principles set out in the ELP. This includes:
- Maintaining a good balance between economic, social and environmental objectives;
 - Creating liveable places for people to live, study, work and visit; and
 - Reducing the borough's carbon footprint and creating resilient and adaptive environments in this time of 'climate emergency'.
- 2.4.2 The Council's preferred spatial strategy is outlined in Policy SP SS1 and in the key diagram. It seeks to provide a sustainable spatial response which balances the need for ambitious levels of growth with a desire to ensure that it is socially and economically inclusive and environmentally sustainable. Protection and enhancement of Enfield's valued characteristics, assets and identities is a cornerstone of the approach.

Strategic Policy SP SS1: Spatial Strategy

DRAFT STRATEGIC POLICY SP	SS1	Spatial strategy
<ol style="list-style-type: none"> 1. The Council's overarching spatial strategy is to provide for sustainable growth with supporting infrastructure across the Borough whilst facilitating nature recovery and improvements to green and blue spaces and access to them. 2. Provision will be made for at least 25,000 new homes up to 2039 with a large proportion of the Borough's future development needs provided by the four main placemaking areas of Meridian Water, Southbury, Crews Hill and Chase Park. 3. High quality, well designed development that enhances urban greening will occur across the urban area with particular focus on town centres and transport nodes. Redevelopment of brownfield land, vacant and underused buildings for new housing and employment uses and use of smaller sites across the urban area will be prioritised. Tall building development will only occur where it is exemplary in quality and in appropriate urban locations. 4. Enfield Town, Meridian Water, Edmonton, Southbury, Southgate, New Southgate and Angel Edmonton will be major urban foci of high quality growth, accommodating a range of employment, retail, leisure, housing, community and cultural uses and enhanced public realm to support their roles as vibrant centres. The centres will also act as green focal points in the wider green and blue network with green infrastructure providing a strong framework for their development. 		

5. Existing residential neighbourhoods will be the focus of smaller scale developments and improvements to connectivity, local environmental improvements, as well as improvements to local infrastructure and services.
6. Meridian Water will be the borough's largest residential-led mixed use development providing transformational change of brownfield land. New housing-led development will focus on land west of the River Lee in this plan period to support its role within the Lee Valley and north London. Further mixed use development of the East Bank is anticipated post 2039. Higher intensity development will be encouraged within and near to the Meridian Water station to make the most of sustainable transport links.
7. Crews Hill will be regenerated and extended to form a sustainable rural gateway settlement providing access to countryside activities and the surrounding mosaic of green and blue spaces and networks. Delivery of the Crews Hill gateway settlement will extend beyond this plan period.
8. Chase Park will provide a deeply green extension to the urban area accommodating residential uses, facilitating improved access to the countryside and drawing the rewilding areas of Enfield Chase in to the urban areas. Delivery of Chase Park will extend beyond this plan period.
9. Employment needs will be met through the intensification of existing industrial areas, a small extension of strategic industrial land, and new sites in urban and rural locations. A new logistics hub close to Junction 24 of the M25 will provide for a significant amount of the Borough's employment needs in the plan period. Cross boundary expansion of the hub may provide for additional employment needs beyond 2039.
10. Employment areas will see transformation of their environmental quality and amenities to make them attractive, welcoming and healthy places in which to work and visit– and become more sensitively integrated with the wider neighbourhoods within which they sit.
11. Small sites on the edge of the urban area near Hadley Wood, Forty Hall and Junction 25 of the M25 will provide for additional housing and employment development.
12. Rural areas will largely be managed for ambitious nature recovery and rewilding and a mosaic of sustainable countryside uses including food production, forestry, eco-tourism, recreation, education, leisure, sporting excellence and natural burial. Rural development will be managed to exponentially improve the quality, accessibility and sustainability of rural areas for the benefit of all.
13. The Green Belt will be protected from inappropriate development in line with Government policy.

Figure 2.3: Key diagram



Explanatory text

- 2.4.3 Enfield will have many different types of growth requirements to accommodate over the period to 2039 – housing, employment, recreation/leisure, nature recovery & biodiversity, climate change infrastructure, burial needs and infrastructure to name a few.
- 2.4.4 Enfield faces significant and unique challenges in establishing its housing growth requirements and a range of quantum options have been developed to address this uncertainty ranging from 17,000 – 55,000 additional new homes. Details of how the housing quantum options have been derived is set out in detail in the Housing Topic Paper 2021. When combined with other land use needs these have created the following three growth options:
- **Option 1:** Baseline growth –accommodating 17,000 new homes with some other land uses, including limited nature recovery and green and blue infrastructure investment.
 - **Option 2:** Medium growth – accommodating 25,000 new homes with a full range of land uses, including extensive nature recovery and green and blue infrastructure investment.
 - **Option 3:** High growth – accommodating 55,000 new homes with a full range of land uses including some nature recovery and green and blue infrastructure investment.
- 2.4.5 Options were generated to consider how each of these growth options could be distributed across the borough. In developing the options, consideration was given to the requirements of the NPPF and the London Plan. Use of brownfield land, as well as highly accessible locations, such as town centres, areas around stations (tube and rail) where given the highest priority for accommodating growth. The opportunity areas of the Lee Valley and New Southgate were also identified as locations to focus development.
- 2.4.6 The range of spatial strategy options identified are set out in Table 2.2, along with an assessment of their pros and cons and whether or not they became the preferred option. Details of how the seven spatial strategy options were generated, their key characteristics, and assessments, as well as the decision-making on the preferred option is set out in the Enfield Growth Topic Paper, 2021.

Table 2.2: Spatial Strategy options

Option	Key details	Pros and Cons	Preferred Option?
1	<p>Baseline growth</p> <ul style="list-style-type: none"> • Based on c. 17,000 homes • Delivered in seven urban areas • No SIL release. • No Green Belt releases • Some re-wilding development and designation of Tottenham Hotspur Football Club as sporting excellence zone • No future proofing • Short term focus 	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Degree of compliance with London Plan housing policies ✓ No Green Belt or SIL release <p>Cons:</p> <ul style="list-style-type: none"> ➤ Will not address housing crisis ➤ Other land use requirements not met or only partially met ➤ Limited provision for family and affordable accommodation. ➤ Many housing units flats and in tall buildings ➤ Poor viability ➤ Will not lever in significant infrastructure and unable to afford to invest in green/blue infrastructure ➤ Plan will be found unsound 	No
2	<p>Medium Growth 1</p> <ul style="list-style-type: none"> • Based on c. 25,000 homes • Largely delivered in urban area • 7 urban placemaking areas and 2 rural placemaking areas • No SIL release. • Some Green Belt releases • 'Zoning' approach to most of rural areas to facilitate development of multi layered mosaic of sustainable rural land 	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Meets much of housing requirement. Other land use requirements met in full, or close to full ✓ Provides for family and affordable accommodation at scale. ✓ Positive viability ✓ Will lever in significant infrastructure and can afford to invest in green/blue infrastructure. ✓ No SIL release ✓ Positive enhancements to existing employment areas <p>Cons:</p> <ul style="list-style-type: none"> ➤ Requires Green Belt release 	Yes

Option	Key details	Pros and Cons	Preferred Option?
	<ul style="list-style-type: none"> uses and creation of National Park city destination area. Future proofing and long-term planning 	<ul style="list-style-type: none"> Risk could be found unsound 	
3	<p>Medium Growth 2</p> <ul style="list-style-type: none"> Based on c. 25,000 homes Delivered in urban area Limited SIL release at Harbet Road, Meridian Water East Bank. No Green Belt releases Some re-wilding development and designation of THFC as sporting excellence zone Long term planning 	<p>Pros:</p> <ul style="list-style-type: none"> No Green Belt releases Provides for some family and affordable accommodation. <p>Cons:</p> <ul style="list-style-type: none"> Other land use requirements not met or only partially met Housing requirement not met in full Most housing units will be small and many in tall buildings Will lever in some infrastructure but largely in the east of the borough. Very limited ability to invest in green/blue infrastructure. Viability poor Difficulty in securing SIL release under London Plan policy Plan is likely to be found unsound 	No
4	<p>High Growth</p> <ul style="list-style-type: none"> Based on c. 55,000 homes Largely delivered in urban area 7 urban placemaking areas and 2 rural placemaking areas Some SIL release. Some Green Belt releases Some re-wilding development and designation of Tottenham 	<p>Pros:</p> <ul style="list-style-type: none"> Very high levels of growth would bring investment and some benefits to Enfield <p>Cons:</p> <ul style="list-style-type: none"> Contrary to London Plan policy and SoS directions Requires Green Belt release at scale Requires SIL release at scale Many housing units will be small and many in tall buildings Will lever in some infrastructure 	No

Option	Key details	Pros and Cons	Preferred Option?
	<p>Hotspurs Football Club as sporting excellence zone</p> <ul style="list-style-type: none"> • Long term planning 	<ul style="list-style-type: none"> ➤ Limited ability to invest in green/blue infrastructure. ➤ Likely to exceed environmental capacity ➤ Will be found unsound 	
5	<p>Seeking to accommodate majority of development outside borough</p>	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Limited growth impacts on borough <p>Cons:</p> <ul style="list-style-type: none"> ➤ No willing partners ➤ Borough likely to suffer decline or stagnation and unable to lever in improvements ➤ Plan will be found unsound 	No
6	<p>Majority of development accommodated east of the A10</p>	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Limited impacts on western areas <p>Cons:</p> <ul style="list-style-type: none"> ➤ Limited sites – would need more SIL ➤ Capacity of eastern areas likely to be exceeded ➤ Stagnation of western areas ➤ Inability to invest in green/blue infrastructure. ➤ Will not meet need for family housing or deliver significant affordable housing ➤ Poor viability ➤ Inability to address inequality and east /west imbalances ➤ Plan will be found unsound 	No

Option	Key details	Pros and Cons	Preferred Option?
7	Majority of development accommodated west of the A10	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Industrial land protected ✓ Positive viability <p>Cons:</p> <ul style="list-style-type: none"> ➤ Limited sites – would need more Green Belt ➤ Capacity of western areas likely to be exceeded ➤ Stagnation/decline of eastern areas ➤ Inability to invest in green/blue infrastructure across borough. ➤ Inability to address inequality and east /west imbalances ➤ Plan will be found unsound 	No

- 2.4.7 From the table it can be seen that option 2 – the spatial strategy based on 'Medium growth' with Green belt released is identified as the preferred spatial strategy. The Borough faces a complex and difficult choices in relation to its approach to the spatial distribution of growth. Option 2 is considered to deliver the vision and strategic objectives, corporate priorities whilst also providing for an ambitious programme of development and allowing a visionary long terms approach to the delivery of environmental, economic and social enhancements across the borough.

Questions:

1. Do you consider the council has selected the right spatial strategy option as its preferred option?
 - If yes, please explain why you think this.
 - If not, which spatial strategy option do you think the council should adopt. Please explain why you think this.
2. Are there any changes you would suggest to the proposed key diagram?
3. Are there any changes you would suggest to the proposed Spatial Strategy policy wording?
4. Has the council missed any other spatial strategy options?

DRAFT

Strategic Policy SP SS2: Making Good Places

DRAFT STRATEGIC POLICY SP	SS2	Making good places
<ol style="list-style-type: none"> 1. All development should positively contribute towards sustainable development that enhances the Borough's character and contribute to the places in which they are located. 2. All development, regardless of scale will be expected to: <ol style="list-style-type: none"> a. be of high-quality design and make a positive contribution to creating a high-quality environment that respects and enhances its landscape, townscape and/or heritage context; b. be inclusive and accessible, making a positive contribution to the lives of Enfield's communities. 3. Larger scale developments (of 50 homes or more or 500sqm for non-residential uses) must: <ol style="list-style-type: none"> a. demonstrate how it contributes to the vision for the placemaking area it is located within; b. make the best use of land, integrating a mix of uses where appropriate to create vibrant and lively places; and c. create healthy places which promote active and healthy lifestyles. 4. Development proposals must: <ol style="list-style-type: none"> a. contribute to the provision of social, green and blue, transport and utility infrastructure to support communities, including on-site provision where there is evidence of need; b. promote and support the Borough's rich heritage and cultural assets, contributing to the creation and maintenance of local distinctiveness and demonstrate how this has been achieved; and c. enhance local wildlife and biodiversity, and actively include opportunities for nature recovery. 5. The Council will ensure that development is planned and implemented in a coordinated way in the identified placemaking areas, guided by Supplementary Planning Documents (SPD), Area Investment Plans, Masterplans and/or planning briefs where appropriate. Pending the preparation of and adoption of Masterplan SPDs for the identified placemaking areas and Borough-wide design guidance, proposals for major development will be considered on the basis of good growth principles and policies included in this plan and the London Plan. 6. In small areas or clusters of sites below 100 units, the development of broad concept plans or masterplans prepared with stakeholder groups and developers will be supported. The approval process for such plans will be mainly via a Supplementary Planning Document (SPD) legislation. 		

Explanation

- 2.4.8 The NPPF recognises that creating high quality places is fundamental to what the planning and development process should achieve. The London Plan also puts 'good growth' at the heart of its strategy – seeking to promote and deliver a better, more inclusive form of growth on behalf of all Londoners.
- 2.4.9 The Council is committed to meeting its growth needs, whilst balancing this with the need to create high quality, well-functioning places, with distinctive, local identities. The borough has varying unique qualities and characteristics across it, ranging from higher density more urban locations with a vibrant mix of uses, to heritage filled town centres, to more rural and natural landscapes. Together these create a unique identity for the borough. Together, the characteristics of these places make up the distinct identity of the Borough, and have evolved gradually over many years. Good growth should build on an areas existing qualities and assets, embedding these into the areas future identity.
- 2.4.10 Enfield is made up of diverse communities. Its neighbourhoods, town centres, green and blue spaces, schools, workplaces, community centres and other important local places give the borough its cultural character and create its future. Proposals should ensure the creation of an accessible, safe and secure environment for all potential users (including the elderly, children and those with a health conditions or impairment) to help achieve the vision of creating a place that provides the ingredients of a good life for all.
- 2.4.11 Opportunities to provide green infrastructure should be taken. The aim should be to link proposed new developments with their surroundings, enhance biodiversity and create high quality private and public space.
- 2.4.12 Applications for larger developments, proposals within Conservation Areas and those which require listed building consent will need to be accompanied by a Design and Access Statement. This should demonstrate how the placemaking principles set out in this policy have been incorporated and how the development will be accessed by all users.
- 2.4.13 Within the placemaking areas, the Council intends to prepare Masterplan SPDs to guide and coordinate development. The purpose of a Masterplan is to ensure that sites come forward in a coherent manner as good town planning and contribute to the overall vision and objectives for the area, as developed through the consultation process. When prepared and adopted, such guidance will be given weight as a material consideration in determining planning applications.
- 2.4.14 Prior to the preparation of Masterplan SPDs, it is expected that some sites may come forward for redevelopment. This policy therefore welcomes collaborative working where necessary in bringing forward such sites for redevelopment through an agreed design concept plan, phasing strategy or masterplan.
- 2.4.15 The role of Planning Briefs will be particularly important in bridging the gap between the development plan and a planning application. They will be used to promote the development of nearby sites, address a particular site constraint or opportunity and give further guidance on the interpretation of the development plan policies and principles set out in the Plan.
- 2.4.16 The design policies of this plan, along with a range of thematic policies and principles will be used to inform the preparation of Masterplan SPDs, Planning Briefs and Borough-wide design guidance. Through consultation work on their preparation, local

communities will have further opportunities to help shape proposals for local areas and neighbourhoods.

- 2.4.17 The Council will also work with landowners and developers to enable the preparation of 'stakeholder masterplans' for sites above the thresholds set out in Part 6. The stakeholder masterplanning process formalises good practice in relation to pre-application discussions, by requiring developers of larger sites to engage with the Council, local communities and other stakeholders at an early stage in the development process.
- 2.4.18 The stakeholder masterplanning process and output should be proportionate to the scale of the planned development, and likely complexity of the issues needing to be addressed. Larger, more complex proposals will require a more involved process, engaging a wider range of stakeholders and local interest groups; considering a wider range of issues and site options; and the final stakeholder masterplan document providing a fuller framework for the preparation and submission of the subsequent planning application.
- 2.4.19 The main stages of the stakeholder masterplanning process will be engagement between the Council and stakeholders on key issues, priorities and development options; preparation of the draft stakeholder masterplan document; consultation on the draft document; consideration of the consultation responses; and preparation of the final stakeholder masterplan document for approval by the Council.
- 2.4.20 The Council will work with applicants to agree the most appropriate scope and form for the stakeholder masterplan document, with a view to ensuring that the process adds value from a placemaking perspective.

3. Places

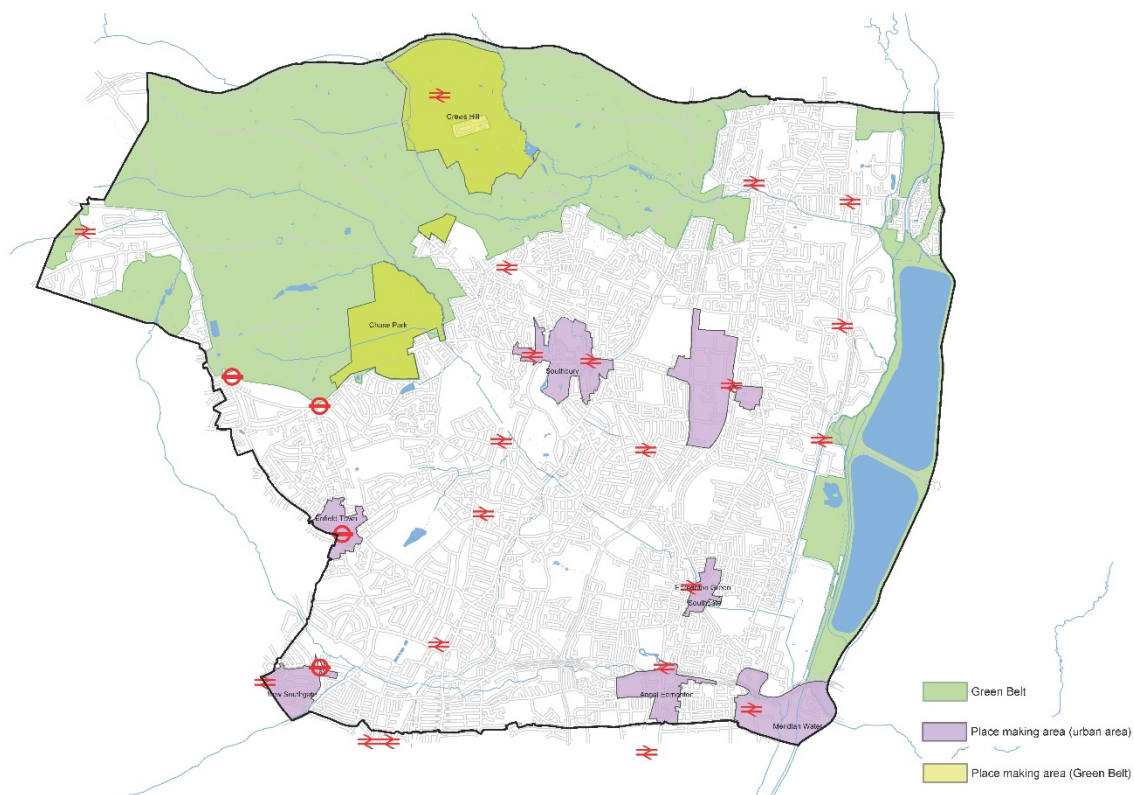
Introduction

- 3.1 Delivering sustainable places is an important aspect of spatial planning to address the needs and priorities of the Borough and deliver long term benefits to people and communities across the Borough and beyond. Successful place making is critical to creating attractive, well connected, well-functioning and more liveable communities and ensuring development responds positively to the characteristics of the Borough.
- 3.2 Policy SP SS1 sets out the overall strategy of how and where growth will be distributed across the Borough. This section provides more detail on how the different areas of the Borough will accommodate this growth in line with the principles of sustainable development.
- 3.3 To assist people with understanding and appreciating Enfield's local distinctiveness and to establish place-based priorities for guiding investment and sensitively managing new development, this part of the Local Plan is organised around ten placemaking areas. Each area will play an important role in supporting the delivery of the Borough's spatial strategy, helping to accommodate growth that meets local needs including genuinely affordable housing, new workspace and supporting infrastructure. To set out clear expectations and ensure that development is sensitively integrated into our neighbourhoods, the Local Plan sets out a clear place vision and requirements for each area. These should be used to inform investment decisions and guide development proposals.
- 3.4 Our understanding of these places and associated character areas has allowed a strategy for growth and intensification to be developed for different parts of the Borough. Within this framework, some locations can support a greater intensity of growth. A Character of Growth study, that forms part of the evidence base for the plan, has identified areas where they are appropriate for their character to change or to evolve, which will be assisted by each place making policy.
- 3.5 Each of the place making policies focus on areas of growth and regeneration in the Borough, utilising opportunities where increased capacity and density presents significant opportunities to enhance places and bring benefits to local communities.
- 3.6 Each of the place making policies direct development to the most accessible and well-connected places, focusing on town centres first, making the most efficient use of existing infrastructure including public transport walking and cycling networks. In line with the overarching objectives of the plan to create a deeply green place, the place making policies promote greener and healthier places that can help improve quality of life.
- 3.7 By promoting choice (in housing, travel, work and lifestyle) the place making policies foster resilience and adaptability. Each place making policy considers context and character, assess performance and identifies key issues and influences. A place specific vision and placemaking policy is set out. Site allocations, to include specific considerations and requirements, will be highlighted.
- 3.8 The place making policies should not be considered in isolation as they build from the broader policy foundation related to the plan as a whole.
- 3.9 The parts of the Borough not covered by place making policies will still experience change, but it is not expected to be at the same scale as the defined areas. Borough-wide policies will apply where proposals come forward in these parts of the Borough

(as well as Borough-wide design guidance/codes and relevant Conservation Area Appraisals and Management Plans (CAAMPs).

- 3.10 Within each place making area, site allocations have been identified as particularly important for delivery. These will accommodate new homes and jobs alongside necessary infrastructure, such as open space, community and cultural uses, and health and education facilities.
- 3.11 The place making policies set out the more detailed requirements for placemaking areas, to ensure that they deliver against the Plan's strategic objectives. When determining planning applications, consideration of principles applied to site allocations will be important, subject to an up-to-date assessment of need and the agreed viability position of the scheme. This approach will ensure that site allocations remain deliverable. The place-making areas are shown in Figure 3.

Figure 3: Place making areas



- 3.12 Each site allocation includes development and design requirements as well as necessary infrastructure requirements, such as new and enhanced open space, street improvements following healthy street principles health and education facilities. These will establish land use principles and design guidelines for the key development sites. These sites have been included within the Local Plan because they are considered necessary to support delivery of the vision for the Borough. Site allocations will only include development considerations and design requirements that are specific to the site. All sites will be subject to the placemaking policy and Local Plan Policies which should be read in conjunction with the site allocations.
- 3.13 Like the Borough-wide policies, the place-making policies have been prepared in the context of the NPPF and the London Plan. There are a wide range of other corporate initiatives and strategies, including those related to development and regeneration,

transport, housing, education, cultural development and climate change that have also influenced the evolution of these policies, which need to be interpreted in the context of the broad policy framework and the Plan as a whole.

- 3.14 There are ten proposed placemaking areas. The placemaking policies begin from Enfield Town at the heart of the Borough, and Southbury where there are ambitious aspirations for growth that is well connected to the Borough's Major centre. The next three policies (Policies PL3-5) address the aspirations for growth in the three Edmonton wards, where there are substantial council-led development projects that seek to improve the quality of life for residents in the most deprived part of the Borough. Following this, policies PL6-7 set out aspirations for how growth might be accommodated in key locations within the west of the urban area. The last three policies (policies PL8-10) set out the vision and ambition for the rural north of the Borough. The policies in this section of the plan are as follows:

- SP PL1: Enfield Town
- SP PL2: Southbury
- SP PL3: Edmonton Green
- SP PL4: Angel Edmonton
- SP PL5: Meridian Water
- SP PL6: Southgate
- SP PL7: New Southgate
- SP PL8: Rural Enfield
- SP PL9: Crews Hill
- SP PL10: Chase Park

Questions

- 3.15 In relation to the proposed place making areas:
1. Have we included all appropriate placemaking areas in the urban area to accommodate growth?
 2. Are there any proposed placemaking areas we have proposed that you believe should not be included?

3.1 Enfield Town

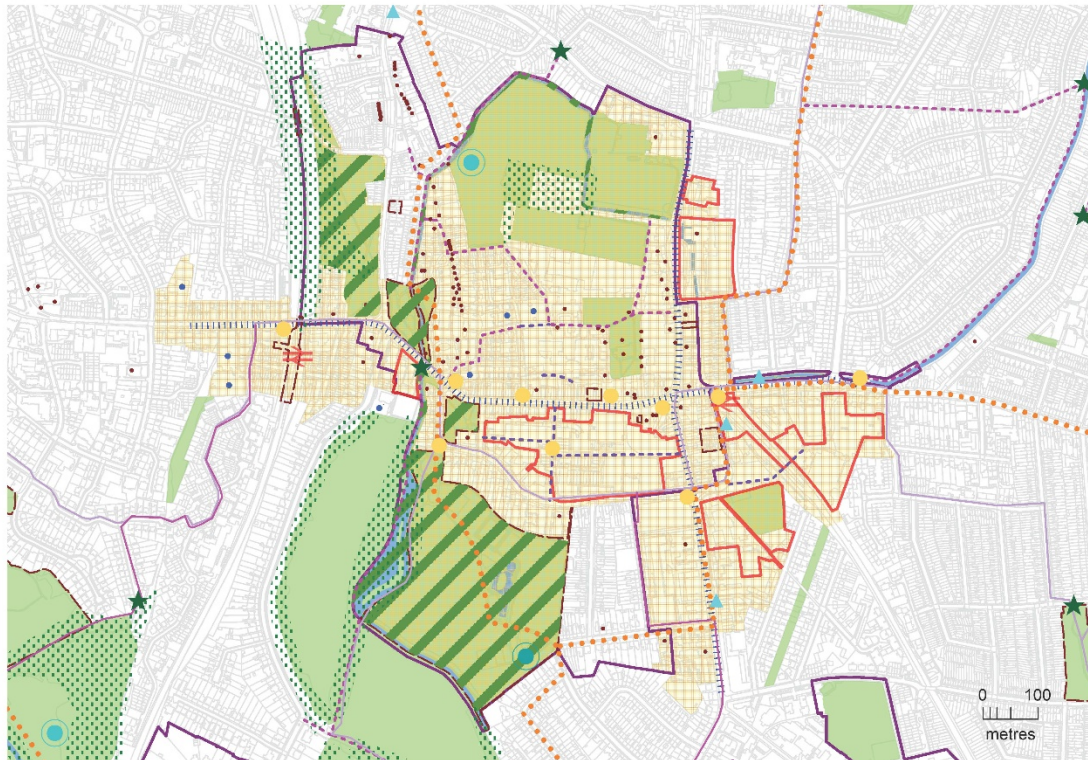
Context and Characteristics

- 3.1.1 Enfield Town is the cultural hub of the Borough as well as its primary shopping, commercial and administrative centre. Despite being absorbed into the urban area of Greater London, Enfield Town retains the character of the market town from which it originated. It is designated as one of London's Major Centres in the London Plan and serves the entire Borough and beyond. The placemaking area also includes parts of Enfield Chase, Enfield Playing Fields, Chase Green, and Bush Hill Golf Course.
- 3.1.2 Most of the town is designated as a conservation area which boasts many attractive old buildings and a market square. Numerous green spaces such as Town Park and Chase Green and the New River Loop run through and around the town centre. The town centre includes a market square, a historic parish church, civic buildings and the attractive historic areas around Gentlemen's Row and Enfield Grammar School to the north of the town centre. The area to the south of the main high street includes two large multi-storey car parks and retail development.
- 3.1.3 Enfield Town benefits from good strategic connections, with the A110 running through the heart of the town centre Enfield also contains two train stations, Enfield Town and Enfield Chase, which provide access to London's Liverpool Street and Moorgate stations to the south, and Welwyn Garden City and Stevenage to the north.













Enfield Town Placemaking Vision

Enfield Town will be a twenty-first century market town. It will continue to be the focus of the Borough's civic, entertainment, leisure, commercial and retail activity, but the centre will have evolved to also include a wider mix of uses, including new homes, with new built form that responds positively to existing surroundings. Access to nearby green spaces and watercourses will continue to be excellent, with new street improvements and public realm projects drawing these qualities into the heart of the area and improving the attractiveness of active travel to and through the area. It will become a leading destination for culture and entertainment, acting as an inclusive cultural centre supported by an evening and night-time economy.

















Figure 3.1: Enfield Town Placemaking Vision



Existing features

-  Borough boundary
-  Station
-  Open Space
-  Water
-  Conservation Area
-  Listed Buildings
-  Local Heritage Assets
-  Registered parks and gardens
-  Constructed wetlands - existing
-  Rain gardens
-  Existing woodland
-  Completed cycle route

Opportunities

-  Place making area
-  Site Allocations
-  Green Loop
-  Green Links
-  Enhanced access to blue/green infrastructure
-  Improvements to walking route
-  New walking route opportunity
-  Proposed cycle route
-  Green buffer/Tree lined road
-  New open space opportunity
-  Improvements to open space
-  Constructed wetlands - opportunities
-  Public realm opportunity
-  Streetscape improvements/active frontages
-  Intensification opportunity
-  Railway arches - regeneration opportunity

Strategic Policy SP PL1: Enfield Town

DRAFT STRATEGIC POLICY SP	PL1	Enfield Town
<p>To realise the placemaking vision, development in Enfield Town must:</p> <ol style="list-style-type: none"> 1. contribute to a coordinated process of town centre regeneration that responds positively to the unique context and characteristics, reinforcing its role as the Borough's major centre and principal civic and cultural hub. The Council will prepare an updated Enfield Town masterplan, to be adopted as an SPD, alongside preparation of a sustainable placemaking strategy (also in the form of an SPD) to support the delivery of the placemaking vision for Enfield Town. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in adopted and emerging SPDs. 2. contribute to delivering a mix of uses, including new housing, varied retail, cultural and community offer alongside office and residential development to diversify the centre and improve resilience, whilst ensuring that the centre's predominant civic, commercial and cultural role is maintained and enhanced. 3. demonstrate how it will assist with securing the centre's long-term vitality and viability. This may include demonstrating how non-residential spaces can be flexibly adapted in the long term to respond to changing needs. 4. demonstrate how it has responded appropriately to the components of historic and cultural heritage that form Enfield Town's identity. This includes the market square, area around Gentleman's row and the Parish Church and green and blue features such as Town Park and New River. Any developments adjoining the market square will be required to provide active frontages onto this space. 5. contribute to enhancing the public realm to make walking and cycling significantly more accessible, safer and attractive environment. Development will be expected to contribute towards improvements to the public realm surrounding Enfield Town and Enfield Chase stations. 6. Facilitate or contribute to clear and coordinated green and blue enhancements through street improvements and public realm improvements across the placemaking area. All development must also contribute to enhancing nearby open spaces and watercourses to create a more attractive environment surrounding the major centre. 7. retain or re-provide existing workspace and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to office floorspace and flexible workspace. Provision of workspace suitable for small businesses, will be strongly encouraged, particularly where the space is designed to support the cultural industries. 8. contribute to reversing the inward-looking nature of elements of the town centre, creating new street-based routes through it, increasing the prominence of entrances and reducing the prominence of servicing and inactive frontages. 9. tall buildings and other high-density developments will be concentrated around the railway stations, other key gateways and parts of the retail core and London Road. Within Enfield Town 'tall buildings' will be assessed in line with Policy DM DE6: Tall buildings. 		

10. be in accordance with a sustainable placemaking strategy, which will be informed by a review of safety and lighting of the walking/cycling routes, in order to create an inclusive environment that can support an evening and night time economy that is welcoming to all.

Explanation

- 3.1.4 The key role Enfield Town plays within the Borough will continue. Enfield Town has a significant variety of shopping, cultural and leisure facilities. The community and cultural facilities in the vicinity will be leveraged to create a destination.
- 3.1.5 A number of key development sites have been identified as likely to come forward in the plan period. As such, a coordinated framework providing further guidance may be appropriate to guide the overarching strategy for development in this area.
- 3.1.6 This placemaking area contains five site allocations:
- St Anne's Catholic High School for girls
 - Palace Gardens shopping centre
 - Enfield Town station and the former Enfield Arms, Genotin Road
 - Enfield Civic Centre
 - Oak House, 43 Baker Street
- 3.1.7 Providing a more varied mix of uses in these developments will help ensure long term vitality. The evening and night-time economy and cultural offer could be improved and therefore development that supports further diversification will be supported. Likewise, the introduction of additional employment and housing opportunities will support the vitality of the centre and add to the centre's resilience.
- 3.1.8 Enfield Town has a unique character. Whilst the centre will evolve to accommodate growth, it will need to balance this with retaining a distinct identity, which is drawn from its cultural, heritage and natural assets. To deliver 'good growth', development should respond sensitively to these. This will include revealing, celebrating, restoring and telling Enfield's story including in relation to the market square, the area around Gentleman's row and the Parish Church and green and blue features such as Town Park and New River. The open spaces around the town centre offer opportunities for a range of leisure and recreational activities and provide valued habitat for flora and fauna. Promoting this characteristic should be a central part of any development proposals that arise.
- 3.1.9 All development will have to contribute towards public realm and open space improvements. Improvements to the public realm will include:
- enhancing access between the town centre and Town Park;
 - the renewal of the Enfield Town station building and public realm;
 - the need to create a positive sense of arrival at Enfield Town and Enfield Chase stations;
 - enhancing the public realm and general pedestrian environment in the area; and
 - investigating improvements to road junctions and circulation, including alterations to the gyratory system and improving facilities and the environment at all crossing points.

- 3.1.10 Improvements to the open space will include:
- enhancements to Enfield Town Park and Chase Green;
 - grey to green corridors along key gateways into the town centre (meadows, Sustainable Urban Drainage Systems etc.);
 - activation of the library green and integration of adjacent spaces and developments;
 - improvement to existing entrances to Enfield Town park;
 - enhancing and increasing the prominence of the Enfield Loop including the incorporation of east-west cycle links;
 - expanding and connecting wildlife corridors and/or creating green links between open spaces to provide corridors for wildlife; and
 - increasing the prominence of the New River Walk.
- 3.1.11 Connectivity to central London is an asset for Enfield Town. As gateways to this area, the two railway stations also contribute to the sense of arrival for visitors. The environment around Enfield Town station is currently very poor and will benefit from enhancement. Improvements to this area will be a focus to create a safer, more accessible and inclusive and more pleasant pedestrian environment.
- 3.1.12 Traffic dominates the appearance of the town centre and the gyratory creates the feeling of an island site. The gyratory and narrow pavement widths could be improved to address safety concerns and create a more pleasant, pedestrian-focussed environment. This will assist with creation of a healthy and liveable place that prioritises well-being.
- 3.1.13 In order to accommodate growth there will be an increase in the number of tall buildings. The appropriateness of siting of proposed tall buildings will be assessed taking into consideration the findings of the Character of Growth Study. The design response will be assessed considering how proposals recognise its historic quality and realise the potential to create a gateway into the town centre and the Borough as a whole.

Questions

- 3.1.14 In relation to the proposed Enfield Town placemaking area:
1. Does the vision for Enfield Town set out an appropriate vision for its future? If not, what components do you think should be changed or are missing?
 2. Will the proposed Enfield Town placemaking policy help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.2 Southbury

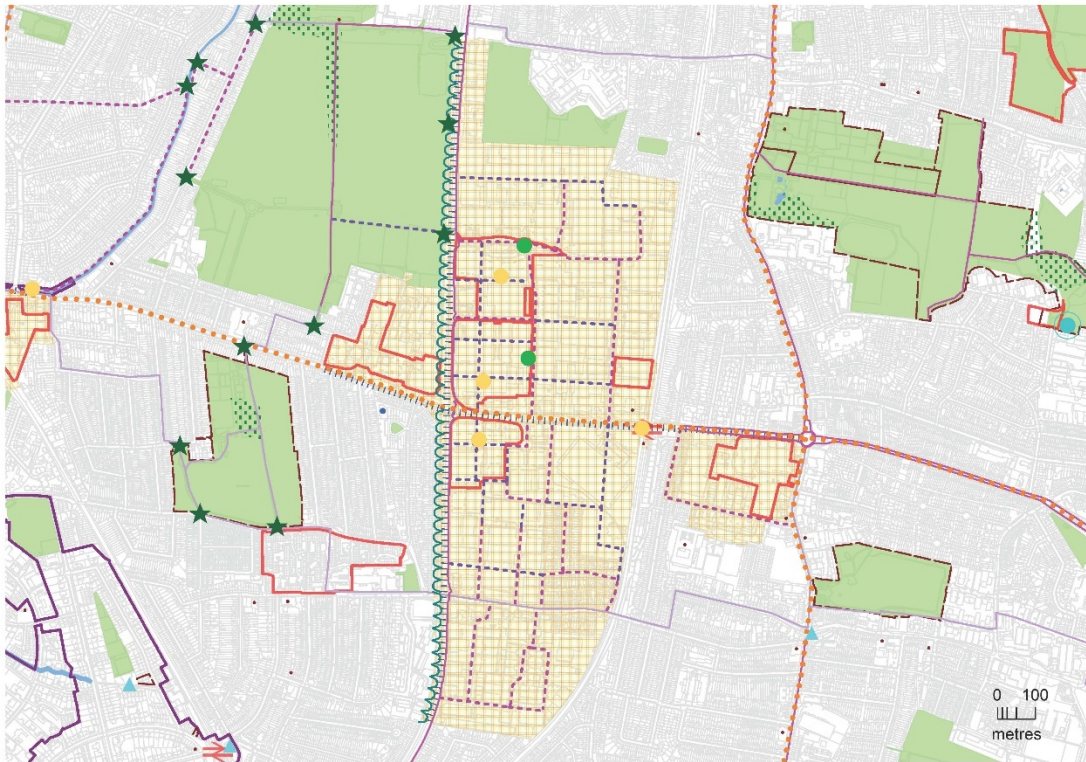
Context and characteristics

- 3.2.1 Southbury is located approximately one mile to the east of Enfield town centre, on the western side of the A10 (Great Cambridge Street). It lies on a strategic east-west connection in the Borough from Enfield Town to the Lee Valley.
- 3.2.2 The current area is occupied by retail parks and industrial parks. The retail park serves a fairly large catchment – covering most of the Borough. The frontages onto Great Cambridge Road offer a high degree of visibility, therefore attracting high land values for retail. The industrial park covers approximately 50ha and serves a very large catchment. It contains a mix of employment uses including warehouses, manufacturing space as well as some offices. Most of these are in good condition.
- 3.2.3 The area is characterised by large format retail and industrial warehousing/sheds. The public realm is of a generally poor quality and has scope for improvement. The surrounding area beyond is characterised by suburban terraced and semi-detached housing.
- 3.2.4 The Southbury area is situated well in relation to transport connections. Southbury station, to the east with trains to London Liverpool Street serves the area. The A10 provides good north-south connectivity and has a number of bus routes to Waltham Cross and Turnpike Lane. Southbury Road is also well served by buses to other parts of the Borough. Cycling routes around the area are incomplete or of poor quality.

Southbury Placemaking Vision

Southbury will act as a key gateway in to the Lee Valley, Ponders End and Enfield Town. New residential-led mixed use development will be introduced including some taller buildings that will mark the area's role as a gateway to Enfield. It will have transformed into a coherent, exemplary, high-density, mixed-use quarter containing pocket parks and high quality public realm with new street trees and planting that offer a highly attractive environment to live and work in. Intelligent landscape design will improve air quality and reduce noise pollution from the A10. Intensification and co-location within the Great Cambridge Road Strategic Industrial Location will provide good local employment opportunities and renewed employment floorspace, together with the proposed SIL extension areas.

Figure 3.2: Southbury Placemaking Vision



Existing features

- Borough boundary
- Station
- Open Space
- Water
- Conservation Area
- Listed Buildings
- Local Heritage Assets
- Registered parks and gardens
- Constructed wetlands - existing
- Rain gardens
- Existing woodland
- Completed cycle route

Opportunities

- Place making area
- Site Allocations
- Green Loop
- Green Links
- Enhanced access to blue/green infrastructure
- Improvements to walking route
- New walking route opportunity
- Proposed cycle route
- Green buffer/Tree lined road
- New open space opportunity
- Improvements to open space
- Constructed wetlands - opportunities
- Public realm opportunity
- Streetscape improvements/active frontages
- Intensification opportunity
- Railway arches - regeneration opportunity

Strategic Policy SP2: Southbury

DRAFT STRATEGIC POLICY SP	PL2	Southbury
<p>To realise the placemaking vision, development in Southbury must:</p> <ol style="list-style-type: none"> 1. be delivered through a holistic masterplanned and comprehensive approach. The Council will prepare a spatial framework or masterplan for Southbury, to be adopted as an SPD, alongside preparation of a bespoke public realm design guide/code to support delivery of the placemaking vision for Southbury. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in adopted and emerging SPDs. 2. provide an appropriate mix of uses with potential for creation of a new local centre. The quantum of non-residential floorspace delivered on each site should lead to no net loss, unless it can be demonstrated this is not viable. This should be achieved by offsetting any reduction in retail floorspace by provision of appropriate employment, leisure uses, community and cultural facilities. 3. demonstrate how individual elements of the development will contribute to making a good place (see policy SP SS2), including in particular how it will: <ol style="list-style-type: none"> a. lead to an appropriate phased release of the retail park; b. create a coherently planned and appropriate distribution of scale and massing of built form; c. create urban blocks that provide a street network (now and in the future) that will integrate well with surrounding residential areas; d. ensure active frontages are located along key routes through and around the site (such as Southbury Road and the A10) to promote active travel; e. orientate blocks to minimise the negative noise and air quality impacts of the A10 on the public realm as well as within buildings themselves. Single aspect homes or balconies facing the A10 will be resisted; f. ensure tall building aid legibility and the heights of new buildings relate appropriately to future surrounding development. 4. demonstrate how they will improve the pedestrian environment along the A10 through provision of a green buffer and facilitate delivery of a new cycle lane in both directions along the A10; 5. demonstrate that the design of high-density development is of exemplary quality in order to be considered acceptable. The principle of appropriately sited tall buildings - of a suitable scale - in this location will be acceptable to help accommodate growth. 6. contribute to improvements to the public realm and townscape particularly along Great Cambridge Road and Southbury Road. Financial contributions will be sought. Specific priorities include improving safety and security of the station environment, installing new crossing points, pedestrian/cycle routes and signage, planting new street trees and upgrading existing station entrances / forecourts. Developments in the direct vicinity of the station should assist towards enhancing the visual presence of the station within the wider area. 		

7. deliver or contribute towards new pocket parks and contribute towards improved accessibility and enhancements to nearby open spaces.

Explanation

- 3.2.5 Southbury has an existing retail park that is situated in an out-of-town location. There is an opportunity for this typology to be updated to reflect modern needs and to intensify the use of this land. Likewise, the introduction of additional employment and housing opportunities will support the vitality of the non-residential uses creating a new local centre and add to this new centre's resilience. There is significant opportunity for diversification of the mix of uses offered be supported.
- 3.2.6 The surrounding areas suffer from lack of good access to high quality open spaces and there is poor connectivity between Ponders End to the east and Enfield Town. Southbury road is a key junction between these and redevelopment can enhance this connection between Ponders End and Enfield Town.
- 3.2.7 A number of key development sites have been identified as likely to come forward in the plan period. As such, a coordinated framework providing further guidance may be appropriate to guide the overarching strategy for development in this area.
- 3.2.8 This placemaking area contains five site allocations:
- Sainsburys Crown Road
 - Morrisons, Southbury Road
 - Southbury Road Superstore Area
 - Colosseum Retail Park
 - Southbury Leisure Park
- 3.2.9 There will be a considerable increase in the number of tall buildings, which would be considered as anything above 15-storeys. The appropriateness of siting of proposed tall buildings will be assessed taking into consideration the findings of the Borough's Character of Growth study and the impact on heritage assets. Significant opportunity exists along Southbury Road and around Southbury Station. Mitigation such as enhanced public realm and creation of or contribution towards creation of a new pocket park will be required in order to make these impacts acceptable and evidence must be provided to show the differing levels of harm.
- 3.2.10 Connectivity to central London is an asset, however the frequency of services could be increased to make the area more desirable as a place to live and work. The area immediately around the station will benefit from enhancement.

Questions

- 3.2.11 In relation to the proposed Southbury placemaking area:
1. Does the vision for Southbury set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Southbury help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.3 Edmonton Green

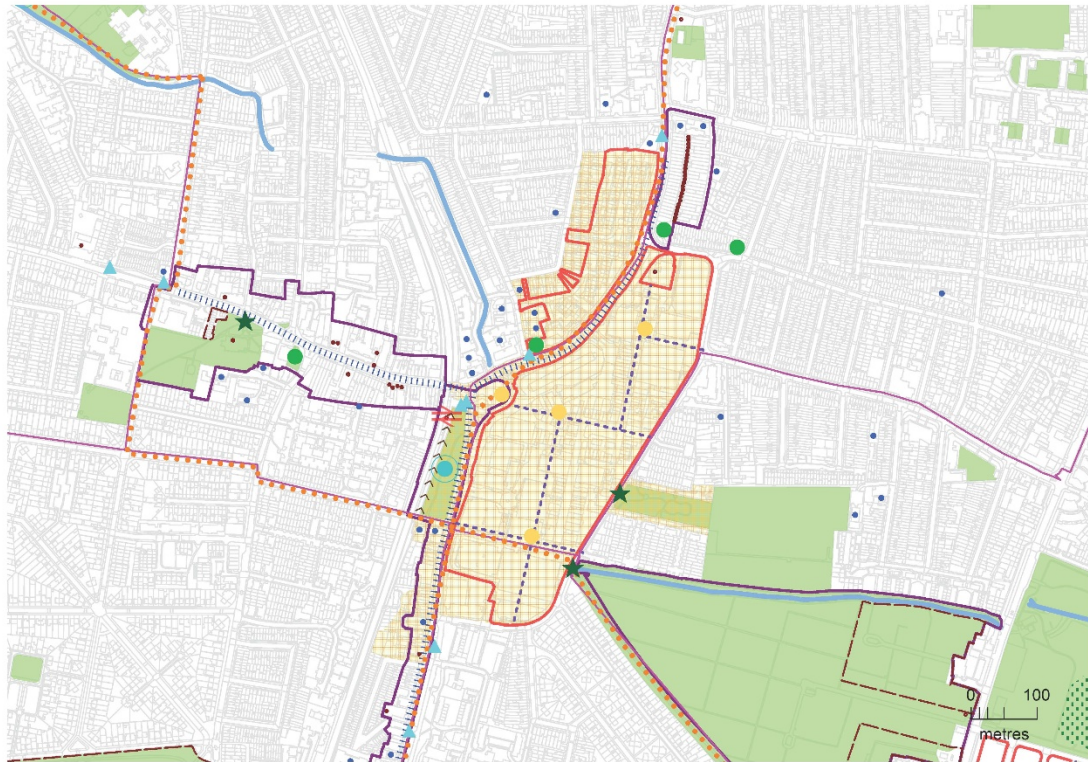
Context and Characteristics

- 3.3.1 Edmonton Green is situated in the south of the Borough. It is one of the Borough's district centres. Edmonton Green shopping centre and the surface car parking associated with this occupy a large area of the centre. To the west and further south along Fore Street there is also a row of independent shops, cafes and amenities that serve the local community.
- 3.3.2 The area is mixed in character with development from a range of periods but is dominated by the late 1960's/early 1970's shopping centre and the three tall buildings within it. The inward facing shopping centre means the roads around it feel lacking in life. The Green running along Fore Street and the mature trees within it also contribute positively to the local character.
- 3.3.3 Some of the most significant buildings in Edmonton are the tall buildings that rise out of the shopping centre (Grampian, Mendip and Pennine House). These are out of scale in comparison to the rest of the area but serve as useful landmarks for the district centre.
- 3.3.4 The area is centred around the junction between Fore Street, Hertford Road and Church Street and is served by Edmonton Green Station which offers Overground services to London Liverpool street. A large bus station is also located at this junction with buses to many other parts of the Borough and beyond. The environment around the train and bus station feels traffic dominated due to the proximity to the major roads. Edmonton Green has a variety of shopping, community and leisure facilities, including the Council's Leisure Centre and Library.













Edmonton Green Placemaking Vision

Edmonton Green will be a revitalised district centre with an outward looking high-street. The market will be the focal point of the renewed district centre. Around the market there will be a more diverse mix of commercial, cultural, leisure and night-time activities together with a large number of new homes supporting new community-led facilities and open spaces. Distinctive features such as nearby greenspaces will be retained and enhanced. It will have benefitted from improvements to the railway line serving the area and have improved connections to Angel Edmonton and Meridian Water and the Lee Valley Regional Park. The street design will create a pleasant environment for pedestrians, with easy crossings at the War Memorial junction.

















Figure 3.3: Edmonton Green Placemaking Vision



Existing features

-  Borough boundary
-  Station
-  Open Space
-  Water
-  Conservation Area
-  Listed Buildings
-  Local Heritage Assets
-  Registered parks and gardens
-  Constructed wetlands - existing
-  Rain gardens
-  Existing woodland
-  Completed cycle route

Opportunities

-  Place making area
-  Site Allocations
-  Green Loop
-  Green Links
-  Enhanced access to blue/green infrastructure
-  Improvements to walking route
-  New walking route opportunity
-  Proposed cycle route
-  Green buffer/Tree lined road
-  New open space opportunity
-  Improvements to open space
-  Constructed wetlands - opportunities
-  Public realm opportunity
-  Streetscape improvements/active frontages
-  Intensification opportunity
-  Railway arches - regeneration opportunity

Strategic Policy SP PL3: Edmonton Green

DRAFT STRATEGIC POLICY SP	PL3	Edmonton Green
<p>To realise the place vision, development in Edmonton Green must:</p> <ol style="list-style-type: none"> 1. contribute to a coordinated process of regeneration that responds positively to its unique context and characteristics, reinforcing its role as a district centre. The Council will use planning tools, such as preparation of a detailed, design codes and sustainable place making strategies to support the delivery of the Local Plan to supplement this policy. Major development in this area must be brought forward in accordance with a masterplan for this area. 2. contribute to creating a revitalised town centre, by ensuring that a significant amount of new development is directed to the district centre. This will include an intensified range of activities and uses to support existing and new communities such as high-quality housing, workspace, town centre and community uses and supporting infrastructure. 3. provide more coherent and outward looking high-streets creating new street-based routes which increase the prominence of entrances and reducing the prominence of servicing and inactive frontages. Development should successfully stitch back into the surrounding context and enhance the pedestrian and cycle network in line with the aspirations set out in Figure 4.3. 4. provide a more diverse mix of commercial, community, cultural, leisure and night-time activities together with a large number and range of additional homes supporting new community-led facilities, jobs, public realm improvements and revitalised open spaces. Uses that support sustaining an evening and night-time economy will be supported. 5. ensure that a covered market continues to act as the focal point of a revitalised high street based shopping area; the market may be relocated. 6. demonstrate how it has responded appropriately to the components of historic and cultural heritage that form Edmonton Green's identity. Distinctive features such as the nearby greenspaces should be retained and enhanced. Proposals will be expected to contribute to removing the Fore Street and Church Street conservation areas from the Historic England register of Heritage at Risk and enhancing those at The Crescent and Montagu Road Cemeteries. 7. Proposals for tall buildings in the area will only be acceptable in those locations identified as being appropriate for tall buildings having regard to the requirements of Policy DM DE6: Tall buildings. 8. Proposals for new employment generating development should be concentrated within the district centre. This may include introducing a wider range of job opportunities, and leisure and food and beverage opportunities to diversify the centre and improve resilience. Opportunities should also be taken to deliver new and improved workspaces through the intensification of sites and along with improving the quality of existing employment spaces. 9. Proposals will be expected to contribute to enhancing the public realm to make walking and cycling safer and more accessible and attractive. This will include improvements: <ol style="list-style-type: none"> a. between buildings, the shopping centre and railway line through the introduction of urban greening and the creation of lively street culture and safe environment; 		

- b. around Edmonton Green station, including the sense of arrival as well as creating a distinctive arrival point into the town centre, with greater public transport and cycle access and promoting car-free developments; and
 - c. wider links to Angel Edmonton and Meridian Water and the Lee Valley Regional Park.
10. Infrastructure required to support sustainable development includes:
- a. the potential to remove the current roundabout and connect the war memorial island to the station or concourse to provide safer more direct connections and more useable open space;
 - b. improvements to bus services and connections to ensure good public transport access. The Council will also work with the TfL and others to upgrade access and capacity at Edmonton Green Station.
 - c. the integration of sustainable urban drainage (SuDS) measures and urban greening into the public realm as well as buildings, to reduce flood risk, ensure a significant net gain in biodiversity and reduce the heat island effect. The Council will support the introduction of rain gardens, swales and other sustainable urban drainage features as well as opportunities to deculvert Salmons Brook, reinforcing the role of Edmonton Green as an important community asset for the Borough.
11. Proposals should be designed to exemplary environmental standards and play a large role in making Edmonton more resilient to climate change and greener. Major development will be expected to provide connect to and if possible extend the existing, or planned future heat network on or in proximity to their site. Minor developments should optimise opportunities to connect to existing heat networks.
12. Opportunities to enhance the environment around the railway arches through regeneration will be supported.

Explanation

- 3.3.5 Redevelopment should seek to rejuvenate and strengthen the role of Edmonton Green as an important district centre by transforming the tired and inward-looking shopping centre into an outward facing, better connected, safer and greener piece of town based on high-quality new streets and spaces. This will require a diversification of main town centre uses.
- 3.3.6 The introduction of a greater mix of uses will support the vitality and viability of the district centre and add to its resilience. Whilst retail uses which play a valuable role to the existing community should still form a large and important part of the mix, the continuing shift to on-line shopping and decline of bricks and mortar retail means that there is a need to introduce additional reasons to visit and spend time in the town centre – including rejuvenated community services, offices and workspaces, leisure activities, more places to eat and drink and a much improved public realm to meet and socialise. The increased density should be supported by provision of appropriate levels of community and cultural facilities which can also contribute to the centre's resilience. The covered market is a valuable local asset that helps give Edmonton it's unique identity and so must be retained. The evening and night-time economy could also be improved to transform the area into a place that has activity throughout a greater part of the day.
- 3.3.7 The mix of homes that is delivered in this area will seek to serve local need and complement the existing dwelling and tenure mix.
- 3.3.8 As a district centre with excellent transport links, the character of Edmonton will change significantly to provide more homes, and facilities to serve the wider area and

a wider range of job opportunities for local people. This will include an increase in the number of tall buildings. Given the existing tall buildings, the mixed-use nature, being served by a railway station, and the strategic location of Edmonton on the route between other nearby centres this is considered to be an appropriate location for tall buildings to assist with housing delivery. Tall buildings, where appropriate, should also help to deliver much needed new homes and more generous and well-designed public realm to improve the pedestrian experience.

- 3.3.9 Redevelopment provides an opportunity to create new active frontages and improve permeability across the shopping centre site – connecting existing street and routes, which will help activate this part of the town centre throughout the day and improve the pedestrian experience, alongside public realm improvements. The public realm and nearby open spaces could be improved to create a more pleasant, pedestrian-focussed environment.
- 3.3.10 The Salmons brook is a hidden asset that has great potential to contribute to the placemaking vision for the area and uncover part of the area's past through redevelopment, tying it back to the site's history and bringing a more heritage-led approach to the character of the district centre, whilst building in climate resilience in a public realm that creates a pleasant and distinctive environment.
- 3.3.11 Redevelopment will also provide the opportunity to encourage a modal shift in the area through reduction of car parking and improvements to walking, cycling and public transport infrastructure.

Questions

- 3.3.12 In relation to the proposed Edmonton Green placemaking area:
 1. Does the vision for Edmonton Green set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Edmonton Green help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.4 Angel Edmonton

Context and Characteristics

- 3.4.1 Angel Edmonton is situated in the south of the Borough. It is one of the Borough's district centres offering a range of shops and amenities that serve the needs of the local community located along Fore Street. The A406 to the north poses as a significant physical constraint.
- 3.4.2 The area is mixed in character- beyond the high street area, the surrounding residential areas are mainly comprised of low rise suburban terraced housing interspersed with taller modernist blocks within council estates, as well as recent higher density developments such as Highmead on Fore Street.
- 3.4.3 Fore Street runs through the heart of this area, connecting to Edmonton Green district centre to the north and Tottenham to the south. Silver Street station, with direct services to London Liverpool Street. A number of buses along this road also provide access to other parts of the Borough and beyond. Silver Street station is remote from the main high street and is across the A406. The level changes and pedestrian railings act as a barrier to movement across the Stirling Way further exacerbating this issue. The station could be better integrated with the area with new and enhanced walking routes and public realm improvements to create a more pleasant, pedestrian-focussed environment.

Angel Edmonton Placemaking Vision

Angel Edmonton High Street will be revitalised through community-led initiatives and new community facilities, schools and sports and recreational uses. New connections will be made across the North Circular to minimise the impact of traffic flows and clean air measures will reduce the reliance on motorised transport. Active travel will be the primary means of movement with attractive opportunities for this both on upgraded streets and on principal routes and connected streets. New rapid transport and green active travel corridors will link the new neighbourhood at Meridian Water to Edmonton Green and Angel Edmonton. Upton and Raynham, the Shires Estate and Joyce Avenue and Snells Park, will have been transformed into high-quality mixed tenure neighbourhoods. They will act as exemplars of sustainability and place making.

Figure 3.4: Angel Edmonton Place Vision



Existing features

- Borough boundary
- Station
- Open Space
- Water
- Conservation Area
- Listed Buildings
- Local Heritage Assets
- Registered parks and gardens
- Constructed wetlands - existing
- Rain gardens
- Existing woodland
- Completed cycle route

Opportunities

- Place making area
- Site Allocations
- Green Loop
- Green Links
- Enhanced access to blue/green infrastructure
- Improvements to walking route
- New walking route opportunity
- Proposed cycle route
- Green buffer/Tree lined road
- New open space opportunity
- Improvements to open space
- Constructed wetlands - opportunities
- Public realm opportunity
- Streetscape improvements/active frontages
- Intensification opportunity
- Railway arches - regeneration opportunity

Strategic Policy SP PL4: Angel Edmonton

DRAFT STRATEGIC POLICY SP	PL4	Angel Edmonton
<p>To realise the place vision, development in Angel Edmonton must:</p> <ol style="list-style-type: none"> 1. contribute to a coordinated process of regeneration that responds positively to the unique context and characteristics. 2. provide new spaces for small business, culture and community uses. Proposals in close proximity to the high street must also explore opportunities to provide non-residential spaces. 3. contribute to creating a thriving mixed-use place offering a range of housing typologies, which may include dense forms of residential development. Development along the high street should reinforce and create a coherent route along Fore Street. Proposals elsewhere must respect the predominantly lower-rise character of the area. Tall buildings will only be accepted in appropriate locations as set out in Policy DM DE6 Tall buildings. 4. provide employment uses that contribute towards the creation of a wide range of new jobs. Provision of affordable workspace and creative studios in this area will be supported. <ol style="list-style-type: none"> a. contribute to improvements to the blue and green infrastructure network through linkages to surrounding green spaces and waterways. Access to Pymmes Park should be improved with better security, access arrangement and play space. Contributions will be sought towards this. b. contribute to Sustainable Urban Drainage enhancements in the wider neighbourhood as part of an overall action plan. Opportunities to de-culvert Pymmes Brook should be explored. c. Contribute towards and/or facilitate improving connections between Silver Street Rail Station and Fore Street including markers for intuitive wayfinding, a variety of public realm spaces which are pedestrian and cycle friendly integrated with existing street and movement patterns. d. Contribute towards delivering improvements to the walking and cycling environment through the implementation of cycleways and enhancing the pedestrian environment to encourage uptake of active travel. New cycle and green routes east and west from North Middlesex University Hospital to Meridian Water will be supported. e. contribute to improving the crossing facilities and arrangements of the North Circular Road to prioritise active travel and to better connect both sides of the road. f. reduce the reliance on on-street and surface car parks, working towards car-free development in line with public transport improvements. g. contribute to improvements to the environment along the North Circular Road through tree planting, wild meadows and other public realm works and 		

appropriately scaled development that directly addresses the road, while protecting the health and wellbeing of intended occupants.

Explanation

- 3.4.4 Redevelopment should seek to revitalise the high street and its role as an important district centre. The function and success of the district centre should be maintained while diversifying and improving the offer to build resilience. This will include encouraging a wider range of uses along the high street. Some provision of workspace in this location, such as a mix of affordable workspace and creative studios will also help contribute to the high streets vitality.
- 3.4.5 As an area with large housing estates which are planned for renewal it will be capable of delivering a large number of new homes. The mix of homes that is delivered in this area will seek to serve local need and complement the existing housing mix.
- 3.4.6 Alongside this there is likely to be a significant uplift in proposed heights and densities. To maximise the opportunity for growth, well-designed taller buildings in the right locations will be accepted. Given the existence of existing tall buildings, the mixed-use nature of the high street, and the strategic location on Fore Street which serves as a main route between other important destinations, and given the railway station this is considered to be an appropriate location for some tall buildings to assist with housing delivery.
- 3.4.7 Angel Edmonton currently experiences relatively high crime and anti-social behaviour, particularly on the council-owned estates. Development needs to address these issues through, in part, good design that encourages passive surveillance of the street and reduced opportunities for crime.
- 3.4.8 Access to surrounding green spaces and waterways is poor. Development must contribute to improving these links and maximising the contribution that these assets can make to people's quality of life. The Pymmes Brook is a hidden asset that has potential to contribute to the place-making vision for the area and should be integrated and enhanced.
- 3.4.9 In general, there is great scope to improve the quality of the public realm to improve the pedestrian experience.

Questions

- 3.4.10 In relation to the proposed Angel Edmonton placemaking area:
1. Does the vision for Angel Edmonton set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Angel Edmonton help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.5 Meridian Water

Context and Characteristics

- 3.5.1 Meridian Water is situated in the south-eastern corner of the Borough. It is an under-utilised industrial and retail site, immediately south of the North Circular Road and located between Edmonton, Tottenham, and Walthamstow in North London. Being sited directly adjacent to the North Circular provides good strategic road connectivity to other parts of London and beyond. The strategic road network is a key factor behind the success of the industrial and retail land uses. However, the roads also divide the area, reducing connectivity and making navigation difficult. Large areas of land, including two former gasholder sites, are inaccessible and help to further divide the area. Electricity pylons and the North Circular Road flyover are dominant visual elements within the area.
- 3.5.2 The existing character of Meridian Water is largely defined by the area's industrial heritage. It sits within the extensive green Lee Valley with a number of interesting and currently under used water ways such as the River Lee, the Lee River Navigation, Pymmes Brook and Salmons Brook.
- 3.5.3 The new Meridian Water railway station opened in summer 2019 replacing the previous Angel Road station. It is anticipated that four million people will use it annually. The station provides step free access to Meridian Way.
- 3.5.4 The area contains retail in the form of large box retail outlets and is currently a major employment area. Its eastern boundary incorporates the waterways and open spaces of the Lee Valley Regional Park and there is the potential for improved leisure facilities Banbury Reservoir.

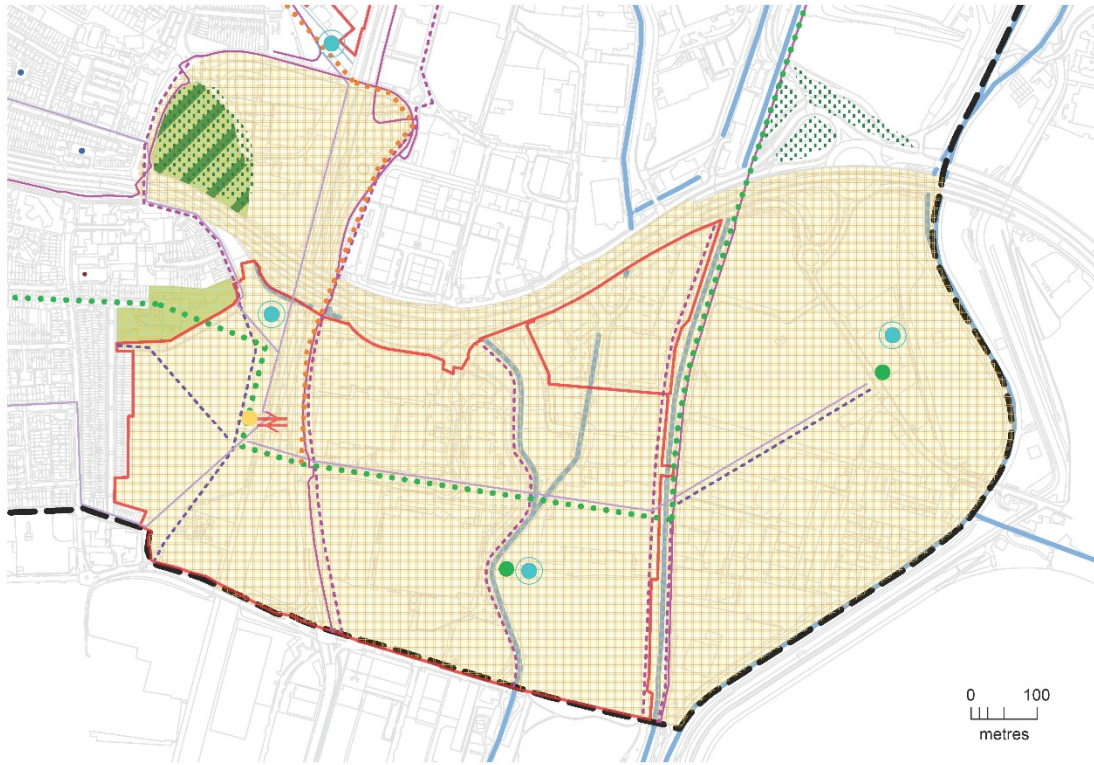
Meridian Water Placemaking Vision

Meridian Water will have emerged as a mixed-use community, where beautiful neighbourhoods are enlivened by a rich mix of growing industries. The distinctive character of this new place will be drawn from the rich industrial, ecological and agricultural heritage of the placemaking area. The waterways will form the backbone of the new neighbourhoods, creating a new network of public walkways that connect with new parklands and existing open spaces such as Kenninghall Open Space. The new neighbourhood will encourage residents to lead active and healthy lifestyles and offer views across and excellent accessibility to the Lee Valley Regional Park. It will be a place where Enfield residents and Londoners can afford to live, providing opportunity for everyone.

Meridian Water will continue to be a place of innovation and industry that has adapted and evolved to modern needs, delivering new jobs and opportunities on a scale which will transform the Borough's employment base. Major employers, start-ups and meanwhile uses will have been attracted to the area and there will be a burgeoning economy for makers and creators.

Meridian Water will be a model for sustainable neighbourhoods with exceptional environmental credentials, creating a carbon positive, environment positive, and zero waste development.

Figure 3.5: Meridian Water Place Vision



0 100
metres

Existing features

- Borough boundary
- Station
- Open Space
- Water
- Conservation Area
- Listed Buildings
- Local Heritage Assets
- Registered parks and gardens
- Constructed wetlands - existing
- Rain gardens
- Existing woodland
- Completed cycle route

Opportunities

- Place making area
- Site Allocations
- Green Loop
- Green Links
- Enhanced access to blue/green infrastructure
- Improvements to walking route
- New walking route opportunity
- Proposed cycle route
- Green buffer/Tree lined road
- New open space opportunity
- Improvements to open space
- Constructed wetlands - opportunities
- Public realm opportunity
- Streetscape improvements/active frontages
- Intensification opportunity
- Railway arches - regeneration opportunity

Strategic Policy SP PL5: Meridian Water

DRAFT STRATEGIC POLICY SP	PL5	Meridian Water
<p>To realise the place vision, development at Meridian Water must:</p> <ol style="list-style-type: none"> 1. deliver comprehensive, residential-led mixed-use development that optimises the site's potential, in line with the existing planned transport improvements. To ensure that development in the Meridian Water placemaking area comes forward in a strategic and comprehensive manner, planning permission for individual phases must conform with a masterplan for the whole placemaking area that is supported by the Council. Land on the "east bank," (beyond the proposed site allocation, which is currently designated as SIL) may be safeguarded for future plan periods to ensure that future aspirations are not undermined through planning consent on this land in the plan period. 2. facilitate creation of a new large local centre for the Borough. This will be supported by a wide range of complimentary uses. Retail uses will be strongly encouraged fronting on to the Central Spine, around the station and in adjoining public squares; and fronting on to the River Lee Valley Navigation. Development within the new local centre must also create new space for small business, culture and community uses. Office space may be appropriate within close proximity to the train station. There may be further scope for this elsewhere across the area as public transport accessibility improves over the duration of the Plan period. 3. deliver a sufficient quantum of high-quality, multifunctional open space to support dense development, through the provision of a network of green corridors and public open spaces. Each phase of development must meet the 30% open public space target as a minimum and seek to deliver the maximum open space possible. Where this is not possible it should be demonstrated why this cannot be achieved. 4. maximise the experience, activation and ecological potential of the existing waterways through naturalisation and ecological enhancements where possible. Development should contribute towards river restoration works, including naturalisation of the riverbanks and off-site flood attenuation basins/conveyance channels to divert surface water run-off where this cannot be delivered on site. Key public spaces should be located strategically along the waterfronts. 5. deliver a net gain in biodiversity. Planting must be consistent with the habitats and character of the Lee Valley Regional Park and must be composed of a diverse range of native species in accordance with the Lee Valley Biodiversity Action Plan, whilst also ensuring species choice is resilient to climate change. 6. create development that is seamlessly woven into the surrounding context with an appropriate massing strategy that the context of a predominantly suburban low-rise character of the area, with the planned transformation of the area and the change that will bring. 7. deliver a range of alternative housing products to increase the quantum and pace of delivery. We will support appropriate and high quality 'build to rent' schemes as an element of the provision of private housing. The need for co-living, older person's accommodation and student accommodation should also be explored. 8. deliver new open spaces on either side of the North Circular Road (A406), A10 (Great Cambridge Road) and roadside improvements (e.g. underpass treatment and bridges). 		

9. facilitate and contribute towards enhancement of the existing network of routes, in particular Leaside Road, Glover Drive and Angel Edmonton Road, all of which will provide primary connections. Development should also deliver new strategic connections from Meridian Water to key destinations (such as Edmonton Green, North Middlesex Hospital and Angel Edmonton) and neighbouring Boroughs (via the Lee Valley Regional Park) to overcome physical severance;
10. contribute to improving and enhancing physical infrastructure, including improvements to rail and bus provision, active travel, new routes across the site to improve accessibility and connectivity (e.g. east-west routes to Banbury Reservoir), and flood mitigation infrastructure.
11. explore opportunities for delivery of water sports facilities along the Lea Valley Navigation canal should be considered and are encouraged.
12. make a significant, positive contribution to both physical and social infrastructure. This will include delivery of a new primary school and a new health centre as a minimum.
13. contribute towards generating a mix of high-quality permanent jobs, jobs through meanwhile uses, and construction jobs. No less than 25% will be from local labour. To deliver the permanent jobs development should provide a mix of employment spaces in appropriate locations. Meanwhile uses, particularly those which contribute to the socio-economic and cultural vision for the placemaking area will be encouraged.
14. deliver high quality, varied play, which reinforces the local character. This should be provided through a combination of designated and informal playable space. Doorstep play must be provided within individual plots.
15. offer a clearly delineated centre, which may take the form of a Central east-west spine through the area. This should be connected to a variety of public realm spaces including pocket gardens and squares, which are pedestrian friendly.
16. primary routes through the area must form a key route for essential infrastructure, including high speed broadband, decentralised energy, gas and electricity networks and other infrastructure. Development proposals that include land within the central spine corridor must demonstrate how the central spine will act as the trunk route for servicing and subterranean infrastructure and show how the design will minimise disruption from future maintenance and road works.

Explanation

- 3.5.5 Meridian Water offers huge opportunity for transformational change, uniquely positioned as a gateway into the Lee Valley Regional Park. Meridian Water has the opportunity to be a progressive large-scale regeneration project, that achieves the highest standards in placemaking, and to be an exemplar development with sustainability at its heart. The scale of development envisaged is such that it will enable Meridian Water to determine its own character and density, whilst securing good quality residential environments and public realm.
- 3.5.6 To overcome existing constraints and unlock Meridian Water's growth potential, a comprehensive masterplanned approach is required across the entire site, with a focus on developing high quality places. Development here has the potential to deliver an exciting new neighbourhood during the current local plan period and the next. The aspiration is for the whole Meridian Water placemaking area to deliver

- 10,000 homes and 6,000 permanent jobs, 1000 jobs through meanwhile uses and 1000 jobs from construction over 25 years. The SIL designation covering parts of the placemaking area that are envisaged to be unlocked to accommodate growth in the next plan period will require review of this Local Plan or development of the next Local Plan.
- 3.5.7 The Council as majority landowners have set ambitious targets for the development of a new Town Centre, new homes and jobs across a broad range of industries. Proposals will be structured around a progressive approach to sustainability, with low carbon, circular economy, biodiversity, enhancement of waterways and provision of exceptional new open spaces that connect the site to the Lee Valley National Park (LVNP) as a central focus.
- 3.5.8 Directing some non-residential uses to specific locations within Meridian Water will help to establish the hierarchy of the new neighbourhood. Encouraging a mix of retail, commercial and community uses will help to sustain a vibrant new centre. Traditional town centre and high streets are struggling to remain economically viable so development that incorporates workspace, maker space, leisure, civic uses, alongside retail food and beverage will generate the level of activity and draw a wider range of people to the area that in turn supports businesses and the growing community. Diversity in the commercial offer will encourage a rich urban centre at Meridian Water that is an attractive destination for the local community and visitors from further afield.
- 3.5.9 For high-density accommodation to be acceptable in this location, in an area that already suffers from low levels of accessibility to green space, it will be necessary for adequate levels of open space to be provided. A web of parks, swales, canals and water ways will enhance the quality and unique character of Meridian Water.
- 3.5.10 Clustering tall buildings into appropriate key locations will ensure that their impact is managed and not widespread. Specific locations will be deemed suitable (through future plan iterations and detailed masterplanning work) for additional height as there are the benefits to be gained from creating landmarks that aid in navigation, mark destinations, define key areas of public realm and contribute to a varied urban landscape.
- 3.5.11 Appropriately located sports facilities can provide invaluable social space for older children and teenagers, help to alleviate antisocial behaviour, reduce levels of crime and can enrich the urban landscape.
- 3.5.12 In order to create a new modern neighbourhood, smart and digital technologies should be seamlessly integrated into the neighbourhood enabling residents to thrive, stimulating the local economy, and improving everyday experiences and improving efficient use of resources.

Questions

- 3.5.13 In relation to the proposed Meridian Water placemaking area:
1. Does the vision for Meridian Water set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Meridian Water help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.6 Southgate

Context and Characteristics

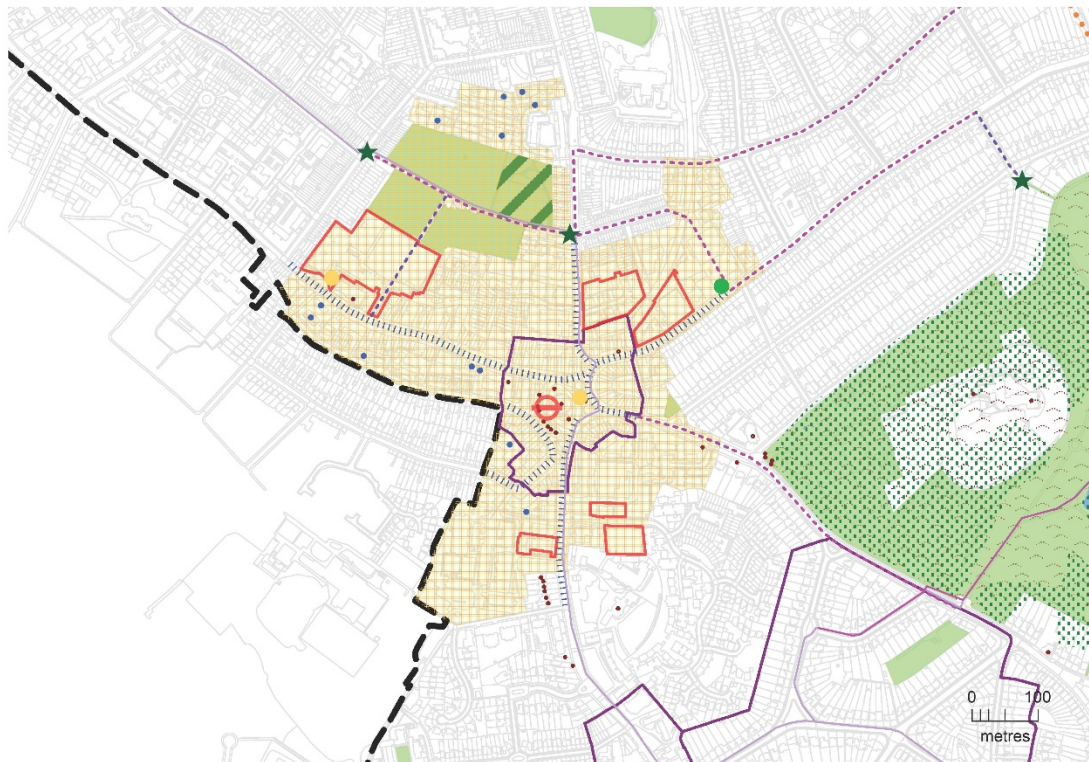
- 3.6.1 Southgate is one of the Borough's four district centres. It is in the south-western part of the Borough close to the boundary with the London Borough of Barnet, meaning that a significant proportion of its catchment is in Barnet as well as Enfield. It contains a mix of uses with a retail centre as well as some larger office buildings and a large leisure centre. Southgate is well performing with one of the highest levels of occupancies in the Borough, serving a wide catchment area.
- 3.6.2 The character of this area is closely associated with the development of the Piccadilly line in the early twentieth century. However, the streetscape here includes relatively little greenery and civic space. The area is centred around the tube station which is on the Piccadilly tube line. The tube and bus station are listed, offering a very distinctive, strong focal point within the area. The surrounding residential areas are largely characterised by suburban housing.

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.

Figure 3.6: Southgate Placemaking Vision



Existing features

- Borough boundary
- Station
- Open Space
- Water
- Conservation Area
- Listed Buildings
- Local Heritage Assets
- Registered parks and gardens
- Constructed wetlands - existing
- Rain gardens
- Existing woodland
- Completed cycle route

Opportunities

- Place making area
- Site Allocations
- Green Loop
- Green Links
- Enhanced access to blue/green infrastructure
- Improvements to walking route
- New walking route opportunity
- Proposed cycle route
- Green buffer/Tree lined road
- New open space opportunity
- Improvements to open space
- Constructed wetlands - opportunities
- Public realm opportunity
- Streetscape improvements/active frontages
- Intensification opportunity
- Railway arches - regeneration opportunity

Strategic Policy SP PL6: Southgate

DRAFT STRATEGIC POLICY SP	PL6	Southgate
<p>To realise the place vision, development in Southgate:</p> <ol style="list-style-type: none"> 1. Must contribute to a coordinated process of town centre renewal that responds positively to the unique context and characteristics. The Council will prepare a spatial framework, to be adopted as an SPD, to support the delivery of the placemaking vision for Southgate. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in relevant adopted and emerging SPDs. 2. should deliver new homes including through high density development that also preserve key views of the station. This may include tall buildings only in acceptable locations as identified in policy DM DE6 Tall buildings. 3. must be shaped by the distinctive character and heritage in the area, having particular regard to: <ol style="list-style-type: none"> a. the listed tube station of outstanding national significance and its surroundings; b. interwar shopping parades; c. historic high streets; d. distinctive suburban housing; and e. a concentration of office buildings around the district centre. 4. should provide an expanded or intensified district centre by supporting proposals for small creative business and business start-ups, encouraging meanwhile and temporary use of vacant shop units and small office spaces around the high street to foster growth and sustain employment 5. should support a growing evening and night-time economy. Change of use to non-town centre uses will not normally be permitted unless appropriate evidence can be provided to demonstrate why this is acceptable. 6. should create an improved sense of place by the station acting as a multi-modal hub. We will work in partnership with key stakeholders (including TfL) and landowners to devise a cohesive public realm strategy. This will include reviewing transport infrastructure and junctions around the historic tube station. The strategy will be focussed around the station to improve the sense of arrival and around the shopping parades to create a more pedestrian friendly environment. Development must contribute towards enhancing the pedestrian environment and reduce the reliance on surface car parks, working towards car-lite development. 7. should enhance and improve access to distinctive parks and open spaces in the vicinity including but not limited to: Arnos Park, Minchenden Oak Garden, Southgate, Grovelands Park and Ivy Road Recreation 		

Explanation

- 3.6.3 Whilst Southgate is a district centre with potential for increased densities and heights, this will need to be balanced against the need for proposals to sensitively consider the historic environment around the listed station building. The heritage value of the area defines the place quality and therefore all developments that come forward in the area must make a positive contribution to this to avoid detracting from the overall quality of place.
- 3.6.4 Southgate is a district centre, but there is an opportunity to enhance the vitality of the high street including the evening and night-time economy and access to the public realm including connectivity to nearby green spaces. The district centre also acts as a good office location and this will be enhanced. In order to support the vibrancy of the centre opportunities to improve the car dominated nature of the area around the station will be explored. The tube station offers an opportunity to increase densities in the area to deliver additional residential accommodation. The appropriateness of siting of proposed tall buildings will be assessed taking into consideration the findings of the Borough's Character of Growth Study and the impact on heritage assets.
- 3.6.5 There are several large surface level car parks associated with supermarkets, which offer an opportunity to intensify the use of this land. The introduction of additional employment and housing opportunities will support the vitality of the non-residential uses adding to this centre's resilience.
- 3.6.6 In order to support active travel and improve the use of public transport the pedestrian environment around the tube and bus station should be enhanced. This will also help to support the vitality of the district centre.
- 3.6.7 Connectivity to the surrounding green spaces could be improved, including providing valued habitat for flora and fauna.

Questions

- 3.6.8 In relation to the proposed Southgate placemaking area:
1. Does the vision for Southgate set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Southgate help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.7 New Southgate

Context and Characteristics

- 3.7.1 New Southgate is in the south west of Enfield on the border with the London Boroughs of Haringey (to the south) and Barnet (to the west). The area is a mix of residential and industrial land; it has lots of housing in it and industrial areas, such as the New Southgate Industrial Estate, the gasholder, the Builders Depot (blue building) and Travis Perkins. The area also has local shopping parades at Arnos Grove and New Southgate (Friern Barnet Road) which are designated local centres. Arnos Grove underground station (Piccadilly Line) and New Southgate rail station are located in the area and provide very good access to central London.
- 3.7.2 The North Circular Road acts as a barrier to movement at the southern part of the area. Poor quality buildings are located to the south of the Ladderswood estate and the Western Gateway site. In some places, Victorian architecture and traditional street patterns create an attractive neighbourhood. However, places like Bowes Road library and New Southgate Station are not well connected to each other and the rest of New Southgate. While there are some small open green spaces in the area, they are underused and could be improved and made to feel safer and more attractive for residents.

New Southgate Place Vision

New Southgate will act as a new enhanced gateway to the Borough which is well connected to the rest of the Borough. It will offer an exemplary quality development on its western edge with housing alongside modern employment space and enhanced community facilities. The shopping areas at New Southgate and Arnos Grove stations will be revitalised by new development and more attractive shopping and station environments.

Figure 3.7: New Southgate Place Vision



Existing features

- Borough boundary
- Station
- Open Space
- Water
- Conservation Area
- Listed Buildings
- Local Heritage Assets
- Registered parks and gardens
- Constructed wetlands - existing
- Rain gardens
- Existing woodland
- Completed cycle route

Opportunities

- Place making area
- Site Allocations
- Green Loop
- Green Links
- Enhanced access to blue/green infrastructure
- Improvements to walking route
- New walking route opportunity
- Proposed cycle route
- Green buffer/Tree lined road
- New open space opportunity
- Improvements to open space
- Constructed wetlands - opportunities
- Public realm opportunity
- Streetscape improvements/active frontages
- Intensification opportunity
- Railway arches - regeneration opportunity

Strategic Policy SP PL7: Southgate

DRAFT STRATEGIC POLICY SP	PL7	New Southgate
<p>To realise the place vision, development in New Southgate must:</p> <ol style="list-style-type: none"> 1. deliver a comprehensive, masterplanned approach, in particular around the western gateway sites (Gasholder, Topps Tiles and Homebase), to ensure an appropriate distribution of green and open spaces, non-residential uses and height and density. The Council will use planning tools, including preparation of masterplans, design codes, sustainable place making strategies to support the delivery of the Local Plan. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area. 2. demonstrate how individual proposals will contribute to the vision of the wider area including how placement of tall buildings aids with legibility and how proposed heights will relate appropriately to future surrounding development. 3. create a thriving mixed-use place through dense forms of residential development offering a range of housing typologies. Tall buildings in selected locations where buildings can act as key markers will be supported in line with Policy DM DE6 on Tall buildings. 4. contribute towards improving links along key routes to the train and tube station such as Palmers Road, High Road and Station Road. The potential for the creation of active routes will be explored. Contribution towards improvements to the public realm and townscape particularly along the large roads bounding the area (i.e. Bowes road, A406 and Station Road) will be sought. 5. contribute towards delivering improvements to community facilities. Improvements to shops and other services will also be encouraged. These should be focused around a new hub of facilities around Grove Road open space. Arnos Pool and Bowes Road Library have been identified as facilities which could be improved, subject to funding. 6. contribute towards enhance existing local open spaces as well as towards river restoration projects within Arnos Park. Improvements in parks should include enhanced lighting and seating, as well as improved play opportunities for all ages. A new play park for young children is suggested in High Road open space. 7. contribute to enhancing the public realm to make walking and cycling significantly more accessible, safer and attractive environment. Development will be expected to contribute towards improvements to enhancing the public realm around Southgate station. 8. opportunities to enhance the environment around the railway arches through regeneration will be supported. 		

Explanation

- 3.7.3 There are limited opportunities for large scale development in this area, however where this exists on the western gateway, developers must bring forward development in a coordinated manner in order to ensure that the potential of the sites here can be maximised. Maximising development potential may include tall buildings, and appropriate locations for these will be guided by the character of growth study and identified in the vision diagram.
- 3.7.4 The area suffers from a lack of good community facilities and one of the key benefits from growth should be an improvement to the facilities for the benefit of existing residents as well as new residents.
- 3.7.5 The area is dominated by vehicular traffic and public realm enhancements to reduce the effects of this will help to reduce this. Moreover, the area has limited connectivity to large green spaces. The small local open spaces within the area itself should be enhanced as well as Arnos Grove Park to the north of the area, to help improve the quality of life for residents.

Questions

- 3.7.6 In relation to the proposed New Southgate placemaking area:
1. Does the vision for New Southgate set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for New Southgate help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?
 3. The New Southgate placemaking area contains a series of proposed site allocations. Are the site allocations proposed appropriate? If not, please set out why you do not consider them to be appropriate. Are there any further sites within the New Southgate placemaking area which have not been included, which are known to be available¹ for housing, employment, or a mix of uses – that you think should be included within the plan?

¹ Refer to PPG definition of 'availability'.

3.8 Rural Enfield – a leading destination in the London National Park City

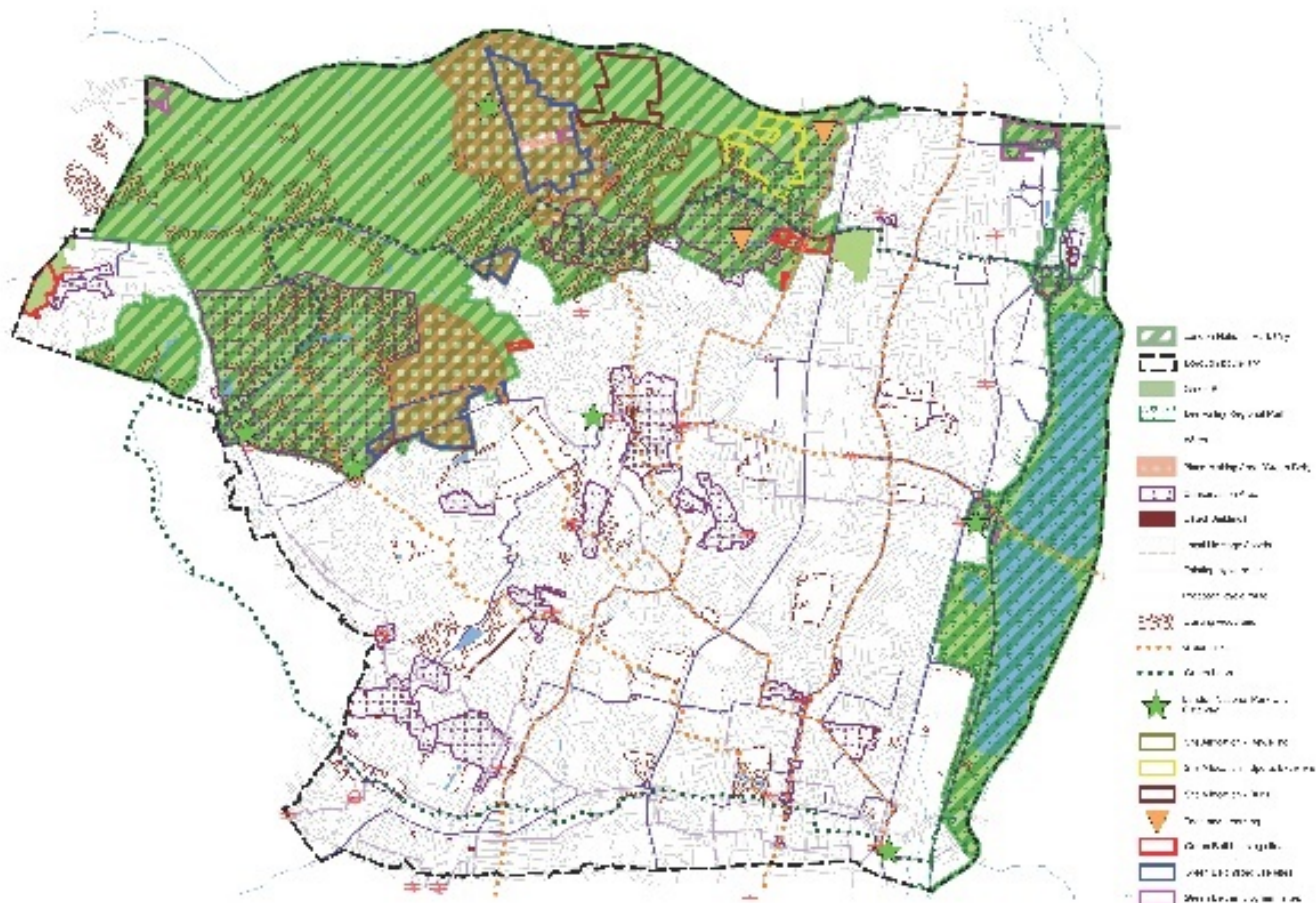
Context and Characteristics

- 3.8.1 The northern area of the Borough lies at the gateway into London, acting as an interface between urban London and the open countryside of rural Hertfordshire. The area largely has an open rural character with traces remaining of the former royal hunting ground, the Chase, field boundaries and substantial parkland from former grand estates, as well as many parks and rural and semi-rural open spaces.
- 3.8.2 Much of Enfield's heritage derives from its connections – routes created in and out of London from the more rural counties to the north, and across from east to west. The historic built environment reflects these connections, from the navigable waterways, the grand estates and landscapes located on the outer reaches of a day's ride from the capital through to modest suburban housing built around the tube stations. The borough has many north-south connections coming in and out of London, and these routes have formed the focus for historic development in the Borough. North-South transport connections act as physical barriers contributing to East-West severance in the Borough.
- 3.8.3 Extensive areas of open space and water space are of significant amenity, heritage, cultural and environmental value. Local waterways include Turkey and Salmons Brooks. Historic agriculture and market gardening uses are reflected in surviving agricultural uses and garden centres in the north west of the Borough, contributing to Enfield's higher than average food-growing provision.

Placemaking Vision

By 2039, the arc of open spaces and woodland around Enfield Chase and Lee Valley Regional Park will be transformed into the leading outdoor countryside destination in North London and surrounding area, serving as a unique and exemplar place within London's "National Park City". On the doorstep of the city's urban communities, a mosaic of sustainable and highly accessible rural activities including local food production, forestry, re-wilding, eco-tourism, sporting activities, natural burial, countryside education, and recreation will enhance the landscape and enable all to benefit from access to wildlife-rich blue-green spaces, clean air, local food production and world-class sporting facilities, achieving the largest environmental and health and wellbeing gains in London. Community involvement and sustainable green enterprises will enable the local rural economy to thrive contributing to significant landscape improvements, jobs, investment and renewal. Rural Enfield will drive deep into the surrounding urban communities providing better connections to the countryside and bring nature into the heart of the urban fabric.

Figure 3.8: Rural Enfield – placemaking vision



Strategic Policy SP PL8: Rural Enfield – a leading destination in London's National Park City

DRAFT STRATEGIC POLICY SP	PL8	Rural Enfield – a leading destination in London's National Park City
<p>1. The open character of this area (as shown on the Policies Map and key diagram) will be protected and enhanced in line with Green Belt and Metropolitan Open Land policies. New development should be designed to sensitively integrate physically and visually with Enfield Chase and the Lee Valley Regional Park, particularly in relation to open skylines, key entrance points, strategic views and valued landscapes.</p> <p>2. The Council will support proposals which contribute positively to the delivery of the unique Rural Enfield destination within the London National Park city. Proposals will include, but not be limited to:</p> <ul style="list-style-type: none"> a. Enfield Chase re-wilding programme – 1,000 ha of proposed woodland and open space as part of a major nature recovery network b. a new cultural gateway hub at Enfield Chase, including a new visitor centre (subject to compliance with part 1) and public art installations, in the form of sculptures, in a parkland setting; c. flood risk mitigation to reduce the impact of development downstream (including sustainable drainage systems and wetland creation); d. new or improved walking and cycle routes between key railway stations, town centres and cultural attractions (e.g. Green Loop) and along watercourses (e.g. Lee Navigation and New River); e. much needed natural burial space to meet future needs of the Borough's population, which offers good transport links to existing residents, especially from Crews Hill station; f. food growing areas and gardens, especially where they connect with or form part of existing clusters of food production, such as Crews Hill, Capel Manor and Forty Hall; g. new eco-tourism and recreational, sport and leisure activities, such as bird-watching, wild swimming, mountain biking, camping and natural play features; h. Improved hubs of sporting excellence at Tottenham Hotspur training ground and Ponders End; i. the sensitive restoration of historic parks and gardens at Trent Park, Forty Hall and Myddelton House through positive management; j. conversion of publicly-owned farmland into sustainable agricultural/forestry and horticultural units whilst also providing for enhanced public access linking to surrounding rural and urban areas and k. biodiversity offsetting (including rewilding of river corridors). 		

Explanation

- 3.8.4 Situated at a key gateway into London, at its northern most point, the National Park City designation (as shown on the Policies Map and key diagram) forms an attractive green landscape in the urban-rural fringe that extends from Trent Park and Whitewebbs Park in the west to Lee Valley Regional Park in the east, featuring major river corridors, lakes, historic parks and reservoirs. It makes up around a third of the Borough's land area and includes two of the largest open spaces in London: Enfield Chase and Lee Valley Regional Park.
- 3.8.5 The Lee Valley Regional Park, situated along the banks of the river Lee and navigation canal, consists of a range of linear parks, routes, nature reserves/wetlands, water sport facilities and play spaces, which connect Enfield to Hertfordshire, Essex and Central London.
- 3.8.6 Enfield Chase, the former royal hunting ground of Tudor and Stuart monarchs, consists of a mixture of ancient woodland, farmland and high-quality landscapes, such as historic parks and gardens and nature conservation sites, offering panoramic views over London.
- 3.8.7 The policy aims to transform the arc of open spaces around the edge of the Borough's urban area as a whole into a world-leading outdoor cultural and leisure destination, linking disparate landscapes, improving east-west connectivity and landscape quality whilst acting as a stepping-stone to facilitate the movement of wildlife and bring about nature recovery. This will further strengthen Enfield's identity as one of London's leading green Boroughs with a rich cultural heritage, helping to transform the Borough to deliver a lifetime of opportunities for everyone.
- 3.8.8 The designation is not strictly a national park but recognises that the Council has ambitions to bring many sustainable rural activities together to create a unique and exemplary destination location within the London National Park City. It will be a , partnership-led approach to the delivery of strategic green spaces in London, recognising the contribution of its world-class parks and open spaces to people's quality of life and well-being. The policy is based on, but extends, the principles of London National Park City (as set out in the Mayor of London's Environment Strategy and Blue and Green Strategy).
- 3.8.9 The National Park City designation has the potential to achieve a net increase of 25% green cover in Enfield, contributing to significant carbon sequestration, exceeding the Mayor of London's targets and achieving one of the highest net gain outcomes in the UK. In doing so, it will go a long way to mitigating the impacts of recreational pressure and air pollution on nature conservation sites of international importance, such as Epping Forest.
- 3.8.10 Strategic routes criss-cross the area (e.g. London Loop) but parts of the urban-rural fringe are not inaccessible to a wide cross-section of the public, especially from urban communities. There are significant opportunities to improve strategic links to the Lee Valley Regional Park and Enfield Chase from key growth areas (e.g. Meridian Water, Edmonton, Enfield Town and Ponders End) through the provision of new public accessible greenspace and new/improved active travel routes.
- 3.8.11 A major programme of tree planting and rewilding is well underway around Enfield Chase. Future expansion of this programme offers potential to convert significant tracks of farmland into publicly accessible landscape (including woodland and parkland) extending over 1,000 hectares. In doing so, it would become one of the only rewilding projects in close proximity to a large city in the UK.

3.8.12 In order to achieve this vision, we will seek contributions from nearby developments and other sources of funding such as grants and loans to facilitate the delivery of the interventions set out in the policy above.

Questions

1. Do you support the designation of Rural Enfield as a leading transformative destination within London National Park City?
2. Do you feel the policy covers the right area of the Borough? If not, what changes would you make?
3. Do you feel the policy could be improved?
4. Do the vision or policy miss any significant matters?

3.9 Crews Hill

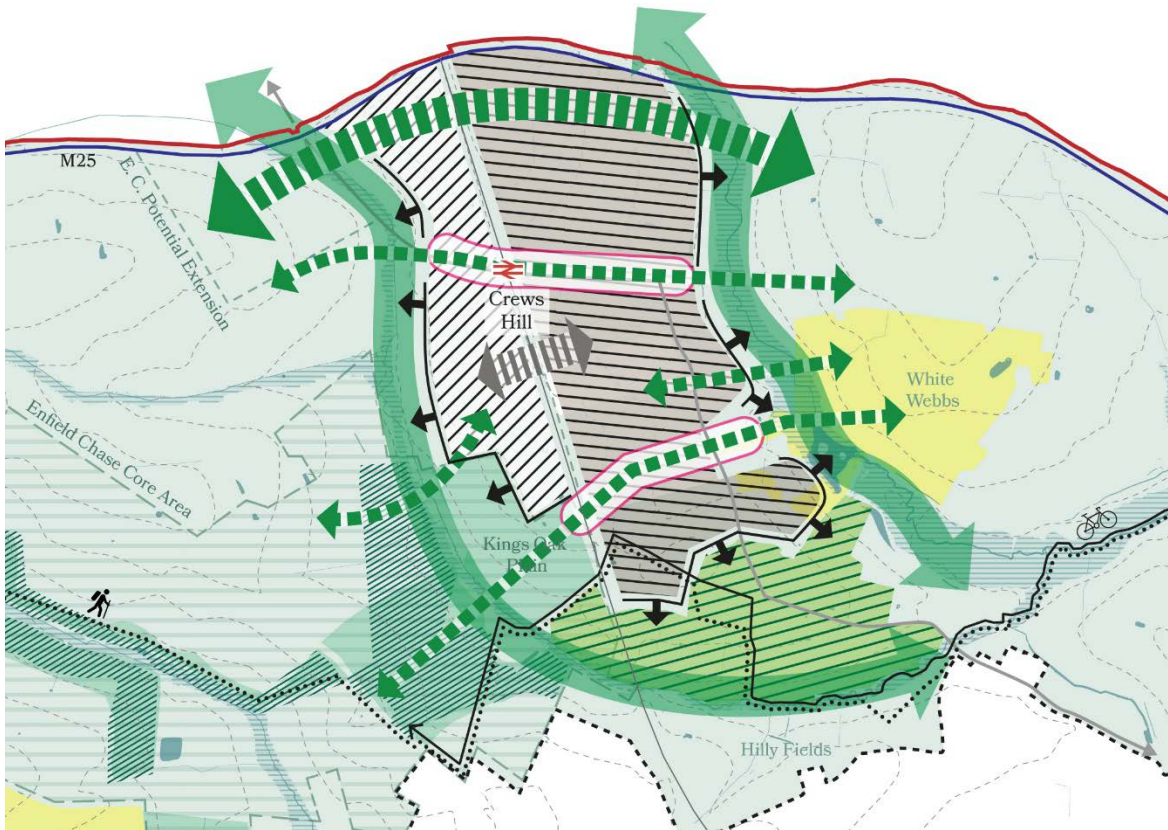
Context and Characteristics

- 3.9.1 The Crews Hill area sits on higher ground surrounded on all sides by valleys, the topography slopes away in all directions. Within these valleys the Turkey Brook runs south along the western edge of the area and turning east along the southern edge of the area. Cuffley Brook runs south along the eastern edge of the area joining with Turkey Brook to continue east.
- 3.9.2 Existing development within the Crews Hill area, the railway line and road access is orientated north to south along the ridge of the land which forms Crews Hill. Due to the land falling in all directions away from any existing built form and publicly accessible locations such as the station, there are views to the east, west and south from different locations around the area. Development comprises number of sites predominantly in use for horticulture/ garden centres/ nurseries, storage of building supplies etc with occasional residential properties all of which have come about in a piece meal fashion.
- 3.9.3 Road access to the area is of limited capacity and there is no defined hierarchy to access throughout the area. Due to topography, access and surrounding landscape character the Crews Hill area exists as distinct from other built form in the north of the Borough. The Turkey Brook valley running from west to east between Gordon Hill and Crews Hill reinforces the separation of the area from built form to the north of the Borough with much of the space in and around the valley accessible to the public (Hilly Fields) and incorporating Cycle route 12, the majority of which is a traffic free route extending to the east of the Borough.

Place Vision

Crews Hill will become an important gateway to north Enfield's part of the 'London National Park City', providing access to re-wilded landscapes, sustainable eco-tourism, sport and recreation for the Borough's residents and visitors from further afield. Development here will facilitate sustainable connections to the rest of the Borough and wider region along an east-west green corridor following the route of the London Loop. Building on the area's horticultural and agricultural history, Crews Hill will offer a healthy and inclusive environment supported by access to green space and nature. Residential-led redevelopment of brownfield sites will integrate with the area's horticultural and food-producing industries, creating a unique identity and function, with residents contributing a range of skills, and benefitting from education, training and employment opportunities close to home, reducing the need to commute to work.

Figure 3.9: Crews Hill concept plan



DRAFT STRATEGIC POLICY SP	PL9	Crews Hill
<p>Development within the place making area must adhere to the following place-making principles:</p> <ol style="list-style-type: none"> 1. The boundary of the placemaking area includes sufficient land to deliver more development beyond 2039 to enable the creation of a new sustainable community. Sites anticipated to come forward in the next plan period will be removed from the Green Belt as shown on the Policies Map. These sites will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. Any development in land beyond the site allocation must not prejudice the possibility of long term development in the wider placemaking area. The status of this land will only change through a review of the Local Plan. 2. To ensure that development in the Crews Hill placemaking area comes forward in a strategic and comprehensive manner, planning permission on the allocated sites will only be granted following the approval by the Council of a comprehensive masterplan (in the form of an SPD), for the area as a whole. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in adopted and emerging SPDs. 		

Distinctiveness in the Landscape

3. Development at Crews Hill should predominantly be limited to the core 'Hill' area, delineated by the surrounding brooks to the west, south (Turkey Brook) and east (Cuffley Brook) of the area as shown on the concept plan at Figure 4.1.
4. Development character across the development area will respond to the surrounding landscape character, including that of the Theobalds Estate South Area of Special Character. Development should facilitate improved physical and visual links to the restored and rewilded Enfield Chase landscape to the west and the National Park City to the north west. Land to the south of the Crews Hill built up area can support horticultural and food producing land uses and reinforce the separation of development from Gordon Hill to the south. To the east, development form and scale should respect the sensitive and more intimate nature of the landscape of Whitewebbs.

Character Responsive to Context

5. Development at Crews Hill should build on the area's existing identity, separated from other built forms in the north of the Borough by its topography, access and surrounding landscape character. The limits of development should not extend beyond the brooks to the west or east or beyond existing built form to the south.
6. The context of varied and utilitarian glasshouse building form and horticultural land use should inform innovation in architecture and public realm such as through the potential for covered public spaces, winter gardens and glass house space for every home, creating a unique lifestyle related to the identity of the place.
7. Development should take a consolidated and compact urban form in order to ensure a sustainable form of development where new residents are within easy reach of, and connected to, the railway station and existing and proposed green and blue infrastructure networks.

Sustainable Movement & Connectivity

8. Development at Crews Hill should improve the functionality and connectivity of the east-west green corridors across the north of the Borough in order to minimize the reliance of the development on vehicular access.
9. Existing east-west links should be improved and all opportunities to create, and make viable, new links across the railway line be explored through strategic land assembly, phasing and more detailed masterplanning work. A greater intensity of development at Crews Hill may be appropriate where it is able to deliver new or improved links across the railway as well as facilitating additional stopping train services at Crews Hill station to enhance the area's sustainability and its role as a gateway to the rural north for visitors and tourists.
10. Notwithstanding the requirement for improvements to walking and cycling, the development will need to address limitations in the capacity of the existing road network, particularly in accessing land to the west of the railway and including the road passing under the railway near Crews Hill station.

Mix of People & Activity

11. Development should create a mixed and inclusive community, by providing a diversity of employment opportunities, housing sizes, types and tenures and environments. Upskilling and specialist skills and knowledge in horticulture, land sciences, food production and the arts associated with food and the culture of food and growing can

underpin the unique identity and function of Crews Hill in the landscape. Retention of existing rural uses is considered important, including equestrian and horticulture uses, which should be re-provided in suitable alternative locations if existing sites prove unsuitable for retention. This will deliver a sustainable development, distinct from the majority of the built form of Enfield Borough where opportunities for living, working and leisure provide for the day to day needs of the majority of residents.

Accessibility & variety of Open Space

12. The design and layout of development should incorporate a variety of typologies of open space in order to respond positively to the surrounding landscape.
13. In order to maximise the sustainability of the area, development should provide opportunities for convenient and safe active travel. Cycle and pedestrian priority streets and routes should permeate all development areas and should connect to existing and proposed surrounding strategic routes.
14. In order to support its emergence as a gateway to the London National Park City and the green and rural north of Enfield for new and existing residents of the Borough, development at Crews Hill should incorporate high quality public realm and green links to the surrounding designated landscapes, for example Enfield Chase, and the National Cycle Network route 12 as shown on the Concept Framework Plan at Figure 4.1.

Accessibility & variety of Facilities & Services

15. Development at Crews Hill should deliver a variety of facilities and services suitable to the scale of new community to meet the day to day needs of its residents. Facilities and services should be located so as prioritise active and sustainable travel to them from all parts of the development.
16. Mixed use development should be focused on the area around the station and along the corridor of the existing road under the railway. This location would also support Crews Hill's potential to serve as a gateway for visitors to the destination landscapes in the wider area through the provision of leisure, eco-tourism and education facilities and activities. Alternative locations may be considered acceptable subject to the proportion of development either side of the railway and improvements to or delivery of new railway crossings.

Climate Change adaptation and resilience, and the wider environment

17. Development proposals should facilitate a shift towards a net zero carbon future, with innovations in local horticulture, supply chain and support for household and community growing, facilitating people to produce or buy their food locally. New homes and facilities should be connected to the Energetik heat network. The heat network can also enable the provision of affordable and sustainable heated growing space.
18. Development and associated green infrastructure should contribute to the delivery of strategic flood mitigation, contributing to the performance of downstream locations across the Borough. New development should be designed to have the capacity and means of retaining storm runoff which would otherwise be dealt with at on site locations downstream and in more constrained urban infill locations.
19. Establishing a functional flood plain and diversity of habitats along the Salmon, Turkey and Cuffley Brooks as well as along other smaller watercourses and in other green spaces in the area, can increase the ecological potential of the area and serve as a Borough-wide resource.

sensitivities) or setbacks in order to protect sensitive uses, such as schools, nurseries and publicly accessible open space. The design of all residential properties should mitigate the blight of motorway noise in their layout, design and location of outside space.

Explanation

- 3.9.4 Development at Crews Hill has potential to deliver an expanded community during the current local plan period and the next. The parts of the placemaking area that are expected to come forward in the next plan period are proposed to be removed from the Green Belt designation as part of this Local Plan to ensure that green belt boundaries will last beyond the end of the local plan period. This is in accordance with national planning policies which states the intention for green belt boundaries to have permanence in the long term. However, this land will continue to be safeguarded from development during the plan period through the London National Park City designation. Although development will not generally be appropriate within this designation, it is recognised that not all development will prejudice its function. It will therefore, be appropriate to permit development required in connection with established uses, or change of use to an alternative open land use or to temporary uses which would not prejudice the possibility of development after the plan is reviewed, nor is detrimental to the character of the site and its surroundings.
- 3.9.5 The vision for a sustainable settlement at Crews Hill is rooted in the existing identity and function of Crews Hill as a distinctive part of Enfield, and of London. Connected to the landscape around it, Crews Hill can become home to a community of people living healthy and sustainable lifestyles. Crews Hill is strategically positioned to become a key link in joining up the north of the Borough, yet separated from the built form of the rest of the Borough and therefore able to retain a distinct character. The legacy of horticultural and agricultural enterprise in the area can be the basis of a home-grown expertise fit for purpose in a place emerging in the face of a climate crisis.
- 3.9.6 The strategic allocation of land for development is limited by the brooks around the hill, the permanence and physical prominence of these landscape features and natural boundaries created in the landscape help define the distinctiveness of the settlement within the landscape. Development, east and west of the railway respects the contrasting aspect and outlook to the landform and of the surrounding landscapes and recognises the opportunity for different responses.
- 3.9.7 To the southern part of the allocation is limited to the boundary of the Clay Hill conservation area which reflects the changing character of landscape and built development to the south of the area and maintains the perceptual separation between the built north edge of Enfield at Gordon Hill and the new settlement form at Crews Hill. The development at Crews Hill is positioned to connect east to west with existing connections across or under the railway by road, track or footpath providing opportunities to improve east-west connectivity. Green links extend from the heart of area out into the wider landscape. These multi-functional corridors, extend habitats, make access to open space easy and extremely close to homes and workplaces, and provide sustainable travel opportunities to the wider Borough and in particular in an east-west direction.
- 3.9.8 Building and public realm typologies can make the most of the precedent for large glass houses related to the horticultural and market garden history. New architecture which allows communities to grow their own food and a Borough supply chain that assists local growers with the economies of scale offered by Borough wide provision can create an identity and function for this new place which is rooted in its past and

builds upon the skills and enterprise already present. The availability of land indicates a supply of brownfield development over the plan period with further phases of development in the next plan period.

Questions

- 3.9.9 In relation to the proposed Crews Hill placemaking area:
1. Does the vision for Crews Hill set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
 2. Will the proposed placemaking policy for Crews Hill help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

3.10 Chase Park

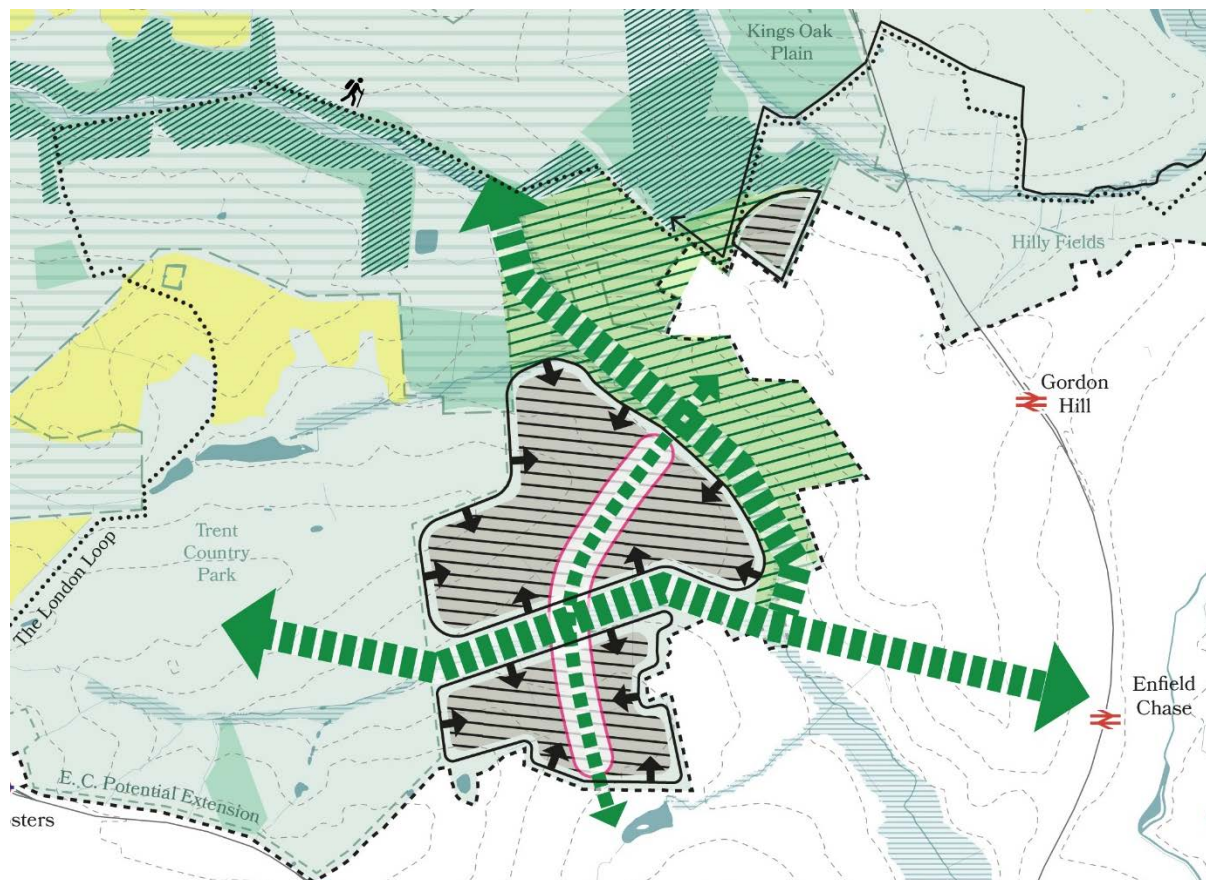
Context and Characteristics

- 3.10.1 Chase Park is an area that sits immediately adjacent to the existing suburban edge of north west Enfield. It is approximately 2.5km north west of Enfield Town, which is the Borough's primary shopping area and a major employment centre. The surrounding area is mostly residential streets, although there are also a range of community facilities such as shops and schools, and Chase Farm Hospital – a major local medical facility – which is located on the northeastern edge of the area. As well as being a key healthcare facility, the hospital is a major employment location. The area comprises typical urban-edge landscape, with extensive areas of pasture and some areas of trees and planting. There are several active recreational facilities in close proximity and the landscape is also well used by locals for informal recreation such as dog walking.
- 3.10.2 The urban edge of Enfield around the Vicarage Farm area comprises typical 1930s suburban homes - a mixture of detached and semi-detached properties with large rear and often front, gardens. There are some infill developments that are more recent – such as small clusters of 1960s-70s terraces. The housing is generally of good quality, the majority of houses having large plots and private gardens. The area is relatively well served by public transport, with three stations within an approximately 30-minute walk, and two further stations within a 45-minute walk. It also has regular bus services running through and around the area. National Cycle Route 12 runs to the north, but there is a break in provision as it passes. There are a few schools within approximately 1.5km of the area, local medical facilities and local retail parades in Enfield Chase and Oakwood.
- 3.10.3 The topography of the area is defined by the two watercourses which run through it – the Salmon's Brook and the Merryhills Brook. These form localised valleys which give the area a broadly flat character, but with elevated land in the middle distance. To the east the area is enclosed by the hill which The Ridgeway runs along the ridge of, and to the West there is another area of taller land, which roughly follows the route of Cockfosters Road. The landscape is generally laid to pasture, and forms part of a larger contiguous area of arable farmland which stretches to the M25 and beyond. The area closest to the urban edge is dominated by recreation and pasture use, while further out it is more agricultural. There are several large areas of woodland, some of which are fragments of Enfield Chase. There are also several golf courses in the area, and other recreational facilities at Trent Park, which create distinctive landscape patterns and forms.

Chase Park Placemaking Vision

Chase Park will become an exemplar development which, through careful attention to its townscape and landscape setting, density and high-quality design, creates a new neighbourhood that positively addresses the relationship between the existing urban area and its rural landscape setting. Shaped by the brooks, woodlands and green spaces that define the area, and its relationship to the adjoining historic landscape at Trent Park, Chase Park will provide a mixture of homes supporting people through all stages of their lives. Provision of doorstep workspaces and links to existing employers such as Chase Farm hospital to the north will provide employment opportunities for new and existing residents. Located on the main east-west route through the Borough to Enfield Town, with access to Oakwood, Enfield Chase and Gordon Hill stations, the National Cycle Network and London Loop, Chase Park will facilitate access to the rural landscape and London National Park City initiative in north west Enfield, prioritising active travel modes and benefitting the health and well-being of residents and visitors alike. It will provide opportunities to link the wild places within the site and in Enfield Chase to the north, down into the urban areas to the south – extending green and blue infrastructure networks, improving their quality and access to nature, benefitting existing residents in the Borough and new residents alike.

Figure 4.1: Chase Park concept plan



DRAFT STRATEGIC POLICY SP	PL10	Chase Park
<p>The development at Chase Park should address the following place making principles:</p> <ol style="list-style-type: none"> 1. The boundary of the placemaking area includes sufficient land to deliver more development beyond 2039 to enable the creation of a new sustainable development. Sites anticipated to come forward in the next plan period will be removed from the Green Belt as shown on the Policies Map. These sites will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. Any development in land beyond the site allocation must not prejudice the possibility of long term development in the wider placemaking area. The status of this land will only change through a review of the Local Plan. 2. To ensure that development in the Chase Park placemaking area comes forward in a strategic and comprehensive manner, planning permission on the allocated sites will only be granted following the approval by the Council of a comprehensive masterplan (in the form of an SPD), for the area as a whole. Development in this area must be brought forward in accordance with a planned and coordinated approach for this area as set out in adopted and emerging SPDs. <p><i>Distinctiveness in the Landscape</i></p> <ol style="list-style-type: none"> 3. Development should front onto the Green Belt, and have a positive relationship with the wider landscape, including the restored Enfield Chase and the London National Park City “north west Enfield”. The landscape setting of Chase Park should be defined by the brooks, woodland and green spaces, as shown on the Concept Framework Plan Figure 4.10. 4. Development should front onto the open space of Trent Park to the west, creating a positive and sensitive relationship with the historic landscape. <p><i>Character Responsive to Context</i></p> <ol style="list-style-type: none"> 5. Development at Chase Park will have a distinctive character, delivered at all scales of design, for example through its layout, form, range of building typologies, materials, landscape design and green infrastructure. 6. The design of new development should acknowledge the townscape of the 1930's residential context but make more efficient use of land with a higher density, sustainable urban form which reflects its suburban location. 7. Development along the Eastern and Western edges of the development must positively respond to the landscape and watercourses which form the edge of the site, while development along the southern edge of the area which abuts existing residential areas will need to carefully mediate the change in density between the existing 1930's suburbs and the new higher density development within Chase Park itself 8. Development along the Enfield Road frontage should act as a gateway into the wider Chase Park development, while development along the Merryhills Brook should respond to the important blue-green function of the watercourse. 9. To the north of the main Chase Park area, higher density development close to Chase Farm Hospital will support the delivery of a range of types and tenures of new homes 		

in an area which has excellent walking and cycling connections to employment opportunities.

Sustainable Movement & Connectivity

10. Development must maximise opportunities for sustainable and active travel. The design, form and layout of transport infrastructure must create a place where walking, cycling and use of public transport is the natural choice.
11. The development should provide new green links to facilitate movement between the existing and new communities, and to Trent Park as a publicly accessible landscape. Development should close the gap in the missing link in wider routes such as National Cycle Network route 12 and the link between the Enfield Chase landscape and its namesake station, as shown on the Concept Framework Plan at Figure 4.10.

Mix of People & Activity

12. The development should create a place which provides opportunities for living, working and relaxing within the local neighbourhood, creating an inclusive community and delivering a mix of dwelling sizes, tenures and types to support people through all stages of life.
13. Provision of Specialist Housing for Older People should be considered along the A110 Enfield Road corridor, where improvements to existing footways along the road will be required in order to create an attractive environment for walking, cycling and other non-polluting wheeled transport.
14. The design and layout of the public realm, community spaces, buildings and facilities should create opportunities for people to interact with their neighbours.
15. Development in this location will be required to provide a school and health facilities, as well as other social infrastructure, in line with evidence of need.

Accessibility & variety of Open Space

16. Development should deliver a suitable mix of public and private spaces, whilst acknowledging the wider open space setting of Trent Park and the London National Park City initiative in north west Enfield, providing an abundance of opportunities to enjoy the nature and wildlife within easy reach of all homes. Development should facilitate easy access to this wider landscape setting.
17. Development should facilitate the rewilding at Enfield Chase; and the naturalisation and restoration of the river corridor along Salmons Brook in particular, through wetland creation and flood risk alleviation to enhance the ecological potential of the area.
18. Biophilic design principles should be incorporated where possible to maximise urban greening and integration with blue and green networks. The development must include greening elements on buildings, gardens, in streets in public open space and through the materials used. Sustainable urban drainage systems should be integrated into the public realm and designed to be multi-functional, people-focussed spaces.
19. High quality play spaces at a variety of scales and sizes should be provided, which reinforce the local character. This should be provided through a combination of designated and informal playable space. Doorstep play must be provided within individual development parcels.

Accessibility & variety of Facilities & Services

20. Sustainable and active travel routes should be delivered to provide easy access to existing local centres at Oakwood and Enfield Chase, the major centre at Enfield Town and the major employer at Chase Farm Hospital.
21. Social and physical infrastructure such as community centres, shops, health and education facilities to support day-to-day needs should be available within an easy walk or cycle.
22. The range of open spaces, employment opportunities, services and facilities within reach of Chase Park provides an opportunity for it to be developed as an exemplar scheme of a place that facilitates active and sustainable lifestyles.

Explanation

- 3.10.4 Development at Chase Park has potential to deliver a new sustainable urban extension during the current local plan period and the next. The parts of the placemaking area that are expected to come forward in the next plan period are proposed to be removed from the Green Belt designation as part of this Local Plan to ensure that green belt boundaries will last beyond the end of the Local Plan period. This is in accordance with national planning policies which states the intention for Green Belt boundaries to have permanence in the long term. However, this land will continue to be safeguarded from development during the plan period through the National Park City designation. Although development will not generally be appropriate within this designation, it is recognised that not all development will prejudice its function. It will therefore, be appropriate to permit development required in connection with established uses, or change of use to an alternative open land use or to temporary uses which would not prejudice the possibility of development after the plan is reviewed, nor is detrimental to the character of the site and its surroundings.
- 3.10.5 Chase Park offers an opportunity to deliver housing in a location which is accessible with good public transport connections within walking and cycling distance, and where there are opportunities for leisure and active lifestyles on the doorstep.
- 3.10.6 The vision for Chase Park is to be a place, where vehicles do not dominate the streets and instead green corridors with space for cycling and walking are form the primary movement networks around the area, with people being able to easily access public transport via these routes. While the development must be a 'good neighbour' to the existing urban edge of Enfield, it should not be shaped by these existing townscapes, but rather by the blue and green spaces which surround it on the other sides, and which should run through the heart of the development itself. Contemporary suburbs can offer high-quality family accommodation in a way that makes active travel – walking and cycling – the natural choice for day to day moving around.
- 3.10.7 In the northern part of the placemaking area, higher density housing can have a synergy with Chase Farm Hospital with facilities and accommodation related to this significant health and employment centre. In the Southern part of the allocation a long-term phased approach can provide development in more than one plan period and will typically be more mixed and have areas of varying density.
- 3.10.8 Chase Park provides a key opportunity to create a high quality and liveable new suburb that takes the best of the existing 1930s suburbs and combines it with a highly green environment where the environment is protected, conserved, and enhanced. A place that can act as the gateway to the parkland landscapes of north

Enfield while being a great place to live sustainably. Generous blue-green corridors provide a strong setting and support ecological corridors provide rewilding connections between the wider habitats and landscapes to the North and the existing urban area to the south and east to form a coherent network.

Questions

3.10.9 In relation to the proposed Chase Park placemaking area:

1. Does the vision for Chase Park set out an appropriate vision for the future of this place? If not, what components do you think should be changed or are missing?
2. Will the proposed placemaking policy for Chase Park help to adequately deliver the aspirations set out in the vision? If not, what proposed changes, omissions or additions are required in the policy to help deliver the vision?

4. Sustainable Enfield

Introduction

- 4.1 The 2018 Inter-governmental Panel on Climate Change report has served as a timely reminder of the need to take action at all levels to address climate change. A changing climate will have severe and enduring social, economic and environmental implications. Climate change is also an issue of social justice. Enfield's geography means that more deprived communities are affected by increased flood risk, and the instabilities associated with a changing climate are likely to disproportionately affect those with fewer resources to effectively respond.
- 4.2 In 2019, Enfield Council signed a climate emergency pledge which committed the Council to become a carbon neutral organisation by 2030. In 2020, the Council adopted the Climate Action Plan, which sets the ambition for Enfield to be a carbon neutral borough by 2040. In order to deliver on this ambition, this plan chapter sets out requirements to address the energy implications of new development, reduce waste, and support effective adaptation to a changing climate.
- 4.3 The policies in this chapter focus on key aspects of sustainability and supporting the transition to net zero carbon development. However, the need to create a sustainable future for Enfield underpins the plan as a whole, and many of the wider policies in this plan are crucial to delivering this – not least those relating to sustainable transport, compact mixed-use communities, the public realm, and blue-green infrastructure enhancement. Taken together, this policy framework is crucial to delivering sustainable places fit for the challenges of the twenty first century.

4.1 Strategic Policy SP SE1: Responding to the climate emergency

DRAFT STRATEGIC POLICY SP	SE1	Responding to the climate emergency
<p>The Council will work with partners to:</p> <ol style="list-style-type: none"> 1. use all planning tools available to meet the 2040 net zero carbon borough commitments set out in the Climate Action Plan¹; 2. encourage innovative approaches to tackling climate change, reducing air pollution, managing flood risk and promoting sustainable infrastructure; 3. require high-quality and verifiable low energy development which maximises on-site renewable energy generation; 4. prioritise heat decarbonisation, with no new gas connections, ensuring all heating and hot water to be provided through low carbon sources; 5. ensure where appropriate development supports the expansion and decarbonisation of the Borough's heat network; 6. ensure development is designed for resilience in a changing climate, supporting future adaptability and mitigate the risk of overheating (including through considering the orientation of buildings and using trees for shading); 7. reduce flood risk (including through the use of Sustainable Drainage Systems), improve wastewater infrastructure in line with the Council's Infrastructure Delivery Plan; 8. require developments to embed design and operation that is aligned with sustainable waste management in operation, the minimisation of waste and the uplift of recycling targets; and 9. embed circular economy approach to building design and construction to reduce waste, support reuse and minimise embodied carbon, prioritising retrofit first. 		

Explanation

- 4.1.1 This over-arching policy seeks to ensure that all new developments (including non-residential development) contribute to a reduction of carbon emissions. Enfield's Climate Action Plan ² sets out the Borough's strategic and coordinated approach towards addressing climate change.
- 4.1.2 The Local Plan will play an important role in helping the Borough respond to the climate emergency. It provides the planning framework for climate change mitigation and adaptation in respect of future use and management of land within Enfield. Clear carbon reduction targets have been set to support this ambition and deliver energy efficient development in accordance with the energy hierarchy set out in the London Plan.

¹ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

² <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

4.2 Policy DM SE2: Sustainable design and construction

DRAFT POLICY DM	SE2	Sustainable design and construction
<ol style="list-style-type: none"> 1. All development, including new developments, change of use, conversions and refurbishments, will be required to submit a sustainable design and construction statement. The statement should set out how sustainable design principles have been integrated into a design-led approach, including the consideration of the construction and operational phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. 2. Major residential development of 10 or more dwellings are required to work towards achieving Home Quality Mark (HQM) 4.5* with a minimum certification level of 4*. 3. Non-residential development with a combined gross floorspace of 1,000 square metres floorspace or more must work towards achieving Building Research Establishment Environmental Assessment Method (BREEAM) 'outstanding' with a minimum certification level of 'excellent'. 		

Explanation

- 4.2.1 This policy sets out our approach to ensuring that sustainable design and construction principles inform new development Part 1 relates to all new developments and requires a proportionate sustainable design and construction statement as part of planning applications. For major developments the sustainable design and construction statement should refer and/or complement other detailed statements including:
- energy use, operational and whole-life carbon emissions and reporting, as set out in the energy strategy (see policies SE4, SE5 and SE7);
 - landscape design and urban greening – demonstrate an integrated approach to hard and soft landscape design which maximises urban greening, soft landscaping and sustainable drainage measures;
 - air quality, as set out in the air quality impact assessment (see policy ENV1);
 - integrated water management and sustainable drainage, as set out in the drainage strategy (see policy SE10), and
 - waste reduction, adaptive reuse and whole life carbon emissions, as set out in the circular economy statement (see policy SE3).
- 4.2.2 Minor developments should include proportionate information on the key areas set out above. This information could form part of a design and access statement. Part 2 relates to major domestic developments and sets aspirations and minimum requirements using the HQM assessment framework. Part 3 relates to non-domestic development and sets aspirations and minimum requirements using the BREEAM assessment framework. Developments may be able to use alternative assessment frameworks where these have been approved by the local planning authority.
- 4.2.3 Metrics, targets and standards set out in following policies (SE3, SE4 and SE5) should inform and, if necessary, take precedence over the HQM and BREEAM standards set out here.

4.3 Policy DM SE3: Whole-life carbon and circular economy

DRAFT POLICY DM	SE3	Whole-life carbon and circular economy	
<p>1. All major development proposals will be required to meet the below objectives through the provision of a circular economy statement. Proposals should:</p> <ol style="list-style-type: none"> prioritise reuse and retrofit of existing buildings wherever possible before considering the design of new buildings minimise environmental impact of materials by reusing materials on-site where possible, and specifying sustainability-sourced, low impact and re-use or recycled materials design for durability and flexibility. Demonstrate how the design and construction of the development enables buildings and their constituent materials, components and products to be disassembled and reused at the end of their useful life; evidence where, so far as is possible, the circular economy has been promoted through leasing or rental arrangements for building systems, products and materials; and demonstrate how circular economy principles have informed the design and implementation of energy (including heating and cooling), water and waste infrastructure. <p>2. Major development proposals are required to calculate whole life-cycle carbon emissions through a nationally recognised whole life cycle carbon assessment, in line with London Plan Policy SI 2, or subsequent successor policies and associated guidance. Developments should demonstrate actions taken to reduce life-cycle carbon emissions with the aim of achieving the targets set out in Table 4.1, or higher future standards set by national or regional policy.</p>			
<p>Table 4.1 Whole life cycle carbon targets</p>			
	1st January 2023 (or Local Plan Adopted)	1st January 2025	1st January 2030
Domestic	<600 kgCO ₂ e/m ²	<450 kgCO ₂ e/m ²	<300 kgCO ₂ e/m ²
Non-Domestic	<800 kgCO ₂ e/m ²	<650 kgCO ₂ e/m ²	<500 kgCO ₂ e/m ²

Explanation

- 4.3.1 Up to a fifth of carbon emissions associated with UK building stock comes from embodied emissions associated with new builds. Embodied emissions are defined in paragraph 9.2.11 of the London Plan. Even as buildings become more energy efficient, significant emissions are associated with embodied carbon – this source can represent 40-70% of whole life carbon emissions of a low carbon building.³
- 4.3.2 To address this challenge and reduce whole life cycle carbon emissions, this policy seeks to ensure that new development addresses core circular economy principles in a circular economy statement for approval (Part 1). Major developments should

³ LETI (2020) Climate Emergency Design Guide

evidence how they have taken actions with the aim of meeting the targets set out in Table 4.1.

4.4 Policy DM SE4: Reducing energy demand

DRAFT POLICY DM	SE4	Reducing energy demand												
<p>1. All developments (resulting in the creation of one or more dwellings or 500 sq.m. or more non-residential gross internal area (GIA), including new build, change of use, conversions and major refurbishments) should deliver a high level of energy efficiency, in alignment with 'Be Lean' stage of the energy hierarchy and demonstrate a space heating demand, to meet the following targets:</p> <p>Table 4.2 Space heating demand targets</p> <table border="1"> <thead> <tr> <th></th> <th>1st January 2023 (or Local Plan)</th> <th>1st January 2025</th> <th>1st January 2030</th> </tr> </thead> <tbody> <tr> <td>All developments</td> <td>30 kWh/m²/yr</td> <td>20 kWh/m²/yr</td> <td>15 kWh/m²/yr</td> </tr> </tbody> </table>				1st January 2023 (or Local Plan)	1st January 2025	1st January 2030	All developments	30 kWh/m ² /yr	20 kWh/m ² /yr	15 kWh/m ² /yr				
	1st January 2023 (or Local Plan)	1st January 2025	1st January 2030											
All developments	30 kWh/m ² /yr	20 kWh/m ² /yr	15 kWh/m ² /yr											
<p>2. All developments (resulting in the creation of one or more dwellings or 500sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) should meet the following energy use intensity (EUI) targets for operational energy use:</p> <p>Table 4.3 Operational energy use targets</p> <table border="1"> <thead> <tr> <th></th> <th>1st January 2023 (or Local Plan)</th> <th>1st January 2025</th> <th>1st January 2030</th> </tr> </thead> <tbody> <tr> <td>Domestic buildings</td> <td>105 kWh/m²/yr</td> <td>70 kWh/m²/yr</td> <td>35 kWh/m²/yr</td> </tr> <tr> <td>Non-domestic buildings</td> <td>170 kWh/m²/yr</td> <td>110 kWh/m²/yr</td> <td>55 kWh/m²/yr</td> </tr> </tbody> </table>				1st January 2023 (or Local Plan)	1st January 2025	1st January 2030	Domestic buildings	105 kWh/m ² /yr	70 kWh/m ² /yr	35 kWh/m ² /yr	Non-domestic buildings	170 kWh/m ² /yr	110 kWh/m ² /yr	55 kWh/m ² /yr
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Non-domestic buildings	170 kWh/m ² /yr	110 kWh/m ² /yr	55 kWh/m ² /yr											
<p>3. Developments that demonstrate meeting Passivhaus equivalent certification, or subsequent replacement systems, will have demonstrated compliance with this policy.</p> <p>4. Major developments (resulting in the creation of ten or more dwellings or 1,000sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) are required evaluate the operational energy use using realistic information on the intended use, occupancy, and operation of the building to minimise any performance gap. They shall demonstrate this through compliance with the above targets using a design for performance methodology such as Passivhaus PHPP⁴ or CIBSE⁵ TM54 Operational Energy or any updating successors.</p> <p>5. All major developments shall monitor and report on energy use for five years after occupation.</p>														

⁴ Passive House Planning Package

⁵ Chartered Institution of Building Services Engineers

Explanation

- 4.4.1 In order to effectively address the carbon emissions of buildings it is important to minimise in-use energy consumption. Energy consumption should be evidenced through the provision of an energy statement. Part 1 seeks to reduce space heating demand, while part 2 seeks to reduce operational energy use.
- 4.4.2 The standards set in Part 2 relate to gross internal area (GIA), and excludes the contribution made by renewable energy.
- 4.4.3 The 'performance gap' of buildings describes the disparity between anticipated energy use and actual performance and is an issue of concern. Parts 4 and 5 of the policy seeks to ensure the reporting of accurate information to inform future policy development. This is key to closing the performance gap. Part 5 requires major developments to monitor and report on energy usage in line with London Plan paragraph 9.2.10.

4.5 Policy DM SE5: Greenhouse gas emissions and low carbon energy supply

DRAFT POLICY DM	SE5	Greenhouse gas emissions and low carbon energy supply
<p>1. All developments (resulting in the creation of 1 or more dwellings or 500sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) are required to:</p> <ol style="list-style-type: none"> Provide an energy statement demonstrating how emissions savings have been maximised on site at each stage of the energy hierarchy. Achieve carbon reduction as far as possible on-site meeting minimum reductions as set out in the table below, or London Plan/subsequent national policy, whichever is higher. <p>2. All major residential developments of 10 or more dwellings and non-residential development of 500sqm GIA or more will be net-zero carbon.</p> <ol style="list-style-type: none"> A cash in lieu contribution to meet net-zero carbon will only be considered acceptable in instances where it has been clearly demonstrating that no further savings can be achieved on-site, due to site constraints or limitations. Residual regulated emissions are to be offset at a rate in line with Table 4.4. 		
<p>Table 4.4 On-site carbon reduction targets</p>		
	Minimum on-site total reduction in CO ₂	Residual emissions carbon offset fund contribution
Major residential development of 10 or more dwellings (including new build, change of use, conversions and major refurbishments)	Net-zero with minimum 45% on-site reduction	Tiered offset
Minor new build residential development of 1 or more dwellings ⁵	45% minimum on-site reduction with	£1500 flat fee per dwelling
Minor residential change of use and conversions resulting in the creation of 1 or more dwellings	35% minimum on-site reduction	£1000 flat fee per dwelling
Non-residential development of 500sqm GIA or more (including new build, change of use and major refurbishments)	Net-zero with minimum 45% on-site reduction	Tiered offset
<p>3. All new developments (resulting in the creation of one or more dwellings or 500sqm or more non-residential GIA) are required to install low carbon heating and hot water, there should be no on-site combustion of fossil fuel. New developments should not be connected to the gas grid, except for in exceptional circumstances.</p> <p>4. Any new energy networks should prioritise non-combustible, non- fossil fuel energy as the primary heat source. Temporary fossil-fuel primary heat sources must only be installed for a maximum of five years prior to connection to an approved low carbon</p>		

heat source and interim emissions should be reflected in energy statements and subsequent calculations and offset payments.

5. Development proposals will be expected to address an area's energy infrastructure requirements, as identified in the Infrastructure Delivery Plan. Developments should seek to connect to a decentralised energy network where the operator is willing to extend. All such developments shall comply with the Enfield Decentralised Energy Networks Supplementary Planning Document and subsequent updates.
6. If connection to a decentralised energy network is not possible, large-scale major developments proposals (200 or more dwellings or 10,000sqm or more non-residential) will be expected to consider the integration of new energy networks in the development, with consideration for future connection to the boroughs heat network. This consideration shall form part of the development proposals and take into account the site's characteristics and the existing cooling, heat and power demands on adjacent sites where readily available.
7. Developments will be expected to install on-site renewable energy equating to a minimum of 120kWh/m² (based on the building footprint) be met unless it can be clearly demonstrated that this is not practically viable, e.g. on a heavily over shaded site or where there are conflicting spatial limitations due to the use of heat pumps.

Explanation

- 4.5.1 Net-zero carbon is defined as when the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.
- 4.5.2 A tiered approach has been used to incentivise carbon savings on-site. Contributions should be calculated in line with Figure 4.1:

Figure 4.1 Carbon offset tiers

	0-60%	Residual regulated emissions are offset at a rate of £XX/tCO ₂ over 30 years.
	60-80%	Residual regulated emissions are offset at a rate of £XX/tCO ₂ over 30 years.
	80-100%	Residual regulated emissions are offset at a rate of £XX/tCO ₂ over 30 years.

- 4.5.3 The most up to date carbon factors must be adopted for all carbon assessments. Operational energy emissions are required to be reporting adopted standardised format following the GLA's Energy Assessment Guidance and supporting carbon emissions reporting spreadsheet, or subsequent updates or replacements.
- 4.5.4 This policy encourages the expansion of decentralised energy in the Borough. Carbon neutral development cannot entirely be achieved through building efficiency alone and use of zero and low carbon methods of energy generation is supported, including connections to decentralised energy networks.

- 4.5.5 Where connection to an existing or future decentralised energy network is feasible and viable, a commitment to a connection may be secured via a legal agreement as part of the planning application. The Enfield Decentralised Energy Network Supplementary Planning Document provides more detailed technical design guidance relevant to commercial and residential developments, requiring them to connect to or contribute towards decentralised energy networks. Where appropriate, we will work with infrastructure providers to facilitate the provision of infrastructure (including the safeguarding of routes and sites) to support new and expanding decentralised energy networks.

4.6 Policy DM SE6: Renewable energy development

DRAFT POLICY DM	SE6	Renewable energy development
<p>1. Development involving renewable and low carbon energy (including micro-generation and stand-alone schemes) will be supported where it:</p> <ul style="list-style-type: none"> a. protects local amenity and include appropriate stand-off distances between technologies (e.g. wind turbines) and sensitive uses; b. has no unacceptable adverse impacts including cumulative impacts on the built and natural environment, having regard to its proximity to sensitive receptors (including high quality landscapes such as river valleys, reservoirs and regional parks, parts of the urban fringe and strategic views from the Green Belt, areas of special character and areas of Metropolitan Open Land); c. can incorporate suitable mitigation measures to minimise, offset and overcome any adverse impacts; and d. can reclaim the land to a suitable and safe condition and use (e.g. agriculture or nature conservation) once it ceases to operate. 		

Explanation

- 4.6.1 Renewable energy generation is encouraged by this policy. The generation of renewable energy helps to decarbonise the electricity supply, and is essential to delivering carbon neutral development, as the energy efficiency policies in the local plan can only go so far.
- 4.6.2 Parts 1 to 4 of this policy seeks to ensure that potential negative impacts can be avoided or effectively mitigated.

4.7 Policy DM SE7: Climate change adaption and managing heat risk

DRAFT POLICY DM	SE7	Climate change adaption and managing heat risk
<ol style="list-style-type: none"> 1. To avoid exacerbation of the urban heat island effect, improve micro-climate conditions and provide thermally comfortable environments, development proposals must demonstrate how the risk of overheating will be mitigated. 2. Developments will be required to: <ol style="list-style-type: none"> a. provide adequate mitigation measures to minimise overheating including landscaping, tree planting and the use of blue-green infrastructure; and b. optimise the layout, orientation, materials, technology and design of buildings and spaces to minimise any adverse impacts on internal and external temperature, reflection, overshadowing, micro-climate and wind movement. 3. Major developments must undertake overheating assessments in line with the cooling hierarchy set out in the London Plan (or any successor plan) taking account of future climate change. All developments are required to undertake a detailed analysis of the risk of overheating and submit evidence as outlined as set out in GLA's Energy Assessment Guidance and any updating successors. <ol style="list-style-type: none"> a. Applicants will be expected to demonstrate how passive measures have been optimised from the outset to reduce overheating risk (e.g. form, orientation, glazing ratio). b. External and passive shading will be expected to form part of major proposals – and should be demonstrated to be considered for the purpose of meeting overheating standards prior to active or user-reliant systems being proposed (e.g. boost ventilation, internal blinds or active cooling). c. All modelling shall also be assessed against 2050 local weather files in addition to the current version of local data and extreme scenarios. d. The energy statement should include a description for considerations for future resilience including opportunities for adaption. 		

Explanation

- 4.7.1 Climate change will increase the severity and frequency of extreme heat events in the Borough. Heat risk is becoming an increasingly important issue, particularly in the context of a growing population and global climate change. This policy therefore requires all new development to be designed to manage heat risk, address internal and external temperatures and improve human comfort.
- 4.7.2 Development proposals should address the London Plan's cooling hierarchy to mitigate overheating and avoid reliance on air conditioning systems. This cooling hierarchy includes measures such as passive ventilation, active low-carbon cooling systems, mechanical ventilation, energy efficient design, high ceilings, shading and green infrastructure, which can all serve to reduce internal temperatures. The use of blue-green infrastructure and urban greening as sustainable cooling options for both internal and external environments is strongly encouraged.
- 4.7.3 To properly assess risks of overheating, applicants should refer to the latest Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing

and mitigating the risk of overheating in new developments, including TM59 for domestic development and TM52 for non-domestic development. The Mayor of London's Energy Planning Guidance (and any updating successor) should be referenced.

- 4.7.4 Severe hot weather events can discourage physical and outdoor activities. Development will therefore be expected to be designed to promote a comfortable environment, so that shaded areas are integrated into the public realm and other indoor amenity spaces are cool and well-ventilated. Where necessary, a contribution to cooling measures for spaces and streets outside the development boundary may be appropriate, for example, to make the public realm more comfortable and attractive for walking and cycling in line with the healthy streets approach set out in the London Plan.
- 4.7.5 All major development proposals will be expected to submit an energy statement. This should clearly set out how measures at the higher end of the cooling hierarchy have been considered and given priority through the design-led approach. The council will seek to resist proposals that use measures at the lower levels of the hierarchy unless there is evidence to demonstrate that this is necessary, for example, for reasons of technical feasibility.
- 4.7.6 Whilst developers will be required to manage and mitigate heat risk, it is recognised that the feasibility of measures will need to be commensurate with the nature and scale of development. We recognise that minor developments, and in particular householder extensions, may have limited scope to implement some measures at the higher end of the hierarchy. However, in all cases, developers should investigate potential measures and incorporate these wherever possible. The urban heat island effect can be mitigated through the cumulative positive impacts of smaller developments. For this reason, the loss of established soft landscape features without replacement will be resisted in all cases and new soft landscaping will be encouraged, wherever possible.

4.8 Policy DM SE8: Managing flood risk

DRAFT POLICY DM	SE8	Managing flood risk
<ol style="list-style-type: none"> 1. New development must avoid and reduce the risk of flooding and not increase flood risk elsewhere. New development must: <ol style="list-style-type: none"> a. assess the risk of flooding from all sources including fluvial, surface water, groundwater, sewer and reservoir as identified in the Strategic Flood Risk Assessment (SFRA) or any subsequent reviews/updates of the evidence base on flooding; b. be appropriate according to its flood risk vulnerability classification (as defined in the Technical Guidance to the National Planning Policy Framework); c. be designed to be safe for a 1% annual exceedance probability (AEP) event with the appropriate allowance of climate change; and d. be appropriately located (according to the sequential test) and informed by a site-specific Flood Risk Assessment (FRA). 2. Development proposals that require a site-specific Flood Risk Assessment (FRA) should be prepared in accordance with the latest SFRA. Feasibility of the development should ensure that all opportunities to avoid and reduce flood risk are identified and maximised; this should include early engagement with the Lead Local Flood Authority (LLFA). 3. All new development at risk of flooding must: <ol style="list-style-type: none"> a. preserve overland flood and flow routes, where applicable; b. ensure no net loss of flood storage on site for both fluvial and surface water flood risk, or in exceptional circumstances, provide adequate offsite compensatory storage; c. demonstrate that it will be safe throughout its lifetime, taking into account the vulnerability of its users, which includes the provision of flood warning arrangements and evacuation plans; d. maintain or provide new or upgraded flood infrastructure at a sufficient standard of protection and/or provide a financial contribution towards measures which reduce and mitigate against flood risk; e. incorporate flood resilient and flood resistant design measures where there is residual risk; f. apply appropriate construction techniques to limit potential disturbance to natural groundwater flows (for example, where basements or deep strip foundations are proposed), such as the use of drainage measures or piled foundations; g. where the development is for essential infrastructure, the measures must ensure that the site is designed to remain operational when floods occur; h. manage surface water as part of all development to reduce run-off through sustainable drainage systems; and i. prevent the loss of permeable surfaces/areas of soft landscaping and maximise the use of blue-green infrastructure as potential sources of flood storage. 4. Where applicable, evidence should be provided so that we can assess whether the requirements of the sequential test of sites across the Borough have been met and, where an exception test is required, demonstrate that: <ol style="list-style-type: none"> a. the development would provide wider sustainability benefits to the community that outweigh flood risk; 		

- b. the development is on developable previously developed land or, if this not the case, that there are no reasonable alternative sites on developable previously-developed land; and
 - c. the development will be safe without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
5. Developments that are subject to or result in unacceptable levels of flood risk on site or increase flood risk to third parties will not be permitted due to being deemed unsafe. This includes changes of use (to more vulnerable uses), householder developments (such as extensions, basements and retaining walls) and redevelopment of brownfield sites. In some cases, permitted development rights may be removed as described in the SFRA. Proposals will be refused which provide an unacceptable standard of safety.
 6. Developments in proximity to culverts and watercourses must have a minimum of 8 metre set back (unless otherwise agreed with the Environment Agency, LLFA, Thames Water and the Canal and River Trust) with a means to facilitate river naturalisation, ecological enhancements and de-culverting, which improves maintenance of land drainage, enhances local amenity and improves the ecological function of river corridors.
 7. Development must assess, protect and improve groundwater quality, particularly where it occurs within an inner source protection zone (as shown on the Policies Map) or on sites where historic contamination is likely to present a significant risk to groundwater.

Explanation

- 4.8.1 The number of properties at risk of flooding is high compared to most other local authorities, due to the large network of watercourses in Enfield, which form a key part of its landscape. These watercourses drain from the western part of the Borough to the River Lee that flows down the eastern part of the borough, which was historically an area of marshland. The underlying pattern of geology and the effects of urbanisation mean that Enfield is susceptible to fluvial, surface water and groundwater flooding.
- 4.8.2 Although groundwater flooding is considered to be low relative to fluvial and surface water flooding, large parts of the borough experience localised groundwater flooding, which can be exacerbated by the development of basement levels. Therefore, groundwater flood risk assessments will be required where basement levels are proposed, as set out in the SFRA.
- 4.8.3 Enfield's drainage system consists of separate surface water and foul water drainage systems and as well as large open watercourses and drainage ditches. Most surface water outfalls into the nearest watercourse. Consequently, a range of flood risk solutions are required to manage flooding from all types of sources and ensure Enfield's residents and workers are not faced with unacceptable risks of disruption.
- 4.8.4 New development should be located appropriately to avoid risks of flooding from all sources as directed by the SFRA and NPPF. The policy criteria above will also ensure developments reduce the causes of flooding.
- 4.8.5 Developments must prepare a site-specific FRA in line with the guidance set out in the SFRA. In some cases, developments that are located in flood zone 1 may be subject to the 1-in-100 year plus climate change flood extent. The assessment of

flood risk should also include the risk of blockages in culverts and overland flow routes.

- 4.8.6 Applying the sequential test and exception tests will help to direct development to the lowest risk areas unless there is a clear justification for an alternative higher risk location. Development in areas subject to flood risk will only be acceptable provided the development is safe throughout its lifetime, it provides wider sustainability benefits that outweigh flood risk, and there are no reasonable alternative sites on developable land. Where climate change is expected to increase flood risk in developed land, opportunities to relocate development must be sought, in line with the NPPF.
- 4.8.7 Where the sequential test shows that there are no suitable available alternative sites in lower flood risk areas and development is required, the most vulnerable elements of a development should be located in the lowest risk parts of the site.
- 4.8.8 To be classed as 'safe', the development must:
- provide a dry access route above the 100-year plus climate change flood level or, where appropriate modelled data exists, an access route within the "very low hazard" area of the floodplain⁶ to and from any residential development should be provided; and
 - set finished floor levels at least 300mm (fluvial) or 150mm (surface water) above the 1% AEP plus climate change flood level. To achieve this without increasing flood risk elsewhere, it must be shown that there will be no net loss of flood storage and that overland flow routes will not be obstructed. For this reason, basement levels will not be permitted in areas subject to fluvial and surface water flood risk.
- 4.8.9 Flood resilience is a design measure that reduces the damage to buildings from flooding. Examples of flood resilient design measures include raising electrical circuits and other services and using appropriate floor and wall coverings. Flood resistance measures aim to prevent flood waters from entering properties, examples include fitting flood-proof air brick covers, closed cell insulation and non-return valves to drainage systems.
- 4.8.10 The flood mitigation measures employed must have regard to any specific measures identified in SFRA (levels 1 and 2), Local Flood Risk Management Strategy and the Infrastructure Delivery Plan.
- 4.8.11 In some cases, developments may be located in sensitive catchment areas or may be subject to residual flood risk. In these cases, a financial contribution will be requested towards offsite flood mitigation measures in line with the Infrastructure Delivery Plan and SFRA.
- 4.8.12 Development proposals should provide a sustainable drainage strategy to demonstrate how it meets the requirements of policy DM SE10 and that the risk of flooding will not be increased as a result of the development. In some cases, it may not be possible to meet the criteria for safe development. This may be considered acceptable, as an exception to the normal rules, for developments that involve the change of use of existing buildings where there are no viable alternatives available. In this situation an evacuation plan must be prepared to demonstrate the following:

⁶ Environment Agency's Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320)

- A safe access route in the “very low hazard” area of the floodplain (as defined by FD2320) will be available no longer than 24 hours after the onset of the flooding for a 1 in 100-year plus climate change event.
- An access route within the “danger for some” or “danger for most” area of the floodplain (as defined by FD2320) is available to and from the development.
- Appropriate flood resistance and resilience measures have been employed
- A safe, dry refuge area is available at all times (for example, if the ground floor is classified as unsafe, the refuge area should be on an upper floor).

4.9 Policy DM SE9: Protection and improvement of watercourses

DRAFT POLICY DM	SE9	Protection and improvement of watercourses
<ol style="list-style-type: none"> 1. Development in close proximity to the Borough’s network of watercourses will be expected to: <ol style="list-style-type: none"> a. have an adequate set back from the watercourse (open or culverted) to allow for maintenance, river restoration and habitat enhancement. The distance applied will be determined having regard to the nature of the development and the type of watercourse subject to further consultation with the LLFA, Environment Agency, Thames Water and the Canals & River Trust; b. not involve the culverting or loss of any watercourse; c. involve the de-culverting of a watercourse where it is deemed appropriate from consultation with the LLFA; and d. enhance the ecological, flood risk, water quality aesthetic and amenity quality of the watercourse and apply the objectives of the Thames River Basin Management Plan. 2. Development on or adjacent to watercourses must not: <ol style="list-style-type: none"> a. result in deterioration in a watercourse; or b. prevent its ability to achieve the objectives in the Thames River Basin Management Plan. <ol style="list-style-type: none"> a. Where possible, it should also implement the mitigation measures identified in Thames River Basin Management Plan. 3. Development on any land required for current and future flood management, which would adversely affect the delivery of flood defence schemes, will be refused 4. Where a Water Framework Directive assessment is required to undertake some works on or adjacent to a watercourse., the developer will need to contact the Environment Agency and provide information to demonstrate that the above requirements can be met or to otherwise justify the development. 		

Explanation

- 4.9.1 The protection of existing flood defences is important because the failure of these assets could have severe consequences and pose a risk to life and property. New development should therefore be set back from defences and watercourses to ensure that there is space and access available to allow for future maintenance. Development should also be set back from watercourses to preserve their settings and to minimise the risks to the development.
- 4.9.2 Failure of flood risk management infrastructure, such as raised defences and culverts, can lead to rapid inundation of the areas benefiting from defence with unexpected and catastrophic results. More sustainable practices, including the restoration of river corridors by providing more space for rivers to flow and flood naturally with a catchment based approach are therefore preferred.
- 4.9.3 The naturalisation of watercourses releases the potential for additional waterflow and flood storage and provides amenity and biodiversity value. Development should realise opportunities for de-culverting existing watercourses and there will be a general presumption against further culverting.

4.10 Policy DM SE10: Sustainable drainage systems

DRAFT POLICY DM	SE10	Sustainable drainage systems
<p>1. A Sustainable Drainage Strategy will be required for all developments to demonstrate how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet the following requirements:</p> <p>Suitability</p> <p>2. SuDS measures should be appropriate having regard to the proposed use of site, site conditions/context (including proximity to Source Protection Zones and potential for contamination) and geology. In accordance with SuDS good practice guidance, developments must aim to maximise source control SuDS measures.</p> <p>Quantity</p> <p>3. All major developments must achieve greenfield run off rates (for 1-in-1 year and 1-in-100-year events with the allowance of climate change or achieve Qbar if one control is employed).</p> <p>4. All other development should achieve as close to greenfield run off rates as possible and must maximise the use of SuDS, including source control SuDS measures resulting in net improvement in water quantity and quality.</p> <p>5. For developments discharging directly to watercourses, greenfield runoff rates will not always be the optimal solution in terms of managing flood risk at catchment scale. An appropriate discharge rate must be agreed with the LLFA. Achieving greenfield runoff rates for lower order events (e.g. the 1-in-2 year event) can ensure water quality and other benefits are still achieved.</p> <p>Quality</p> <p>6. All developments must have regard to best practice and follow the SuDS management train by providing a number of treatment phases corresponding to their pollution potential and the environmental sensitivities of the locality. As part of the SuDS management train, source control SuDS measures such as rain gardens, green roofs, permeable surfacing etc. must be utilised across the whole site to capture the first 5mm of rainfall to minimise the mobilisation of silts and contaminants.</p> <p>7. Measures should be incorporated to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.</p> <p>Functionality</p> <p>8. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact. Clear ownership, management and maintenance arrangements must be established.</p> <p>Other</p>		

9. Where appropriate, developments must incorporate relevant measures identified in the Local Flood Risk Management Strategy⁷.
10. The criteria above can be demonstrated through the submission of a SuDS strategy at full planning application stage.
11. Developments must consider SuDS provision in the earliest phases of the design process as the SuDS strategy affects the layout of the development and has a direct effect on landscaping, urban greening and biodiversity.

Explanation

- 4.10.1 Effective management of surface water will reduce the risk of flooding, pollution and other environmental damage.
- 4.10.2 As all areas of the Borough are either in an area at risk of flooding or upstream of an area at risk of flooding, any development has the potential to increase the risk of flooding further down the catchment. Even minor developments, such as modifications to individual properties, contribute significantly to the overall runoff characteristics of a given catchment area when their cumulative effect is considered. Consequently, all developments must maximise the use of SuDS, including previously developed sites.
- 4.10.3 The Council has developed two SuDS proformas which are designed to assist developers in identifying what SuDS measures are required depending on the scale of development (see table 10.1). All developments must also make every effort to retain and enhance permeable surfaces, flood storage and flow routes to mitigate possible increases in flood risk elsewhere. SuDS should be provided on site so that they are managed as part of that development in accordance with the drainage hierarchy set out in the London Plan:

Table 4.5: Sustainable drainage systems proformas

Guidance proforma	Development type
<u>Minor developments</u>	<ul style="list-style-type: none"> Householder developments (e.g. extensions, crossovers, minor outbuildings, change of uses) Minor developments up to 1 unit, or with a footprint of less than 250m²
Other	<ul style="list-style-type: none"> Minor developments 2 units of more, or with a footprint of 250m² or more⁸ All major developments

⁷ <https://new.enfield.gov.uk/services/environment/flooding-information-local-flood-risk-management-strategy-2016.pdf>

⁸ In cases where developments of 2 or more units are likely to have a significant impact on surface water drainage, the more detailed proforma should be utilised

- 4.10.4 The selection of SuDS measures must be appropriate to the site and the nature of the proposed development and/or operations. Local geology, areas of sensitive groundwater supplies (e.g. Source Protection Zones) and the pollution potential of certain uses may constrain the ability of a site to rely on full infiltration. However, this does not mean that SuDS should not be implemented – designs that deliver the key benefits of SuDS, flood risk management and pollution mitigation, can be achieved on any type of development regardless of the ground conditions through the use of measures such as impermeable liners where required. Developers must use information on local conditions (including the SFRA, SWMP, LFRMS and information held by other organisations) to inform/justify their selection of SuDS measures.
- 4.10.5 National, regional and local SuDS policies encourage the multiple benefits of green infrastructure SuDS to be realised: these include water quality, biodiversity, amenity, air quality and a reduction in noise pollution and the urban heat island effect – these contribute to improved public health and wellbeing as well as providing wider environmental benefits. To facilitate delivery, make efficient use of available space, and maximise the overall benefits, SuDS should be integrated into landscaping schemes. Almost all landscaped features have the potential for above ground storage. Well-designed SuDS can also contribute to a developments the London Plan's urban greening factor and open space requirements.
- 4.10.6 To maximise SuDS performance, it is important to follow the principles of a SuDS management train. This term describes a series of SuDS components used in sequence to treat, store and control runoff. Source control SuDS measures such as rain gardens, green roofs and permeable paving, form part of the "treatment" component of the management train and should be utilised for the majority of the hardstanding and roof runoff. These features should be designed to capture the first 5mm of rainfall and improve the water quality of the runoff generated from the site. "Pipe-to-pond" solutions where runoff is directed straight into a storage feature without passing through a source control measure should be avoided, as this often results in polluted and silted storage features which pose management problems. This also means that source control SuDS measures should be utilised upstream of proprietary treatment measures (e.g. petrol interceptors) as a treatment component of the SuDS management train. Some developments may require a series of treatment components, corresponding to the pollution potential and environmental sensitivities of the site. To be effective, SuDS need to be properly maintained. Maintenance issues can be simplified by keeping SuDS above ground. Examples of above ground SuDS features include basins and ponds, green roofs, permeable surfaces, water butts and swales. By keeping such features above ground, when problems do occur, they are generally obvious and can be remedied simply using standard landscaping practice.
- 4.10.7 There may be cases where an offsite contribution towards SuDS measures and flood alleviation will be required, particularly where developments fail to achieve policy requirements or are located in sensitive catchments.
- 4.10.8 SuDS should be designed in accordance with best practice guidance such as the SuDS Manual, DEFRA's Non-Statutory technical standards and Enfield's Design and Evaluation Guide⁹.

⁹ Further guidance on drainage strategies can be found on our website at <https://new.enfield.gov.uk/services/planning/sustainable-drainage-systems/> along with the SuDS proformas for minor and major developments.

Have your say...**SE1: Responding to the climate emergency**

4.1.1 Are there any other measures that should be included in the Local Plan to help tackle the climate emergency?

SE2: Sustainable design and construction

4.2.1 Is this the right way to support sustainable design and construction? Have we addressed the necessary key considerations?

SE3: Whole-life carbon and circular economy

4.3.1 Is this the right way to reduce embodied emissions and help to embed circular economy principles in new development?

Question SE4: Reducing energy demand

4.4.1 Is this the right approach to reducing space heating demand and in-use energy consumption?

Questions SE5: Greenhouse gas emissions and low carbon development

4.5.1 Is % over Part L the right measure for reducing greenhouse gas emissions?

4.5.2 Is this the right approach to incentivise on-site renewables?

Question SE6: Renewable energy development

4.6.1 Is this the right approach to properly managing the potential impacts of renewable energy development?

Question SE7: Climate change adaption and managing heat risk

4.7.1 Does this policy set out a robust framework for managing heat risk?

5 Addressing equality and improving health and wellbeing

Introduction

- 5.1 This section outlines policies to ensure development contributes towards creating healthier places and reducing inequalities across the Borough in line with the objectives of the Enfield Health and Well Being Strategy, Enfield Transport Plan, Blue and Green Strategy and London Plan.

5.1 Strategic Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities

DRAFT STRATEGIC POLICY SP	SC1	Improving health and wellbeing of Enfield's diverse communities
<p>1. Proposals will be expected to contribute to healthy and active lifestyles and include measures to reduce health inequalities through the provision of:</p> <ol style="list-style-type: none"> a. access to sustainable modes of travel, including safe cycling routes, attractive walking route and easy access to public transport to reduce car dependency; b. access to green infrastructure, including to blue corridors, open spaces and leisure, recreation and play facilities to encourage physical activity; c. access to local community facilities, services and shops, which encourage opportunities for social interaction and active living; d. access to local healthy food opportunities, allotments and food growing spaces; e. an inclusive development layout and public realm that considers the needs of all, including the older population and disabled people; and f. active design principles which supports wellbeing and greater physical movement as part of everyday routines. <p>2. Development within the following categories will be expected to show how they will address any adverse health impacts and contribute to improving the health and wellbeing of the Borough through the submission of a health impact assessment:</p> <ul style="list-style-type: none"> • Residential developments comprising 50 or more units • Major and strategic development within areas of poor air quality¹⁰ • Education, health, leisure and community facilities • Care homes/sheltered accommodation • Hot-food-takeaways, drive-through restaurants, betting shops and payday loan shops. <p>Where significant impacts are identified, measures to mitigate the adverse impact of the development should be incorporated within the proposed scheme and, where possible, achieve positive gains (taking account of the priorities set out in the Enfield Health and Wellbeing Strategy).</p>		

¹⁰ As set out in the Air Quality Assessment

Explanation

- 5.1.1 Health and wellbeing is a cross-cutting theme, which has links to many other parts of the Local Plan. Our environment is a key determinant of people's health and wellbeing. The planning system plays a key role in the physical and mental wellbeing of the population. A healthy environment can promote wellbeing and healthy lifestyles for all and can contribute to a reduction in health inequalities.
- 5.1.2 Like other parts of London, Enfield faces a range of health inequalities, such as rising obesity rates and increasing prevalence of long term diseases like diabetes, heart failure and dementia. Overall, life expectancy is higher than the London and national average, but the gap between the deprived and more affluent wards of the Borough continues to widen.
- 5.1.3 Health impact assessments (HIAs) are designed to screen and test the health implications arising from proposed development (especially on vulnerable groups) and recommend mitigation and enhancement measures. These assessments will be expected to follow the recommended guidance set out in the latest Healthy Urban Planning Checklist (Healthy Urban Development Unit). This checklist should be used at the earliest possible stage of the planning process to inform the design, layout and composition of the proposed development (including ongoing management or monitoring arrangements). The level of detail required will depend on the scale, nature and location of the proposed development.
- 5.1.4 The list set out in part 2 above is not exhaustive: there may be other categories of development where the submission of a health impact assessment will be required under the Environmental Impact Assessment regulations (for instance, where it would affect sensitive or vulnerable populations).
- 5.1.5 Applicants should use the NHS Healthy Urban Development Unit's "Planning Contribution Model for London" to calculate costs and financial contributions. These contributions will usually be spent on capital projects. However, it may be appropriate to seek a revenue contribution within opportunity areas over a fixed period to cover the gap between the arrival of a new population and their inclusion within the Department of Health funding allocations.

5.2 Strategic Policy SP SC2: Protecting and enhancing social and community infrastructure

DRAFT STRATEGIC POLICY SP	SC2	Protecting and enhancing social and community infrastructure
<ol style="list-style-type: none"> 1. Development involving the loss or release of a community building or use to other uses will not be supported unless evidence can be provided as part of the planning application to demonstrate it has been: <ol style="list-style-type: none"> a. offered to the market for the range of existing lawful uses (typically non-residential institutions, such as places of worship, schools and community halls) over a 12-month period, at a market rent or sale price benchmarked against other equivalent properties in the area; b. declared surplus to requirements or adequate replacement provision can be provided elsewhere; c. shown to be unsuitable in size and scale to its location which already has good access to facilities which meet similar local needs where these arise; and d. the opportunities to share the use of the existing site or co locate services have been fully explored and are shown to be impractical. 2. New or improved community facilities should: <ol style="list-style-type: none"> a. be located within or adjacent to the Borough's designated town centres (as shown on the Policies Map) and neighbourhood shopping parades, unless they are within walking distance of public transport, pedestrian and cycling routes or form part of a recognisable or planned cluster/hub of community facilities; b. be outward-looking, creating a strong active frontage which is not set back from the street so that they are welcoming, safe and inclusive; c. optimise the use and capacity of the site; d. avoid the loss of housing and employment floorspace and significant harm to the amenities of neighbouring properties and uses; e. operate as a multifunctional space offering fair and affordable access to the public (including protected groups) and sufficient capacity/flexibility to meet a range of needs (e.g. shared spaces or co-located uses), especially outside of core hours; and f. put in place appropriate maintenance and management arrangements, taking account of the needs of other infrastructure providers. 3. Contributions will be sought towards new school places to meet the needs arising from new housing development (excluding care homes), taking account of available capacity within existing schools and the number of pupils it will generate, from early years through to secondary education. New or expanded schools will be expected to incorporate specialist provision where demand exists and make reasonable adjustments to support the needs of the disabled and mobility impaired. In exceptional circumstances, a contribution towards off-site outdoor play space will be accepted in the vicinity of the school in lieu of on-site provision. 4. Contributions will be sought towards additional health and social care facilities, taking account of the latest strategic health needs assessment, pharmaceutical assessment and relevant NHS estate strategies. 		

Explanation

- 5.2.1 This policy seeks to secure the timely provision of new or enhanced community facilities in association with development to meet the changing demands and identified needs of the borough's growing population, preferably towards the defined town centres (as set out in chapter 10) and other accessible locations, such as public transport corridors. In the context of this policy, community provision includes:
- education and training;
 - health and leisure facilities,
 - children's playspace;
 - places of worship;
 - burial spaces;
 - libraries;
 - pubs and cultural uses; and
 - provision related to community safety and security, such as police and emergency services.
- 5.2.2 Proposals involving the loss of an existing community use will be resisted, except in exceptional circumstances (see part 1). Where the loss of a community use can be justified, the applicant will need to explore the opportunity to accommodate an alternative community use which would better meet local needs, in line with relevant strategies.
- 5.2.3 Community facilities will be expected to operate as flexible and multi-purpose spaces to accommodate a range of uses and activities tailored to suit the needs of different groups, organisations and individuals. Community facilities should also be accessible to all users and designed to be visible from the street (for instance, active frontages and welcome entrances facing onto the public realm).
- 5.2.4 Where appropriate, planning obligations will be sought to secure new and improved community facilities to mitigate the impact of new development in suitable locations across the Borough (as defined in part 2). Estate regeneration schemes and other major developments will be expected to provide essential services (e.g. health, education and childcare facilities) within the site or a nearby location within walking distance (e.g. a neighbourhood parade) to meet the needs arising from the new occupants.
- 5.2.5 All major developments involving the provision of community facilities (e.g. secondary schools and primary health care) must optimise the use of the site through a design-led approach. Developers will be expected to test the feasibility of innovative design options, such as multi-storey buildings, outdoor social space above the ground floor level, flexible spaces and the co-location of community facilities (e.g. early year facilities within primary school sites and active ground floor units along the high street).
- 5.2.6 New education facilities (including specialist provision) will be expected to comply with relevant guidance from the Department for Education, Sport England and other relevant national governing bodies. Planning applications will need to include details of the indicative catchment area of the proposed school and provide an assessment of the impact of the scheme on the local highway network and pedestrian and cycle movement through the site. Future needs will be met through expansion or redevelopment of existing school sites and new site allocations (as shown on the Policies Map).

- 5.2.7 The Council will continue to work with infrastructure providers and relevant groups to ensure that community facilities and services are developed and modernised to meet changing requirements and reflect the new approaches to the delivery of services.

Questions

1. How best can the ELP provide for our future community needs to secure a sustained high quality of life and well-being having regard to future growth?
2. Are there any specific issues regarding educational provision that you consider need to be addressed with respect to new development?
3. How do you consider that health issues should be addressed in the Local Plan? How can new development encourage healthy lifestyles?
4. Do you have any other issues/comments?

6 Blue and green Enfield

Introduction

- 6.1 This chapter relates to the 'green' (e.g. parks, open spaces, woodland, street trees and footpaths) and 'blue' (e.g. reservoirs, lakes and waterways) elements of Enfield's infrastructure. The policies set out below explain how this network will be protected, maintained and enhanced through new development in line with the place-making principles set out in chapter 2 of the plan and the long-term vision of Enfield as a 'deeply green and distinct place'.

6.1 Strategic Policy SP BG1: Blue and green infrastructure network

DRAFT STRATEGIC POLICY SP	BG1	Enfield's blue and green infrastructure network
<p>1. Proposals will be expected to contribute to the creation of a more integrated, multi-functional and accessible blue and green infrastructure network and address deficiencies in quantity, quality and access across the borough. This will be achieved through:</p> <ol style="list-style-type: none"> a. protecting and enhancing areas of Green Belt and Metropolitan Open Land to maintain their function, quality and openness; b. ensuring development protects and enhances significant ecological features, achieves biodiversity net gain and maximises opportunities for urban greening through appropriate landscaping schemes and the planting of street trees; c. reviewing Sites of Importance for Nature Conservation and areas of biodiversity deficiency every five years to ensure development contributes as appropriate to the borough's nature recovery network; d. improving the quality, character, value and accessibility of existing publicly accessible open spaces and water spaces across the borough, in line with the priorities of the Blue and Green Strategy; e. maximising green grid links to enhance access through walking, cycling and public transport to key destination points (e.g. town centres), community facilities and publicly accessible open spaces, especially along rivers and waterways; f. protecting, improving and enhancing access to blue spaces and the wider water environment and improving relationship with the river and naturalising the riverbank through the removal of hard engineered walls and culverts and introducing new habitats to the river corridor; g. protecting and enhancing existing residential moorings located on the River Lee; h. maximising opportunities to create and increase publicly accessible open space and outdoor sports (including playing pitches and ancillary sporting facilities) with a range of sizes across a range of users, particularly in locations which experience the highest level of deficiency within the borough; i. protecting and enhancing the borough's habitat and wildlife resources, including linking green spaces with identified wildlife corridors, protecting and enhancing species and habitats identified in the Blue and Green Infrastructure Audit and London Biodiversity Action Plan or updated equivalent, and creating new nesting and roosting sites; and 		

- j. supporting community food growing through development and building new partnerships with social enterprise and voluntary organisations that aspire to designate important local open spaces as local green spaces.
2. Future blue-green interventions will be prioritised in the following locations (as shown on the key diagram) through:
- a. creation of a continuous 'green-loop' – a walking and cycling route extending from the open countryside, via the river valleys, into the main urban area and onto the Lee Valley Regional Park and Enfield Chase;
 - b. provision of world-class sport villages at Enfield Playing Fields, Hotspur Way and Firs Farm;
 - c. expansion of routes into the Lee Valley Regional Park alongside open spaces and river corridors;
 - d. naturalisation and catchment restoration of Salmons Brook, Turkey Brook and Pymmes Park through natural flood management
 - e. creation of a new publicly accessible landscape (Enfield Chase – London National Park City) comprising new woodland, open space and extensive rewilding;
 - f. new continuous and publicly accessible linear parks (including Brooks Park and Edmonton Marshes) across strategic development sites;
 - g. grey-to-green corridors: Public realm improvements along main routes (e.g. A10, A406 and A101) and at key stations and town centre gateways, such as sustainable drainage systems (e.g. rain gardens, buffer strips and wildflower verges), civic squares and water features;
 - h. new crossings/bridges over the A10, A406 and Lee Valley line to overcome east-west severance;
 - i. sensitive restoration and enhancements of registered historic parks and gardens (Trent Park, Grovelands Park, Myddelton House Gardens and Broomfield Park) and associated visitor attractions; and
 - j. revitalisation of open spaces and leisure/recreational activities at Banbury Reservoir, Picketts Lock, Hotspur Way, Ponders End and Whitewebbs Park.

Explanation

- 6.1.1 As an outer London borough, Enfield boasts some of the finest parks, gardens, woodlands and open spaces in Britain, attracting millions of visitors every year. This includes:
- over 1,000 acres of open space (the second largest expanse in London);
 - over 300 hectares of woodland and scrubland;
 - 20,000 plus street trees;
 - reservoirs and 6 freshwater lakes;
 - Green Belt and Metropolitan Open Land (which covers over 40% of the total land area);
 - 41 sites of nature conservation importance; and
 - 100 km of watercourses - the greatest length of any London borough.
- 6.1.2 As shown on figure x, Enfield's blue-green network extends from the River Lee (including the Lee Valley Regional Park) in the east to open areas of undulating landscape and parkland in the west and north, with good links to Central London and adjoining boroughs. However, parts of this network remain fragmented and inaccessible to the public, largely due to physical severance (e.g. railways and roads) and the lack of direct routes to open spaces. Open space distribution is very uneven

between affluent and deprived areas and there are shortfalls of playing pitch provision, play space and burial space. The Lee Valley is largely deficient in terms of access to open space and nature (as shown on figure xx).

- 6.1.3 Many of the borough's conservation areas contain extensive green spaces or important incidental spaces, often formed as part of planned estates (e.g. Trent Park and Forty Hall). Important historic landscapes also exist at Myddelton House, Capel Manor and West Lodge Arboretum. Grovelands Park, Trent Park and Bloomfield Park are identified on the heritage at risk register and require sensitive restoration.
- 6.1.4 This policy seeks to promote the continued protection, management and expansion of the borough's blue and green network, as an integrated whole, in response to the climate change emergency and on-going health crisis. Detailed boundaries (including nature conservation sites, parks, public rights of way and watercourses) are set out on the Policies Map.
- 6.1.5 Enfield's long-term ambition is to become the greenest borough in London at the cornerstone of London's national park city (as outlined in the Blue and Green Strategy). A series of strategic or landscape-scale interventions have been identified across the borough (as shown figure xx below) to help us achieve this vision.
- 6.1.6 Development proposals will be expected to deliver improvements to open spaces, sustainable drainage systems, river corridors, green chain links and ecological networks in line with the principles of environmental gain set out in the government's 25 Year Environmental Plan.
- 6.1.7 The Blue and Green Strategy should be used as a starting point to guide the provision of blue-green infrastructure within new development. Good practice guides and tools are also available from the Mayor of London (e.g. All London Green Grid Supplementary Planning Guidance) and government agencies, including Natural England's Climate Change Adaptation Manual and Natural Green Space Standards. Blue-green infrastructure must form an integral component of new neighbourhoods and should be integrated into the wider network, such as the linear corridors, strategic nodes and green grid links identified on figure xx.
- 6.1.8 We will work with developers and other partners to facilitate the delivery of projects and programmes set out in the Blue and Green Strategy and other relevant strategies (taking account of the priorities identified in the latest audits and future management/maintenance arrangements) through the use of developer contributions and various external funding sources.

Figure 6.1: Enfield's blue-green network

Placeholder for diagram

6.2 Strategic Policy SP BG2: Protecting nature conservation sites

DRAFT STRATEGIC POLICY SP	BG2	Protecting nature conservation sites
<p>1. Development will be expected to protect, maintain and enhance the biodiversity and geodiversity value of the borough's international, national and local wildlife and geological sites in line with the following principles.</p> <p>International</p> <p>2. Development will not be permitted where it would adversely affect (directly or indirectly) the integrity of Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), unless it meets the requirements set out in the regulations¹¹. Where such potential exists, applicants should seek advice from Natural England to determine whether a habitat regulations assessment would be required as part of the planning application. The assessment will need to demonstrate that the development will not adversely impact on the integrity of a SPA or SAC.</p> <p>3. Development involving over 100 new homes within 6km of the boundary of the Epping Forest SAC (known as the "zone of influence") will need to secure appropriate mitigation and avoidance measures in the form of strategic alternative nature green space (SANG) to offset any potential effects arising from increased recreational pressure and air pollution on the Epping Forest Special Area of Conservation (either 'alone' or 'in combination' with other relevant plans and proposals) in consultation with Natural England, Epping Forest Conservators and other relevant bodies.</p> <p>National</p> <p>4. Development will not be permitted where it would adversely affect (directly or indirectly) the integrity of Covert Way Local Nature Reserves, William Girling Reservoir and Chingford Reservoirs Site of Special Scientific Interest, as shown on the Policies Map). Exceptions will only be made where the benefits of the development would clearly outweigh the impacts on the special conservation features of the site and appropriate measures are provided to mitigate and/or compensate harmful impacts.</p> <p>Metropolitan, borough and local</p> <p>5. Development affecting the integrity of a Site of Importance for Nature Conservation (as shown on the Policies Map), priority habitats/species, non-designated sites or features of biodiversity interest (directly or indirectly) will only be supported where:</p> <ol style="list-style-type: none"> the mitigation hierarchy has been applied in line with the London Plan to offset the loss of habitats and species; it will protect, restore, enhance and provide appropriate buffers around wildlife and geological features as well as links to the wider ecological network; and the benefits of the proposed development would clearly outweigh the adverse impact on the biodiversity and geodiversity value of the site. 		

¹¹ 2006 Natural Environment & Rural Communities) Act (as amended), 1981 Wildlife & Countryside Act (as amended) and 2020 Environment Bill

Explanation

- 6.2.1 This policy sets out a hierarchy of designated and non-designated nature conservation sites, from international to local scale. As the hierarchy implies, the level of protection afforded to nature conservation varies according to the value and status of the site.
- 6.2.2 While there are no designated sites of international importance in the borough, new development could have the potential to adversely affect the integrity of the Epping Forest Special Area of Conservation, Lee Valley Special Protection Area and Wormley Hoddesdonpark Woods Special Area of Conservation from the effects of air pollution and increased recreational pressure. Development will be resisted where it would cause significant adverse harm to the integrity of these sites.
- 6.2.3 Appropriate improvements will be sought within the zone of influence in the locations shown on table 6.1 below to mitigate the effects of air pollution and recreational pressure on the Epping Forest Special Area of Conservation through the use of financial contributions in line with the requirements of Natural England and the Epping Forest Conservators.

Table 6.1: Proposed mitigation strategy to offset the impacts of development upon the Epping Forest Special Area of Conservation

Type of mitigation	Locations
Recreational pressure – Suitable Alternative Natural Greenspace (SANG)	
Environmental enhancements within the National Park City designation (as defined on the Policies Map)	<ul style="list-style-type: none"> • Enfield Chase • Lee Valley Regional Park • Trent Park
New areas of publicly accessible open space	<ul style="list-style-type: none"> • Meridian Water and other strategic site allocations
Access enhancements to the Lee Valley Regional Park (as set out in the Blue and Green Strategy) to facilitate active travel	<ul style="list-style-type: none"> • Areas of deficiency (access to open space and nature, as shown on figure xx)
Leisure and water-based sport provision	<ul style="list-style-type: none"> • Banbury Reservoir (in the London borough of Haringey) • Pickett's Lock • Ponders End
Habitat creation and enhancement along wildlife corridors	<ul style="list-style-type: none"> • Sites of nature conservation interest (as shown on the Policies Map).
Other	<ul style="list-style-type: none"> • Contributions to other projects identified through the Blue and Green Strategy
Enfield's blue-green network	
Introduction of electric vehicle charging points in new developments	<ul style="list-style-type: none"> • Town centres, major growth areas and areas of high density

Type of mitigation	Locations
Reducing vehicle fleet emissions (e.g. non-fossil fuel buses)	<ul style="list-style-type: none"> Based on the targets set out in the Climate Action Plan¹²
Promoting high speed broadband	<ul style="list-style-type: none"> Directed to areas with poor broadband speeds
Promoting sustainable transport choice and public transport improvements	<ul style="list-style-type: none"> Directed to areas of poor public transport accessibility (PTAL)
More stringent parking standards than the London Plan	<ul style="list-style-type: none"> Spaces per number of bedrooms (areas of good public transport accessibility)
Woodland and tree features to reduce nitrogen deposition	<ul style="list-style-type: none"> Major trafficked roads and areas of poor air quality (as defined on figure xx)

Figure 6.2: Areas of deficiency

Map showing areas of deficiency

¹² <https://new.enfield.gov.uk/services/environment/climate-action/>

- 6.2.4 Applicants will also need to provide details of the phased implementation of the residential development / access to new public open spaces and recreation facilities and details of site access management and monitoring to demonstrate that adverse effects on the integrity of international sites can be avoided / mitigated over the lifetime of the development, in consultation with Natural England and Epping Forest Conservators.
- 6.2.5 Where a designated site or priority species/habitat is likely to be adversely affected, an ecological assessment will be required as part of the planning application. Protected species and priority species of plants and animals are defined in the Enfield Biodiversity Action Plan, Species of Conservation Concern in London and Species of Principal Importance in England. The ecological assessment should include:
- an evaluation of the characteristics (biodiversity and geodiversity interests) and current and future conditions of the site; and
 - details on how the proposed development will protect, replace and enhance existing biodiversity on the proposed site, including measures to wildlife habitats and features aimed at particular species.
- 6.2.6 In cases where biodiversity and geodiversity will clearly be affected, new development will be expected to follow the principles set out in the mitigation hierarchy within the London Plan. Where compensation is sought, it would need to adequately offset the impact on the site of nature conservation importance or protected/priority species through the provision of an alternative site or habitat.

6.3 Strategic Policy SP BG3: Biodiversity net gain, rewilding and offsetting

DRAFT STRATEGIC POLICY SP	BG3	Biodiversity net gain, rewilding and offsetting
<ol style="list-style-type: none"> 1. All development proposals shall be considered in light of the mitigation hierarchy (avoid, mitigate and compensate) to protect most valuable ecological features of the site and minimise harm to nature. Measures will also be sought to increase or improve biodiversity through the restoration and re-creation of priority habitats and ecological networks and the protection and recovery of protected wildlife populations, especially where there are gaps across existing corridors. 2. Applicants must submit an action plan setting out how biodiversity will be improved as a result of the development to offset the loss or degradation of natural habitat on site (using the DEFRA metric model). The action plan will need to provide evidence of how the development will achieve a minimum of 10% net gain, including habitat creation, preferably on site. 3. Where the 10% minimum requirement cannot be met on site, or would be better served elsewhere, adequate off-site compensation provision must be provided to an equivalent of better standard to offset the loss of habitats arising from the proposed development. Provision will be directed towards projects that contribute to Enfield's nature recovery network and other biodiversity and landscape-scale conservation priorities, particularly within the following locations: <ol style="list-style-type: none"> a. Areas of nature deficiency (e.g. Enfield Chase and Chingford Reservoirs) b. Riparian corridors c. Bug life B-line (as shown on figure 6.3). 		

Explanation

- 6.3.1 This policy sets out how development proposals will be expected to enhance and increase biodiversity and mitigate or offset the harm arising from the loss of natural habitats (e.g. trees and river corridors) and ecological features, in response to the plan's objective to create a distinct and leading part of London. Net gain¹³ is used as a proxy to measure the potential harmful effects arising from a development and calculate biodiversity net gain (e.g. habitat creation or enhancement).
- 6.3.2 The Environment Bill proposes to introduce a 10% mandatory requirement for biodiversity net gain within development¹⁴. Net gain measurements should be calculated using Department for Environment, Food and Rural Affairs'(DEFRA) biodiversity metric (an online tool) to establish the nature of the harm to biodiversity and the quality of the new green benefits arising from development as well as the anticipated costs of achieving a 10% level of net gain. In line with best practice, the

¹³ Biodiversity net gain is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development.

¹⁴ The government is considering how mandatory net gain will apply to different sites. There may be targeted exemption for some brownfield sites, as well as those with specific ownership characteristics, such as self-build schemes. Householder development (such as extensions) may also be exempt and the government is considering how net gain will apply to minor development schemes, including whether they are subject to a lower net gain requirement.

provision of compensation to address residual biodiversity impacts will not be permitted unless the steps of the mitigation hierarchy (enhance, avoid or minimise, restore, compensate and offset habitat loss) set out in the London Plan have been followed and all opportunities to avoid and then minimise negative impacts have been pursued.

- 6.3.3 Developers will be expected to submit a detailed action plan to ensure that biodiversity measures can be properly considered at the planning application stage, including details of the pre-development biodiversity value of the site and the steps taken to avoid any adverse effects from development.
- 6.3.4 As a general rule, biodiversity gain should be provided on site. Where this is not practicable or viable (e.g. due to its size or location), off-site mitigation measures will be sought from developers to achieve net gain of at least an equivalent standard. Any contributions will be calculated on a site-by-site basis, based on the cost of mitigation.
- 6.3.5 Contributions will be sought towards enhancements to the nature recovery network such as the creation of buffer zones, removal of invasive species, planting of native species and river restoration projects (as set out in the Blue and Green Strategy and Biodiversity Action Plan). Applicants should also consider opportunities to upgrade and enhance existing sites of nature conservation importance (as shown on the Policies Map) and habitat corridors within non-designated areas. In line with DEFRA guidelines these measures will need to be maintained over a minimum of 30 years.

Figure 6.3:

Diagram

6.4 **Strategic policy SP BG4: Green Belt and Metropolitan Open Land**

DRAFT STRATEGIC POLICY SP	BG4	Green Belt and Metropolitan Open Land
<ol style="list-style-type: none"> 1. Enfield's Green Belt and Metropolitan Open Land will continue to be protected from inappropriate development (as defined in the National Planning Policy Framework) and, where possible, enhanced. The boundary of these areas is shown on the Policies Map. 2. Development within or adjacent to the Green Belt / Metropolitan Open Land should not have a significant detrimental impact on the openness of the Green Belt / Metropolitan Open Land and respect the character of its surroundings. 3. The positive use and management of the Green Belt and Metropolitan Open Land will be supported where it is integrated with the wider blue-green infrastructure network and consistent with the strategic purposes of these designations. 		

Explanation

- 6.4.1 This policy seeks to protect and safeguard the extent of the Green Belt and Metropolitan Open Land (as shown on the Policies Map and figure xx) and enhance the beneficial use of this land through positive management.
- 6.4.2 These green assets contribute to the overall suburban and rural setting of the borough, open up access to green and blue spaces (e.g. outdoor sport and recreation) and the wider blue and green infrastructure network and contain diverse uses including agriculture, open space, wildlife sites and historic assets.
- 6.4.3 The Green Belt is a permanent area of open countryside that wraps around the north and east of the built-up area of Enfield and contains a mixture of arable farmland, green space and woodland. Metropolitan Open Land is strategic open land within the built-up-area that contributes to the physical structure of London and includes a number of public parks (e.g. Trent Park, Grovelands Park and Broomfield Park) and parts of the Lee Valley Country Park. Metropolitan Open Land is afforded the same status and level of protection as the Green Belt in line with the London Plan.

6.5 Strategic Policy SP BG5: Green belt and edges of the countryside/urban area

DRAFT STRATEGIC POLICY SP	BG5	Green Belt and edges of the countryside/urban areas
<ol style="list-style-type: none"> 1. Inappropriate development within the Green Belt (as shown on the Policies Map) will not be permitted. Development that is not inappropriate will only be permitted where: <ol style="list-style-type: none"> a. the siting, scale, height and bulk of the proposed development is sympathetic to and compatible with the primary aim of preserving the openness of the Green Belt; b. it has regard to site contours, displays a high standard of design and landscaping to complement and improve its setting, and takes all measures to ensure that the visual impact on the wider Green Belt is minimised; c. the nature, quality, finish and colour of materials blend with the local landscape (as defined in the Character of Growth Study) to harmonise with surrounding natural features; and d. appropriate parking provision, safe access, egress and landscaping is provided to ensure vehicles are parked safely and that the development does not prejudice the openness of the Green Belt. 2. Limited infilling within existing settlements (villages and hamlets) and the partial or complete redevelopment of previously developed sites within the Green Belt will be permitted where it can be demonstrated that: <ol style="list-style-type: none"> a. the development would not have a greater impact on the openness of the Green Belt; b. the development would not lead to an increase in the developed proportion of the site; and c. the development would not lead to any significant increase in motorised traffic generation, as evidenced through a suitable traffic modelling tool. 3. Agricultural, horticultural and forestry workers accommodation will only be permitted within the Green Belt where it can be demonstrated that: <ol style="list-style-type: none"> a. the associated agricultural unit is economically viable and has sound long-term prospects; b. the dwelling is essential to sustain the viability of the farming enterprise; c. there is no suitable alternative accommodation in the vicinity of the proposed site; d. no existing dwelling serving or closely associated with the holding has been sold, leased or otherwise disposed within the past three years; and e. it is of a scale, design and layout appropriate to its surroundings. 4. Wherever possible, worker accommodation within the Green Belt should be sited as close as possible to existing buildings or dwellings. 5. Temporary buildings in the Green Belt will be granted permission up to a maximum of three years, over which period a planning application can be submitted to erect a permanent building on the site, subject to an agricultural worker occupancy condition. 		

Explanation

- 6.5.1 Development that is not inappropriate in the Green Belt is defined in the National Planning Policy Framework. This includes some forms of development on previously developed sites, limited infilling within existing settlements and essential agriculture and forestry worker housing. However, there are some situations that may allow certain developments to take place in the Green Belt that under any other circumstances would not be allowed. These are known as 'very special circumstances'. When attempting to prove very special circumstances the onus is on the applicant to prove that the exceptional nature of the proposal outweighs the harm that it would cause to the Green Belt.
- 6.5.2 Applicants should demonstrate through design and access statements how the development has been designed to reduce the visual impact on the Green Belt and how it will improve the attractiveness and quality of the landscape through positive enhancements (including hedgerows and tree planting of native species).
- 6.5.3 Limited infilling or the partial or complete redevelopment of previously developed sites and temporary accommodation will not be inappropriate subject to meeting the criteria set out in parts 2 and 3 above.

6.6 Policy DM BG6: Protecting open space

DRAFT POLICY DM	BG6	Protecting open space
<ol style="list-style-type: none"> 1. Development involving the loss of designated open space (with the exception of Metropolitan Open Land) will be resisted unless: <ol style="list-style-type: none"> a. it provides essential ancillary facilities (e.g. changing rooms, play equipment and footpath/cycle links) that will enhance the function, use, accessibility and enjoyment of the existing open space; b. it is temporary in nature and the open space will be restored back to its original purpose; c. it provides new outdoor space, the recreational and sporting benefits of which would outweigh the harm resulting from its loss; and d. replacement open space can be re-provided (as part of the wider development site or within a suitable alternative location within the catchment area) of equivalent or better-quality provision which is accessible to the public. 2. Developments on existing designated open space (as shown on the Policies Map) will be expected to: <ol style="list-style-type: none"> a. promote the multifunctional and shared use of the existing open space, including schools, private sports facilities and playing pitches, subject to satisfactory management arrangements being put in place; and b. avoid harm to the ecological, heritage or recreational value of the existing open space or the flood risk levels within and beyond the boundaries of the site. 3. Development will not be permitted on private or semi-private outdoor amenity space such as residential gardens and communal areas within housing estates and other similar non-designated open spaces (e.g. food growing plots) unless the loss of such space can be compensated and the development has overriding planning benefits. Amenity spaces should be designed to be flexible so it can be easily adapted in response to changing needs, such as growing food. 		

Explanation

- 6.6.1 This policy aims to ensure that new development does not unduly harm the integrity and open character of existing open space (as designated on the Policies Map) and contributes to its enhancement and/ or expansion, responding to the plan's vision of creating a deeply green place. Some types of development (e.g. changing rooms, play equipment and seating) will be acceptable in principle within areas of open space. However, it must relate to the scale and function of the existing open space and be ancillary to its main function.
- 6.6.2 In some cases, existing open space could be replaced or re-provided (as part of a comprehensive redevelopment and/or estate regeneration scheme) where it would enhance the quality of provision within or close proximity to the development site (e.g. reconnect previously inaccessible or fragmented areas of open space or provide a larger and more useable area of consolidated open space). The loss of outdoor sport and recreational facilities will be protected against unjustified loss in line with the requirements set out in the National Planning Policy Framework.

6.7 Policy DM BG7: Watercourses

DRAFT POLICY DM	BG7	Watercourses
<p>1. Development within or adjacent the borough's watercourses will be expected to:</p> <ol style="list-style-type: none"> avoid the net loss or covering of watercourses (unless it is a water-dependant or water-related use in appropriate locations and of appropriate scale); incorporate suitable setbacks to protect the water's edge and contribute towards its restoration as well as active frontages along the waterfront, where appropriate; conserve and enhance views across the water and its open character; and provide ecological and biodiversity enhancements to water spaces, having regard to the principles of the Biodiversity Action Plan and the design/landscaping of the public realm. <p>2. Development within or adjacent to the borough's waterspaces should promote opportunities that facilitate:</p> <ol style="list-style-type: none"> continuous public access along towpaths, especially where there is fragmentation; the provision of water-related uses and sport and recreation activities, notably at Meridian Water, Banbury Reservoir and Ponders Lock; water-borne freight and passenger transport along the River Lea Navigation, where possible; and de-culverting urban rivers to create naturalised edges, improve links to green spaces and increase the visibility of the riverside, where possible. <p>3. Permanent residential and commercial moorings (e.g. marinas and boatyards) alongside associated ancillary facilities and access requirements will be supported where they are located away from the main course of the River Lee and the Lee Navigation Canal and do not have adverse impacts on navigation, biodiversity, micro-climate, amenity of surrounding residents and the public enjoyment of the water space.</p>		

Explanation

- 6.7.1 This policy seeks to protect, maintain and enhance the quality, quantity, accessibility and usage of the borough's existing network of watercourses (as shown on figure 6.7). In the context of this policy, watercourses relate to any area of water (permanently or intermittently) that exists in the borough, as described in table 6.2. below.

Table 6.2: Categories of watercourses

Category	Description	Examples
Watercourses	Main rivers and other smaller streams, whether they are open or culverted	<ul style="list-style-type: none"> River Lee, Turkey Brook, Salmons Brook and Pymmes Brook (among other smaller ones)
Inland waterways	Navigable stretches of water	<ul style="list-style-type: none"> River Lee Navigation

Category	Description	Examples
Artificial watercourses	Man-made structures originally constructed to convey drinking water to London	<ul style="list-style-type: none"> • New River – main section runs north-south through the borough • New River Loop – an abandoned section which routes through part of Enfield Town and surrounds.
Reservoirs	Man-man structures which supply drinking water to London	<ul style="list-style-type: none"> • Lee Valley Reservoir Chain (William Girling and King George V) • Lakes (Trent Park Lower Lake & Grovelands Park) • Nearby assets (e.g. Banbury Reservoir and Lockwood Reservoir)

- 6.7.2 Collectively, these assets have played a critical role in the development of the borough and London as a whole, acting as important trade routes, water supply hubs and sources of energy and heat. The River Lee, Enfield Lock, Lee Navigation and New River also have significant industrial heritage and nature conservation value. However, much of this network remains inaccessible or hidden from public view, due to the presence of underground culverts (for instance, along the Salmon Brook, New River Loop/Saddlers Mill Stream), high embankments (e.g. William Girling Reservoir) and the lack of crossing points.
- 6.7.3 Proposals seeking to improve public access to the Chingford reservoirs will need to consult with Thames Water to ensure its operational function and ongoing structural integrity can be maintained and mitigate any potential risks to public safety and health.
- 6.7.4 Contributions will be sought from developments along or close to the waterfront to deliver improvements to open spaces, natural habitats, flood alleviation and public access, particularly within areas of open space and nature deficiency (see figure xx) and fragmentation. Where development is sited near to a watercourse, it will be expected to contribute towards the restoration and naturalisation of the river/stream and maximise opportunities to enhance the floodplain using natural flood management techniques.
- 6.7.5 There is a strong presumption against development which adversely affects the character and effective operation of the water network (for example, where it involves the loss or covering of watercourse, such as culverting and development platforms). New development will be expected to maximise the benefits of its proximity to the waterside and its natural setting.
- 6.7.6 Proposals which generate freight water-borne movements will be encouraged along the Lee Navigation, especially where industrial premises (e.g. Edmonton Ecopark) are located. Applicants will need to demonstrate using robust evidence that operations will not cause excessive disturbance to habitats.

6.8 Policy DM BG8: Urban greening and biophilic principles

DRAFT POLICY DM	BG8	Urban greening and biophilic principles
<ol style="list-style-type: none"> 1. New development will need to demonstrate how it will exceed the urban greening factor targets set out in the London Plan and how the green features (e.g. brown roofs and living walls) will be maintained throughout the life of the development in line with the principles of biophilic design. 2. New development will be expected to promote opportunities to restore, create and enhance Enfield's tree and woodland resource and improve links to existing assets, including the Lee Valley Regional Park, Enfield Chase, Trent Park and Salmons Brook, with priority given to: <ol style="list-style-type: none"> a. densely built-up urban areas (e.g. Edmonton, Ponders End, Southbury, Brimsdown and Southgate) which are deficient in terms of access to nature, open space and woodland and experience high levels of deprivation; b. areas of poor air quality along busy radial and orbital routes (e.g. A10, A110 and A406); c. the arc of publicly-owned land between Enfield Chase, Crews Hill and Lee Valley Regional Park; and d. areas of flood risk (including river corridors) to mitigate the impact of new development on the wider catchment. 3. In particular, new development will be required to: <ol style="list-style-type: none"> a. retain and protect trees and hedgerows of landscape and biodiversity value on and adjacent to the site, especially those which are healthy and offer a clear public amenity benefit; b. use available roof space and vertical surfaces to install green or brown roofs, living walls and low zero carbon technologies (subject to viability and other planning considerations); c. maximise the provision of soft landscape treatment, amenity space (e.g. garden terraces) and new tree planting (including the use of large, shade-producing trees, pollinator friendly, non-native species and indigenous species, where possible); and d. provide adequate separation between the built form and the trees (including having regard to shading arising from existing trees and buildings and proximity to wildlife sites). 4. Development that will involve the loss or deterioration of ancient woodland, veteran trees, ancient hedgerows, trees covered under preservation orders and other trees of significant amenity or biodiversity value, either directly or indirectly, will be resisted. Where exceptional circumstances can be demonstrated to justify the removal of such trees, adequate compensation measures must be put in place (subject to consultation with Natural England and the Woodland Trust) through a long-term management plan. 5. All new streets (including new cycle lanes and roads) should be tree-lined. Proposals to remove trees on existing streets will be resisted. Any improvements to the public realm must include a high proportion of greenery (including trees, landscaping and other types of planting) and active spaces. 		

Explanation

- 6.8.1 This policy seeks to maximise the opportunities to encourage the greening of the borough's urban and rural environment through landscaping, the planting of new woodland and street trees, provision of garden roofs and spaces, soft landscaping treatment, other planting and restoration of channelised or culverted watercourses, as appropriate. Implementing such measures will not only improve the aesthetic value of the borough but also provide multiple environmental benefits, such as biodiversity enhancements, surface water run-off attenuation, urban cooling, noise attenuation, energy savings, improve insulation and water purification to remove pollutants.
- 6.8.2 The target is based on the urban greening thresholds and scoring matrix set out in the London Plan. Applicants will need to meet the target or provide evidence to justify why this target cannot be achieved. Particular priority will be given to biodiversity enhancements and climate change mitigation and adaptation measures in the application of the urban greening assessment. The assessment should also outline how the urban greening measures will be maintained over the lifetime of the development. We will take a flexible approach where delivery of the urban greening factor would detract from the heritage significance of a building, monument or conservation area and historic park and garden. Urban greening should also form an integral part of the design and layout of public realm schemes and small-scale developments.
- 6.8.3 Urban greening measures such as green/brown roofs, living walls, trees and landscaping should be integrated into the design and layout of new development to maximise the environment benefits from habitat creation, building insulation, sustainable drainage and cooling. The type and extent of green roof/living wall provision sought will depend on the structure and form of the proposed development (including building orientation and function of the roofspace) and the character and context of the site (including proximity to sensitive receptors, such as noise-intensive activities and heritage constraints). Extensive green roofs are required to have a substrate depth of 75-150mm, unless it can be demonstrated that this is not feasible. The substrate depth should be varied within this range to maximise biodiversity benefits. Where recreational or amenity space is sought, intensive green roofs should be installed with deep substrates to attenuate surface water runoff and harvest rainwater on site. Further guidance on the installation and maintenance of living roofs or walls can be found in the Green Roof Organisation Code.
- 6.8.4 Applicants are advised to seek qualified expertise from a suitably qualified arboriculturist prior to the initial design phase to ensure that any works to trees are carried out in line with relevant British standards and other guidance. Where development necessitates the removal of trees and hedgerows, adequate replacement provision of an equivalent value will need to follow the requirements set out in CAVAT, i-Tree Eco, or another similar valuation system. Where appropriate, planning conditions or legal agreements will be used to secure the retention of existing trees and landscape features within the site (especially those which are significant in terms of amenity and nature conservation).
- 6.8.5 Works to protected trees (e.g. TPOs) or trees situated within a conservation area) must ensure the long-term health of each tree and retain and enhance amenity value of the surrounding area. Where appropriate, new TPOs will be introduced within and adjacent to new development to protect the amenity of important trees. Enfield has

vast tracks of ancient woodland, much of which forms part of the former royal hunting ground (known as Enfield Chase) and remains vulnerable to land use change.

- 6.8.6 Green/brown roofs or low/zero carbon technologies present design solutions to the energy efficiency targets set out in policies (see chapter 4) at a cost commensurate with carbon abatement schemes. Where it is claimed that such installations are not technically feasible or economically viable (due to site constraints, design and orientation etc), this must be clearly evidenced within the sustainable design and construction statement.
- 6.8.7 Tree-lined streets within new development should incorporate a mix of native species (semi-mature) and other green features, such as sustainable urban drainage. Where possible, new trees should be evenly placed on either side of the street. These streets should also be well-connected and offer a choice of direct routes to key designations (e.g. town centres), with particular attention given to ensuring accessibility and safety to the elderly or disabled.

6.9 Policy DM BG9: Allotments and community food production

DRAFT POLICY DM	BG9	Allotments and community food production
<ol style="list-style-type: none"> 1. Proposals will be expected to include measures that increase or promote food production (from productive landscaping through to food growing spaces, such as roof gardens, allotments and community orchards) and access to healthy and affordable food. Existing allotment sites are shown on the Policies Map. 2. Existing allotments will be protected from development. Proposals should not result in a net loss of allotment provision. 3. Provision of allotments and community food growing sites will be supported as part of new development (including within site allocations) to meet identified needs, especially within areas of deficiency and parts of the urban fringe. Food growing provision will be sought within areas of incidental open space within housing estates and business parks, areas of good quality agricultural land (e.g. farm enterprises), road verges and vacant or underused sites (as a meanwhile use). 4. New food growing spaces should be accessible to everyone and integrated with other uses (e.g. sport and play facilities) and supporting services (e.g. water supply and irrigation), where possible. 		

Explanation

- 6.9.1 Benefitting from good access to agricultural farmland and water resources, Enfield is a leading centre in the development of sustainable food production and horticulture. Food growing space ranges from allotments, nurseries and garden orchards (e.g. Forty Hall) to community supported agriculture (e.g. farm shops) and commercial production enterprises (including London's only commercial-scale vineyard at Capel Manor). We want to encourage people to grow their own food in Enfield and maximise the benefits of food growing spaces, such as providing social interaction, reducing stress and anxiety, encouraging exercise and providing places to relax and unwind. By law, we have a duty to provide a sufficient number of allotment plots to meet current and future demand. However, many of the borough's allotments are near to or at capacity, especially in urban areas. Some plots also remain overgrown. Allotment waiting lists are also increasing in response to rising demand from residents, with notable deficiencies in the Lee Valley, Palmers Green, Bush Hill Park and Winchmore Hill.
- 6.9.2 Food growing provision within new development could take the form of dedicated food growing areas as well as within communal planting schemes, such as fruiting trees, shrubs and bushes. Particularly where sites are constrained or tightly defined, developments should utilise rooftops, walls or balconies as growing spaces and innovative solutions, where possible. Community or private food growing facilities should be affordable, functional and accessible to all those who wish to take part. Participants should also be able to access supporting services, such as water (water butts or mains water supply) and tool storage. Where a health impact assessment is required as part of a planning application, this should include consideration of how the development will support access to green space, exercise and healthy food.

6.10 **Policy DM BG10: Burial and crematorium spaces**

DRAFT POLICY DM	BG10	Burial and crematorium spaces
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1. Proposals to reuse, expand and extend burial and crematorium spaces (as defined on the Policies Map) will be supported where they meet identified needs.
2. Additional land will be set aside (as shown on the Key Diagram and Policies Map) to meet the current and future burial needs of Enfield. New burial, memorial and associated facilities will be required to fit sensitively into the London National Park City designation.
3. Development involving the provision of reuse, expansion, extension, new burial and/or cremation spaces or related facilities must demonstrate how it will:
 - a. adequately meet the requirements of the various faith groups within the borough, including groups where burial is the only option;
 - b. be appropriately located and within close proximity to the community it is tended to serve; and
 - c. appropriately respond to potential flood risk (as shown on the Policies Map) and air and water pollution issues through the incorporation of mitigation measures.
4. New cemeteries or burial grounds in the Metropolitan Green Belt or Metropolitan Open Land will only be permitted where it can be demonstrated that there are no suitable sites outside of Metropolitan Green Belt or Metropolitan Open Land. These sites do not have to be within the borough boundary of Enfield.
5. Sites set out in Table 6.3 are allocated for burial and cremation uses and defined on the Policies Map. Further information on site allocations is presented on the site proformas in Appendix B. The proformas indicate key requirements and considerations that need to be taken into account as sites come forward for development.

Table 6.3: Sites allocated for burial and/or cremation uses

Site ID	Site address
SA59	Alma Road Open Space
SA60	Firs Farm Recreation Ground (part)
SA61	Sloeman's Farm
SA62	Church Street recreation ground for crematorium

Explanation

- 6.10.1 Enfield is, like many other London boroughs, facing serious shortage of burial space - a situation which will exacerbate as the population increases and the lack of funeral space drives up costs. Enfield has among the highest burial requirements in London. Space is running out due to land shortages and rising burial demand. Enfield Crematorium, for instance, will be completely full before the end of this decade.
- 6.10.2 Faith groups in the borough have specific burial requirements. Muslim burials mainly take place at the Tottenham Cemetery in Edmonton and there are four Jewish cemeteries in the borough: Western Synagogue Cemetery, Federation of Synagogues Cemetery, Western Synagogue Cemetery and Adath Yisroel Cemetery and Bulls Cross. The council will continue to work with religious groups and other partners (e.g. cross-boundary authorities) to meet future burial need requirements as well as tackle burial space shortages during the plan period.
- 6.10.3 In order to meet the Borough's need the preferred approach is set out in the policy to securing sufficient burial space in the right locations to meet the needs of the borough's diverse communities over the plan period. This includes: the reuse and intensification of existing sites (e.g. churchyards and cemeteries) in the urban area; the provision of new burial spaces (including new allocations in the Green Belt) and extensions to existing designated sites and adjoining virgin land.
- 6.10.4 New burial plots should be located away from areas of flood risk (as shown on the Policies Map), air quality hot spots and sources of ground water pollution. Proposals will be refused where they are at risk of flooding or would cause flooding to other burial plots (irrespective of whether there are no other suitable sites within the borough).
- 6.10.5 As part of the ELP, the Council has identified five policy options and their associated benefits and dis-benefits, set out below. We are inviting stakeholder's thoughts on these alternatives and suggestions of other alternatives through consultation questions. For the next draft of the Local Plan the key issues section will be removed from the policy and the policy options removed from this section of the Plan to make the document more streamlined, but at this stage it was felt helpful to include in this draft for consultation to inform stakeholders of the issues being contended with.

Policy options for DM BG10: Burial and cremation space

Policy options for BG10	Pros and cons of each option	Preferred option
<p>A. Do nothing</p>	<p>Cons</p> <ul style="list-style-type: none"> ➤ Means that local authority provision would be rapidly exhausted ➤ Increased reliance placed on independent denominational provision ➤ Increased reliance on neighbouring authorities (at a higher cost to residents) 	<p>No</p>
<p>B. Meet our objectively assessed needs ourselves in the urban area and extension of existing sites</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ The borough has already taken a proactive approach to identify capacity within existing cemeteries and to use them whilst retaining the quality of the provision required. ✓ There is the opportunity to identify existing burial sites where extensions could be possible (i.e. adjacent to open, undeveloped land). Other forms of provision which could easily intensify – like local churchyards. ✓ The borough could provide a small or large number of additional plots depending on the size of extension. ✓ Opportunity to identify additional capacity if adjoining land is owned by the Council, within the local green infrastructure network. <p>Cons</p> <ul style="list-style-type: none"> ➤ Extension and further intensification is not likely to be feasible to meet the identified need. ➤ The feasibility of extending sites must be considered on a site by site basis as it will depend on a wide range of factors, specifically whether it is physically possible, and potential environmental impacts caused by extensions, and the current uses and roles fulfilled by such land. ➤ Timescales for extensions unknown. 	<p>No</p>

Policy options for BG10	Pros and cons of each option	Preferred option
<p>C. Meet our needs through the re-use of graves</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ This approach is already occurring in the borough at Lavender Hill cemetery and is considered a sustainable way of ensuring enough burial space is available in the borough. ✓ Reuse of graves could be intensified further helping to ease land pressure. <p>Cons</p> <ul style="list-style-type: none"> ➤ This option has potential sensitivity and controversial implications and is not suitable in some places e.g. consecrated land. ➤ There is no scope to reuse graves at Edmonton Cemetery as this has been exhausted from 2011 to 2019. 	<p>No</p>
<p>D. Set a reduced target</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ The borough has already taken a proactive a proactive approach to identify capacity within existing cemeteries and to use them whilst retaining the quality of the provision. ✓ Other forms of provision have been explored including the intensification of local churchyards. <p>Cons</p> <ul style="list-style-type: none"> ➤ The borough could set itself a reduced target, but this would mean that local authority provision would be rapidly exhausted. ➤ There is increased reliance placed on independent denominational provision and an increased reliance on neighbouring authorities (at a higher cost to residents). 	<p>No</p>
<p>E. Meet our objectively assessed need with assistance from duty to cooperate partners</p>	<p>Cons</p> <ul style="list-style-type: none"> ➤ From consultation feedback on the Burial Needs Assessment 2020, it was clear that people generally preferred to be buried within their local area, so the meeting unmet need in other authorities is likely to be less popular with residents 	<p>No</p>

Policy options for BG10	Pros and cons of each option	Preferred option
	<ul style="list-style-type: none"> ➤ In addition, as part of the assessment, DTC engagement was undertaken and it is not understood whether adjacent authorities have sufficient understanding of their own provision and future requirements to support a co-operative dialogue and approach at this stage. 	
<p>F. Meet our objectively assessed need in the urban area first and new sites in the Green Belt</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ Meets the borough's needs in full ✓ New sites could facilitate a broader offering of cemetery spaces ✓ 2x potential sites to meet needs <ul style="list-style-type: none"> ○ Sloeman's farm for cemetery and ○ Church Street Recreation Ground for crematorium ○ 	<p>Yes</p>
<p>Questions</p>		
<ol style="list-style-type: none"> 1. Is Policy BG10 the right approach to meet our needs? 2. Do you think it is acceptable to plan for a shortfall of space within the borough boundary and promote cross border expansion instead? 3. If you think we should meet local needs, where should it be? <ul style="list-style-type: none"> • More burial space in the urban area – where? • Intensification of suburban areas? • Build on some public open space? • Release of Green Belt land on the edge of the borough? • If other, please specify 		

6.11 Policy DM BG11: Blue and green infrastructure plans

DRAFT POLICY DM	BG11	Blue and green infrastructure plans
<p>1. A blue-green infrastructure plan must be submitted alongside major planning applications to demonstrate how the development will:</p> <ol style="list-style-type: none"> a. prevent net loss, damage or deterioration to blue-green assets (including areas of amenity and ecological value); b. contribute towards delivering identified opportunities and priorities set out in the Blue and Green Strategy, particularly in areas where there is poor or unequal access to open space and nature (see figure xx); c. establish a clear hierarchy of open spaces and public rights of way through the site and integrate them into the wider blue-green network; d. incorporate appropriate landscape and green elements (including new native planting, setbacks/ buffer zones and water features) to reinforce and enhance the open character of open spaces and routes along the corridors and strategic nodes shown on figure xx and mitigate the impacts of pollution; e. help people and wildlife adapt to the impacts of climate change, including naturalised forms of flood storage and additional tree planting; f. take account of tranquillity and offer generous biodiversity rich open spaces; g. maximise public access and use of blue-green infrastructure, with clear demarcation between public and private spaces and routes; and h. maintain and manage blue-green features throughout the life of the development (including safety and security arrangements, staffing and upkeep of facilities). 		

Explanation

- 6.11.1 This policy requires the preparation of blue and infrastructure plans to accompany planning application submissions to guide the design and layout of major developments. Masterplans will be required to embed and integrate the overarching principles and proposed interventions of the blue-green infrastructure network set out in the Blue and Green Strategy and policy BG1.
- 6.11.2 Developers should undertake an evaluation of the green and blue assets and facilities in the vicinity of the proposed development, in terms of their quantity, accessibility, quality and value to local communities. Each plan should set out a clear vision of how blue and green infrastructure will transform and outline the priorities / planned interventions across the site and wider area

Have your say...

Policies SP BG1 to BG5 and DM B6 to 9

General questions

- How best do we protect and enhance our environment in the face of increasing growth and development pressures?
- Do you think we should work with other stakeholders, funding bodies and developers to identify opportunities to promote and enhance the natural environment, and incorporate net gains for biodiversity?

Policy DM BG9: Allotments and food growing

Is this the right approach to encourage food production?

Should we protect allotments from development?

7 Design and character

Introduction

- 7.1 One of the core planning principles of the NPPF is to secure high quality development and a good standard of amenity for all existing and future occupants of land and buildings. Design is not just about how a development looks, but is also about how well it works and meets the needs of users. It plays an essential role in the functioning of places. Well-designed buildings, places and spaces help to create attractive environments that set a positive context for the development of successful places and sustainable healthy communities.
- 7.2 The Council is committed to achieving high quality design that responds to the distinctive character of the borough. Delivering good design is a key element of the ELP. There are many different principles that go into delivering good design including visual factors, functionality, sustainability and local distinctiveness.
- 7.3 Individual places within the borough have their own distinctive characters which have evolved over time. They are valued by local communities as part of the heritage of the area. The council has carried out a detailed review of the character of its rural and urban areas in the form of a Characterisation Study that considers local character attributes. This document (and any updating successors) will be one of the factors taken into account when the council is assessing the design quality of development proposals. The council will produce a Borough Wide Design Guide Supplementary Planning Document to illustrate in detail what it considers to be high quality design for the borough as a whole.

7.1 Strategic Policy SP DE1: Delivering a well-designed, high quality and resilient environment

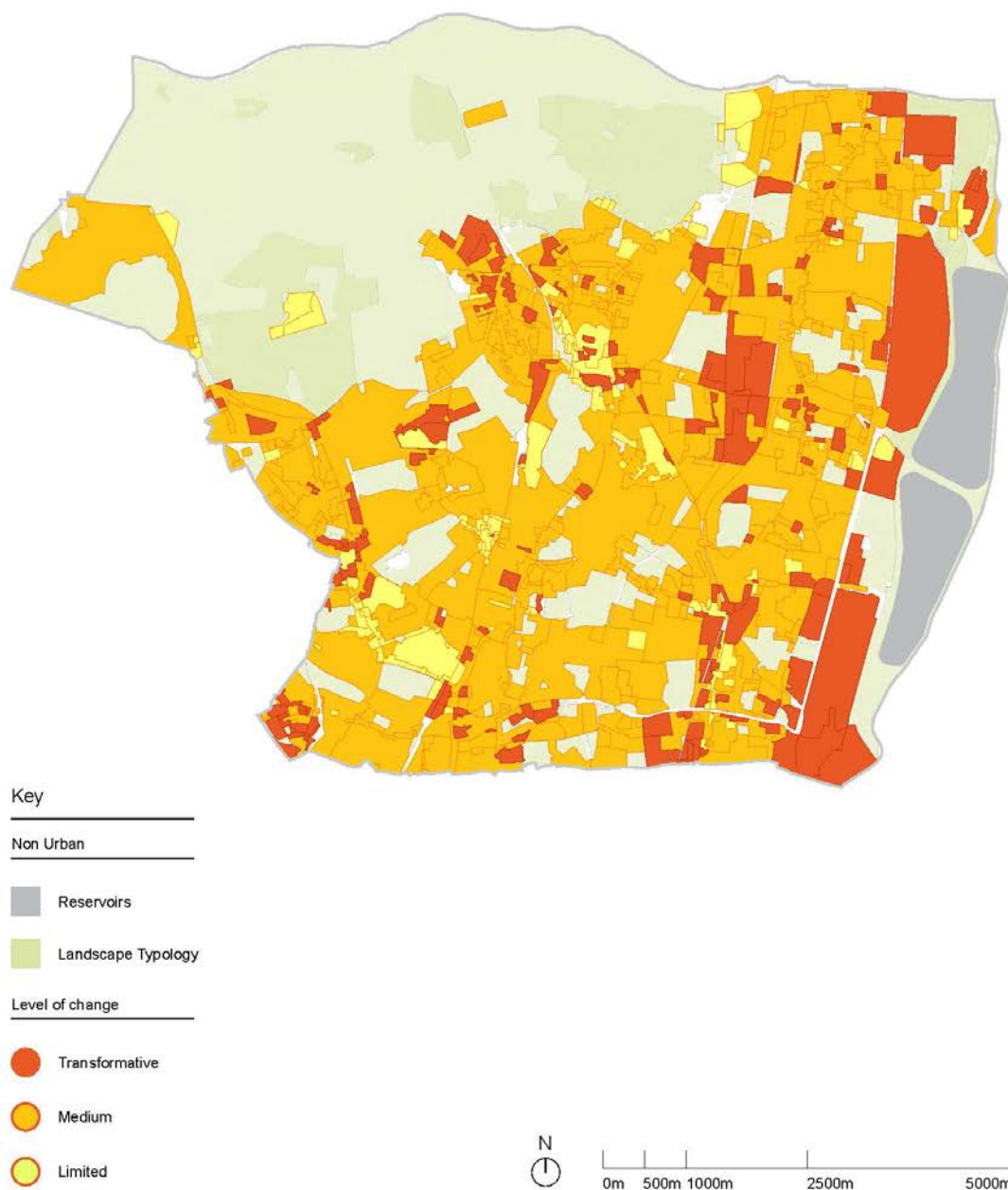
DRAFT STRATEGIC POLICY SP	DE1	Delivering a well-designed, high quality and resilient environment
<ol style="list-style-type: none"> 1. All developments and interventions in the public realm must be high quality and design-led. Applications for development that are not suitable for their intended function, that are inappropriate to their context, or which fail to have appropriate regard to their surroundings, will be refused. 2. Development must take the opportunities available to improve an area in accordance with following characteristics of well-designed places: <ol style="list-style-type: none"> a. context – development that enhances the surroundings, maximising the value that the context can bring, including complementing and referencing heritage and natural assets. The design of development must begin with an understanding of, and response to, its context; b. identity – development that is attractive and distinctive. Locally distinctive or historic patterns of development, landscape and culture that make a positive contribution to quality of life and a place's identity should be reinforced; c. built form – development must provide a coherent pattern of development where public and private spaces, including buildings, are clearly distinguished, safe and secure; d. movement – development must be accessible, inclusive, and easy for all to get to and move through around. It must connect well with other places, put people before private vehicles and integrate land uses with sustainable modes of transport. Development should be easy to understand with recognisable and intuitive routes, intersections and landmarks; e. nature – developments should embrace biophilic design principles, enhance nature and draw it into the urban environment, providing opportunities for all to access it. Development must connect to functional ecological corridors and habitats. Important ecological links must form a structuring principle of any new development. f. public spaces – all spaces, including streets, should be safe, social and inclusive. They must be attractive, uncluttered and suitable to their intended function. g. uses – Development should contribute to places that provide variety and choice through the provision of a mix of compatible uses that work together to create viable places that respond to local needs. h. homes and buildings – The interior spaces of all buildings and individual homes must be functional, healthy and sustainable, reflecting the most up to date best practice guidance. i. resources – Developments must be efficient and resilient in their use of resources both in construction and operation. j. lifespan – Developments must be durable and flexible enough to, as far as possible, respond to economic, social, environmental and technological change. Their design and materials should ensure long term resilience and minimise ongoing maintenance. 3. All development should create safe and secure places and comply with the principles of Secured by Design. 		

Explanation

- 7.1.1 The Local Plan contains a number of specific policies on design intended to address specific issues identified through the plan's evidence base and engagement. However, all new developments must meet high standards of design and therefore, even where use-specific policies are not included in the Local Plan, the Council will assess all applications in line with the above policy. The identified characteristics set out above are set out in the National Design Guide.
- 7.1.2 The Council endorses many best practice publications and will use these and their successors to help determine whether developments are meeting the policy's requirements. These include, but not limited to the Urban Design Compendium (Housing Corporation and English Partnerships, 2007), Manual for Streets (Department for Transport, 2007) as well as guidance produced on behalf of the Greater London Authority.
- 7.1.3 In all cases, development should respect and complement the distinguishing positive characteristics of an area, paying particular attention to the immediate context. This does not necessarily mean creating replica development. Contemporary and innovative design can often enhance local identity, while reinforcing the positive aspects of an area's built form. Likewise, proposals will be required to address cumulative design-related issues identified in the evidence base, such as the loss of street greenery, architectural detailing, boundary treatments and the visual impact of car parking. The Council has undertaken a Character of Growth study to inform the development of the local plan and ensure that new development responds to the unique qualities of the borough and its communities. The study builds on the work completed in the Enfield Characterisation Study (2011) and describes the existing character of the borough by:
- updating the categorisation of the borough to account for recent developments;
 - assessing the quality of existing areas using assessment against the characteristics listed in the National Design Guide and other material, such as more detailed conservation area character appraisals;
 - assessing the presence of local 'drivers of change', for example the presence of existing low-density development in relation to high levels of access to public transport or proximity to town centres;
 - making recommendations for the level of change (transformative, medium, limited) to the character that would be supported through development proposals; and
 - proposing the form of development ("types" or "typologies") that will be supported in each area based on the existing context and level of change proposed, including the consideration of how tall buildings should be defined in different areas, where tall buildings might be appropriate and what heights should be considered.
- 7.1.4 The high-level outputs from this draft assessment can be seen in Figure 7.1 and in the accompanying Character of Growth interim report. Interactive maps of the outputs of the study are also available to view in more detail at <https://new.enfield.gov.uk/services/planning/evidence-base/> . The Council will consult the Metropolitan Police on all applications involving major development. In areas with high crime rates, achieving secured by design certification may be required as a condition of planning consent. Where a conflict exists between secured by design principles and other urban design objectives, applicants must explain their reasoning behind the compromises made in their design and access statement.

Figure 7.2: Scale of change recommendation

Scale of change Recommendation



7.2 Policy DM DE 2: Design process and Design Review Panel

DRAFT POLICY DM	DE2	Design process and Design Review Panel
<p>1. Design and access statements</p> <p>a. Applications accompanied by design and access statements that do not clearly document the design evolution and rationale behind the proposal will not be accepted. They must include an analysis of the site constraints, opportunities and an assessment of how the context has influenced the design.</p> <p>2. Pre-application</p> <p>a. All applications should seek pre-application advice. Applications for significant major development should be informed by a thorough and genuine pre-application process. This will involve:</p> <ul style="list-style-type: none"> i. engagement in a planning performance agreement (PPA) that sets a target committee date, expectations and programme of meetings; and ii. engagement with the borough's Design Review Panel, unless advised otherwise. Smaller major schemes are referable after first pre application meeting and may be reviewed by the Design Review Panel at a 'minor majors' workshop session. Large schemes (and GLA referable schemes) will need to attend multiple panels at early, intermediate and pre-submission stages. <p>b. All major applications must demonstrate a meaningful engagement with local communities that give them real power to shape development. When appropriate, applications should be presented to a planning panel.</p> <p>c. Applicants may be required to provide 3D digital massing models suitable for collation by the planning team to assess cumulative impact of development. This could be in a form that accommodates software, such as VU.City.</p> <p>3. Planning applications and post-planning:</p> <p>a. Design quality must be maintained through to building completion by:</p> <ul style="list-style-type: none"> i. ensuring maximum detail appropriate for the design stage is provided to avoid the need for later design amendments that negatively impact quality (to include smoke vents, rainwater goods, grills, signage and other items to be affixed to or interrupt the elevations): <ul style="list-style-type: none"> a. For major or contentious schemes (such as those within a conservation area or a tall building) a higher level of detail must be submitted. b. Important design features will be identified and agreed with officers, with input from Design Review Panel members or other independent technical experts. ii. ensuring the wording of the planning permission, associated conditions and legal agreements provide clarity regarding the quality of design; and iii. avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or reserved matter (for example through the requirement for the submission of a design code); and iv. requiring that, for important schemes such as those affecting heritage assets, the architect appointed as design lead for the project up to and including planning approval must be retained for the duration of the design and construction of the project. Shall the architect not be retained then a payment 		

under the section 106 agreement is due to directly employ the architect or another to provide “design guardian” services. This is to ensure that the original design intent is retained up to completion of the project.

Explanation

- 7.2.1 All new proposals in the borough must meet the design process requirements set out in the National Planning Policy Framework and London Plan. The more detailed processes and actions set out in the policy will help ensure development delivers good design.
- 7.2.2 The Enfield Design Review panel will play a key role in assessing the quality of proposals and providing expert, independent scrutiny of proposals. This will follow the guidance laid out in the London Quality Review Charter. It is important that design quality is maintained throughout the development process from the granting of planning permission to completion of a development. Changes to designs after the initial planning permission has been granted are often allowable as minor amendments, or in the case of outline applications, in the form of additional necessary detail. However, even minor changes can have a substantial effect on design quality, environmental quality and visual impact. The cumulative effect of amendments can often be significant and should be reviewed holistically. Sufficient design detail needs to be provided in approved drawings and other visual material, as well as in the wording of planning permissions to ensure clarity over what design has been approved, and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 7.2.3 The Council will require key details that are submitted with the planning application to be highlighted as such so that the case officer will know to escalate and involve the design officer in the assessment and discharge of conditions. The scope of the Design Guardian is to be limited to the review of external elevations or items impacting the aesthetic look and feel of the building. This may include, for example, internal items that can be seen externally and any mechanical and electrical packages identified as requiring ‘architect’s review’ that have an impact on the elevations. The scope of Design Guardian can be increased to include the review of key internal spaces including communal areas, principle lobby areas and amenity spaces. The contractor and their design team remain fully responsible for all technical, contractual, and statutory compliance matters.
- 7.2.4 Citizen participation should be part of the design process to an extent where people have meaningful say and engagement over the process and development. This should come at an early stage and fully inform the participants of the pros and cons and not be a “tick box” exercise limited to minor aesthetic preferences. In this way, local people are empowered to shape and therefore support development, both helping to improve the design outcome but also ease the proposal through planning.

7.3 Policy DM D3: Inclusive design

DRAFT POLICY DM	DE3	Inclusive design
<p>1. All development will be expected to contribute to creating more accessible, welcoming and inclusive spaces and places and to demonstrate how this has been achieved:</p> <ul style="list-style-type: none"> a. All development proposals will need an Inclusive Access Statement as part of the Design and Access Statement and as appropriate to the scale of development¹⁵. Applications without this will be refused. b. All development proposals will need to: <ul style="list-style-type: none"> i. reflect the borough's diverse population; ii. demonstrate responsive engagement with affected user groups with relevant protected characteristics as appropriate to the scale and type of development; iii. support ease of access and independent, dignified approach to, access around and exit from all types of development as part of building inclusive neighbourhoods; iv. provide flexible spaces that can support adaptation to accommodate changing requirements; v. facilitate independent access to new development that minimises separation vi. support dignified emergency evacuation provision; vii. provide Changing Places facilities as consistent with the amended Building Regulations Approved Document Part M as a minimum; and viii. identify access enhancements for heritage assets affected while maintaining the significance of the asset and its setting. 		

Explanation

- 7.3.1 Inclusive design approaches will benefit all of the borough's communities in seeking to reduce barriers to participation and encouraging ease of access and flexible forms of development. Inclusive design will encompass consideration of the journey to and through places, arrival, access through a site and departure.
- 7.3.2 Enfield has a diverse population with many groups with protected characteristics. Early and responsive engagement with affected communities and relevant groups with protected characteristics will be encouraged and responsive engagement for larger schemes must be demonstrated through an Inclusive Design Statement within the Design and Access Statement as appropriate.
- 7.3.3 Creating inclusive neighbourhoods relies upon consideration of how space is accessed and social networks built. Development proposals must show through the Inclusive Design Statement how access has been considered for more than the immediate site including connections into and out of the area. Access audits should be used as a first stage in the process of understanding barriers to access for building refurbishment or repurposing and almost always where a heritage asset is affected.
- 7.3.4 Development should be sufficiently flexible to accommodate the needs of current and future users without requiring significant restructure. Occupants will continue to feel welcome, safe and supported in their local environment at different stages of life.

¹⁵ Inclusive Access Statement should follow the criteria set out in paragraph 3.53 of the London Plan 2021

- 7.3.5 Separation reinforces barriers to inclusion and can result in social isolation. New development should always demonstrate through the Inclusive Design Statement how separation has been avoided through the design process. Where existing property is refurbished then mitigatory measures should be identified.
- 7.3.6 Emergency escape provision for disabled people should be dignified, legible and well-maintained. Manual handling for escape purposes does not preserve individual dignity and should only be used as a last resort. Evacuation lifts allow for significantly greater independent use. The Inclusive Design Statement should show Emergency escape has been addressed. All measures should be fit for purpose.
- 7.3.7 Changing Places facilities are an essential provision for supporting disabled people and their carers to leave home with confidence. The provision of Changing Places Facilities is now covered by the amended Building Regulations Approved Document Part M for places of assembly, recreation and entertainment and collections of smaller buildings if they are newly built or undergoing major refurbishment. These locations should be the minimum provided and proposals should seek to identify other locations through early engagement.
- 7.3.8 Historic buildings and landscapes are often perceived as barriers to participation. Almost all heritage assets are capable of some access enhancements without harm to the significance of the asset. Applicants should undertake access audits of heritage assets at the earliest opportunity to identify enhancements that are consistent with the significance of the asset and with guidance available from Historic England.

7.4 Strategic Policy SP DE4: Putting heritage at the centre of place making

DRAFT STRATEGIC POLICY SP	DE4	Putting heritage at the centre of place making
<p>1. The council will continue to review and update local heritage designations including conservation area designations, appraisals and management proposals, the local heritage list and archaeological designations, on the advice of the Greater London Archaeological Advisory Service (GLAAS). Designations will be according to published criteria.</p> <p>2. New development within the borough should:</p> <ol style="list-style-type: none"> a. align with the aims and objective of the Heritage Strategy; b. respond to the cultural, built and landscape heritage of existing communities and take opportunities to integrate it into the sustainable growth agenda; c. better reveal heritage which is not formally recognised, valued or understood; d. seek to remove heritage assets from the Heritage at Risk Register in collaboration with Historic England and other relevant stakeholders; e. improve access to cultural, built and landscape heritage. Proposals should demonstrate how inclusive design to heritage assets has been assessed and integrated; and f. contextual development affecting heritage assets or their setting should be of sufficient design quality to become future heritage. <p>3. Development proposals should demonstrate a clear understanding of the heritage significance of the site and its surrounding context and how proposals will conserve and enhance that significance, using available published and archival resources including the GLHER. Heritage statements must demonstrate:</p> <ol style="list-style-type: none"> a. the significance of heritage assets affected by proposals; b. the contribution made by their setting; c. the extent of the impact of the proposal on the significance of any heritage assets affected; and d. any supporting information required to assess the impact of proposals. <p>The level of detail should be proportionate to both the significance of the heritage asset(s) affected and the scale of development.</p> <p>4. Non-designated heritage assets identified as part of the planning process should be assessed in line with the local heritage list criteria.</p> <p>5. Where a development has the potential to impact archaeological remains, developers should submit with their application an Archaeological Desk Based Assessment and potentially an evaluation report in order to assess the significance of the archaeological resource.</p> <p>6. Archaeological remains of national significance should be preserved in situ. Where a proposal affects archaeological remains of regional or local significance, developers should mitigate harm as appropriate in relation to the significance of the remains and record evidence to be deposited with the Greater London Historic Environment Record and the local archive.</p>		

7. A full understanding of the impacts of the proposals on the setting of the heritage asset at a scale appropriate to the significance of the asset and scale of proposed development. Appropriate techniques for assessment may include annotated photos; 3D wirelines or wireframe; photomontage; verified views; 3D modelling software. Applicants are encouraged to take advantage of new technology to demonstrate accurately the impact of a development upon a heritage asset or its setting. The level of detail required will depend upon the scale of development / change. Through pre-application advice services we will work with applicants to clarify and define what information will be required to assess development proposals.
8. Where development is of a sufficient scale to affect area character as identified in the Enfield characterisation studies and conservation area character appraisals a characterisation study will be required. This will demonstrate impact on historic character typologies as identified in the Enfield Characterisation Study (2011) and conservation area character appraisals or subsequent emerging and adopted documents.

Explanation

- 7.4.1 Our long-term aspirations for management of the borough's heritage are contained in Making Places: Enfield Heritage Strategy Supplementary Planning Document¹⁶. Applications for development will be expected to demonstrate how proposals maximise the benefits of heritage for place making and community wellbeing.
- 7.4.2 This policy responds to the plan's objectives of creating a distinct and leading place by ensuring that heritage in Enfield is about more than standing structures and designed landscapes. It may be reflected in patterns of land use or community and cultural practices as much as key historic structures. Communities across the borough are engaged with its heritage in different ways. Local conservation study groups and The Enfield Society worked with the Council on the Local Heritage Review; many other groups and organisations are engaged with different expressions of heritage in less formal ways. The role of memory and storytelling in place making and heritage is expressed through oral history and reminiscence projects, faith practices, trails, festivals and events. This work is supported by the Council's Museum and Local Studies Library and Archives services. The Council will continue to explore how diverse communities engage with local heritage and create a sense of place as the borough grows.
- 7.4.3 In some cases, the importance of a local heritage asset, whether designated or not, can be linked with a certain use or purpose or with cultural practices connected to it. This could for example be a public house or a local place of worship which, in addition to its central function also has a purpose and significance at the centre of a local community, as a meeting place and as a venue for local gatherings and activities. These uses and the associated interaction of the public with the building may combine to be as significant as the building itself in representing and demonstrating local character and therefore a change of use may constitute a significant loss to local heritage and culture, even if the building is retained.
- 7.4.4 Sufficient information is necessary to make an assessment of harm for applications affecting heritage assets. Applications will not be validated where they are submitted without heritage statements, as appropriate to the asset's significance. Details of

¹⁶ <https://new.enfield.gov.uk/services/planning/heritage-strategy/>

what should be included in a heritage statement will be included in an appendix in the next plan and should be prepared by qualified heritage experts. References should include but are not limited to the Heritage Strategy, characterisation studies, Conservation Management Plans for both buildings and landscapes, Conservation Area Character Appraisals and Management Proposals and the Local Heritage Register.

- 7.4.5 Gaps in the evidence base for the historic environment have been identified. These include recognition of the relative significance of waterways which are to the historic development of the borough, particularly in the east. Enfield has an unusual number of very significant historic waterways including the River Lee, the C18th Lea Navigation and the C17th New River all central to the development of London and Enfield. A network of cycle and footpaths and heritage walks recognises and makes positive use of these assets.
- 7.4.6 Designed landscapes of historic significance will include, but not be limited to: formal parks and gardens; burial grounds and cemeteries; semi-rural spaces; waterways; landscape associated with planned estates; formal greens; front and back gardens and street trees. Conservation Area character appraisals and management proposals set out a positive strategy for the conservation and enhancement of all of the borough's conservation areas. Development in conservation areas should demonstrate how the proposals are consistent with identified priorities and their distinctive place character. Inclusions on the Local Heritage Register have been assessed against the criteria in Historic England's Conservation Principles. They have special local interest for their evidential, historical, aesthetic or communal value. Their significance as heritage assets will be a material consideration in applications. Inclusions and new proposals for the list will continue to be reviewed as new information is forthcoming.
- 1.4.1 Inclusions on Historic England's register of heritage at risk will be the focus of conservation and potential opportunities for enhancement. Heritage assets can be at risk from lack of maintenance, unauthorised development or deliberate neglect. Appropriate enforcement action will be taken where there are assets of both designated and non-designated heritage significance. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset will not be taken into account. This will apply to both designated and non-designated heritage assets. Demolition of heritage assets will only be accepted where there is evidence that all options for retention, repair and re-use have been fully explored including those options which may not realise the highest economic viability of the asset.
- 1.4.2 Where appropriate, opportunities to enhance heritage including townscapes will be identified at early stage in area-based policy proposals including but not limited to masterplans, area action plans, town centre studies, conservation area appraisals and management plans. Public realm strategies and the use of design codes can secure a consistency of materials that will be of particular use for highways and area-based proposals in conservation areas or affecting the setting of heritage assets.
- 1.4.3 Early engagement on major schemes affecting heritage assets will be encouraged to ensure that heritage is central to place making and conserved and enhanced as appropriate to its significance. Planning Performance Agreements and the Design Review Panel offer opportunities for the review of major development proposals and the pre-application service for smaller schemes.

7.5 Policy DM DE5: Strategic and local views

DRAFT POLICY DM	DE5	Strategic and local views
		<ol style="list-style-type: none"> 1. Development is required to positively contribute to the setting and integrity of important long-distance views (as set out in table 7.1 and figure 7.2) and shorter-distance local views (as identified in conservation area character appraisals and supplementary planning documents). 2. Where developments are likely to be visible within designated important views, the council will require the production of accurate visual representations of the development from the surrounding area and from different points within the viewing corridor. Dynamic models, such as VuCity, will often be sufficient. For schemes with a greater impact, fully rendered and verified visual representations may be required in line with the guidance contained within the London View Management Framework Supplementary Planning Guidance¹⁷. Development will only be supported where the applicant can demonstrate that it does not harm or obstruct the views identified. 3. Where appropriate, opportunities to create new attractive views and vistas as well as local landmarks should be explored.

Table 7.1: Long distance views

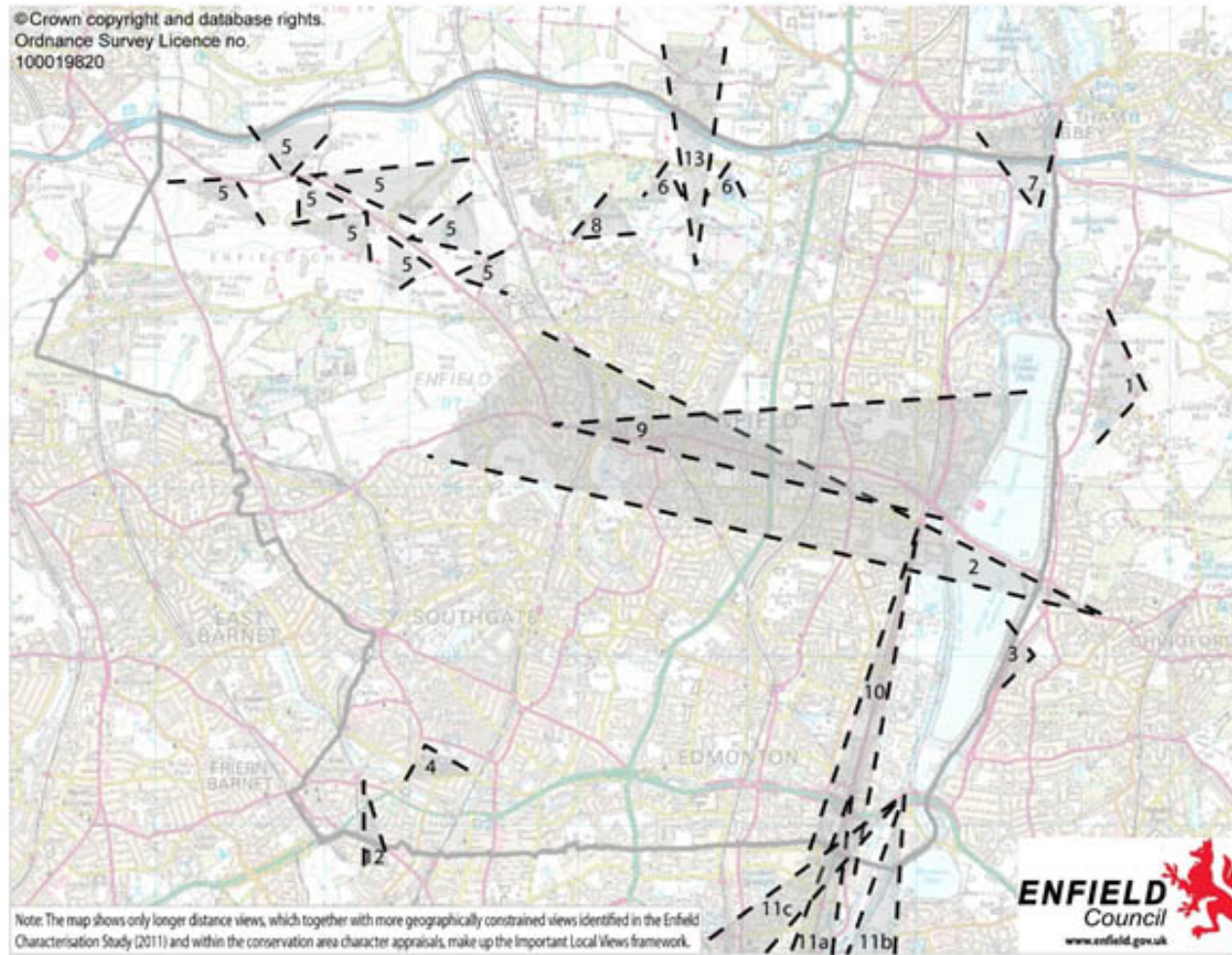
Longer distance important views		Summary of location of main viewing point
1.	Barn Hill	Epping Forest District Council off Daws Hill near Sewardsbury Essex E4
2.	King's Head Hill	London Borough Waltham Forest – Kings Head Hill junction with The Ridgeway Chingford E4 7EA
3.	Mansfield Park	London Borough Waltham Forest – entrance junction of Mansfield Hill / The Ridgeway / Old Church Road Chingford E4
4.	Broomfield Park	Range of views from north west corner of the park (Cannon Hill / Aldermans Hill entrance) looking south into Haringey
5.	The Ridgeway (A1005)	Spectacular and extensive range of long distance views from The Ridgeway down to Chase Court Gardens junction
6.	Whitewebbs Lane	No set viewpoint but a range of panoramic views mainly looking south across Forty Hall are obtained moving along Whitewebbs Lane and form public footpaths leading off Whitewebbs.
7.	Rammey Marsh	Long distance views across the marshes to the open Essex countryside beyond the M25.
8.	Clay Hill	Views from junction with Theobalds Park Road, Flash Lane and Strayfield Road.

¹⁷ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/london-view-management>

Longer distance important views		Summary of location of main viewing point
9.	Approach to Enfield Town	From the top part of Windmill Hill near the junction with The Ridgeway down to Chase Court Gardens junction
10.	Ponders End	From the bridges over the railway line Nag's Head Road (A110) and Meridian Way (A1055)
11.	Meridian Water	Raised road infrastructure offer views across the valley of both natural and urban features. The tall buildings in the City of London (view 11a) and Canary Wharf (11b) are visible to the south and Alexandra Palace (11c) to the south west, can be seen from a number of locations within the Meridian Water Masterplan area
12.	New Southgate	View from Station Road looking south towards Alexandra Palace
13.	Forty Hall	Views from / to Forty Hall across the historic parkland

Figure 7.3: Important local views

Important Local Views: Longer Distance Views



Explanation

- 7.5.1 Enfield has a number of attractive views of skyline ridges and landmarks that make a significant positive contribution to the borough's townscape and landscape. These views provide corridors that help to make a significant contribution to a person's ability to understand the geography of the borough and its position within the wider north London context. They make an essential contribution to the character and identity of Enfield in line with the National Design Guide. Adopting a positive approach to managing these views and landmarks over the long term is important, particularly given the increasing pressure to accommodate growth and new development within the borough.
- 7.5.2 The London Plan identifies and protects Strategic Views which include significant buildings, urban landscapes and riverscapes that help to define London at a strategic level. Whilst there are no strategic views traversing Enfield, there are a number of important local views that warrant protection and positive management. In addition, a number of local landmarks have been identified because they add to the distinctive quality of the townscape and provide points of visual interest. These Local Views and Landmarks are listed in Table 7.1 and shown on Figure 7.3.
- 7.5.3 Development should seek to enhance public access to viewing locations through public realm improvements. Opportunities should also be taken to create new local views and vistas. Proposals for major development, including where multiple sites are to be brought forward comprehensively, present particular opportunities to enhance views. Consideration should be given to the layout, orientation and height of buildings and spaces to enhance existing viewing corridors, or introduce new ones, to help reveal townscapes and landmarks. Proposals should also maximise the visual amenity provided by watercourses in the borough.

7.6 Policy DM DE6: Tall buildings

DRAFT POLICY DM	DE6	Tall buildings
<p>Location</p> <p>1. The principle of tall buildings will be supported in appropriate locations. Different definitions of “tall building” are used throughout the borough to reflect local context (as explained in figure 7.3). If a proposal is defined as tall, it will be assessed against the following criteria:</p> <ul style="list-style-type: none"> a. Figure 7.3 identifies areas where tall buildings could be acceptable (subject to the criteria contained in this policy) along with indicative maximum heights. This map is available as a layer on the Policies Map. Tall buildings should only be developed in locations that are identified as potentially suitable. b. Locations marked as potentially appropriate for tall buildings do not allow for a blanket height across the area. Height will only be supported as part of a coherent strategy. All other policies within the development plan remain relevant in determining the detailed location, form and design of buildings. It should be noted that many of the locations include sensitivities, including those related to heritage assets, and therefore more detailed analysis will be needed to justify proposals. <p>Design quality</p> <p>2. Proposals involving tall buildings must demonstrate how they will:</p> <ul style="list-style-type: none"> a. be of the highest architectural and urban design quality (in terms of materials, silhouette, proportion, finishes and the treatment of the public realm); b. relate well to the character of the immediate context and its surroundings, taking account of building heights, topography and the pattern of adjoining streets (both existing and planned); c. not harm the significance of heritage assets, including their settings and protected views; d. provide high quality private and communal amenity and play space in accordance e. activate the street frontage; f. be carefully sited to avoid creating a wall of tall buildings or isolated and poorly defined buildings and spaces; g. avoid adverse impacts on the microclimate (including wind and overshadowing) and amenity of the site and surrounding area (including appropriate modelling); h. provide a positive contribution to the skyline that considers views in the medium, short and long distance as well as contribution to a cumulative impact across an area. <p>3. Applicants must submit 3D models of their designs in an agreed format to allow a full assessment of the tall building (or cumulative impact of a cluster of tall buildings) across the borough as part of the planning application process.</p> <p>Safety</p> <p>4. Tall buildings must be safely designed to protect residents and users from fire and other emergency situations. Extra scrutiny will be applied at planning stage to ensure</p>		

safety is considered from design inception, including the materials and construction system proposed.

Figure 7.4: Definition of tall buildings

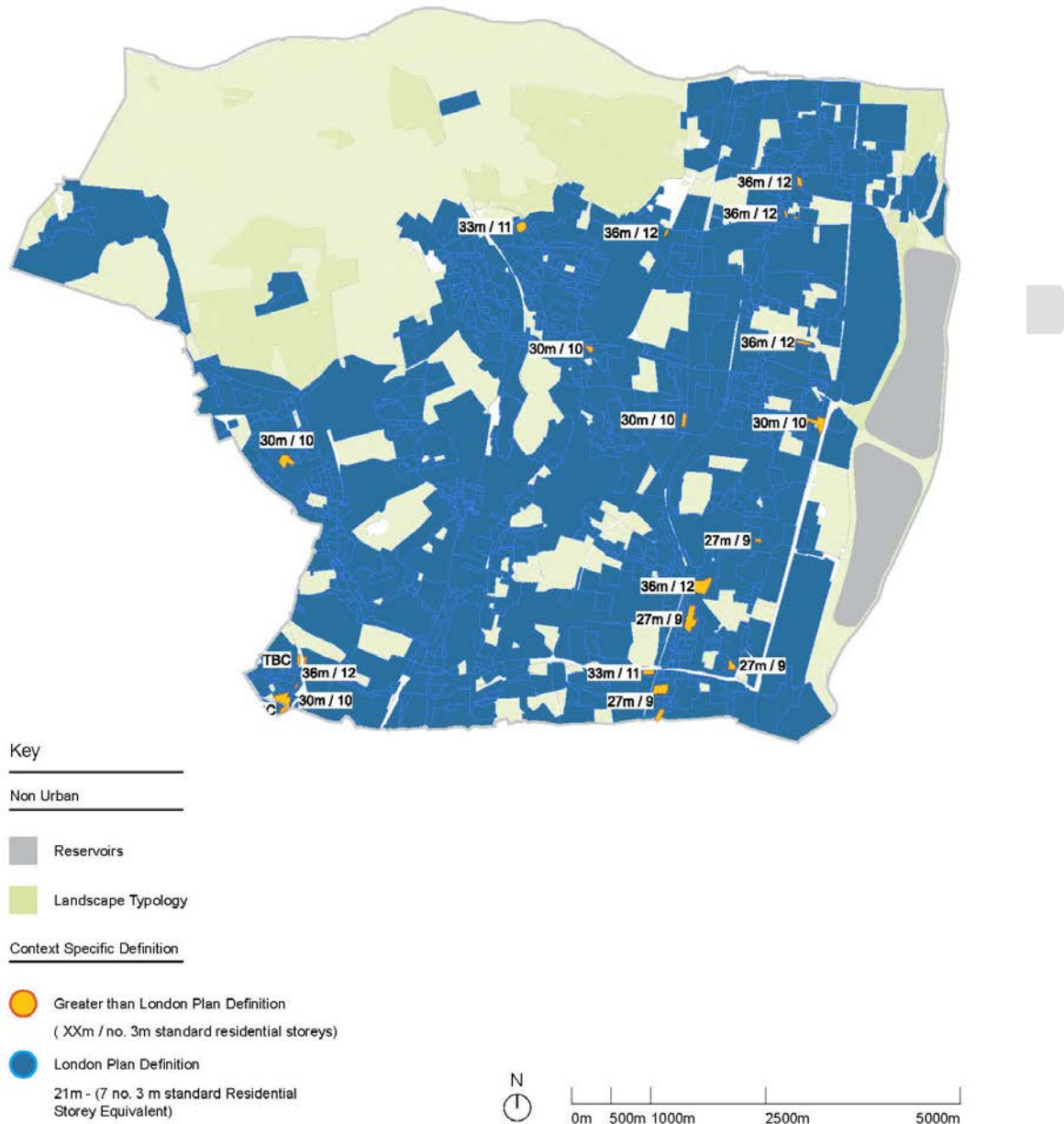
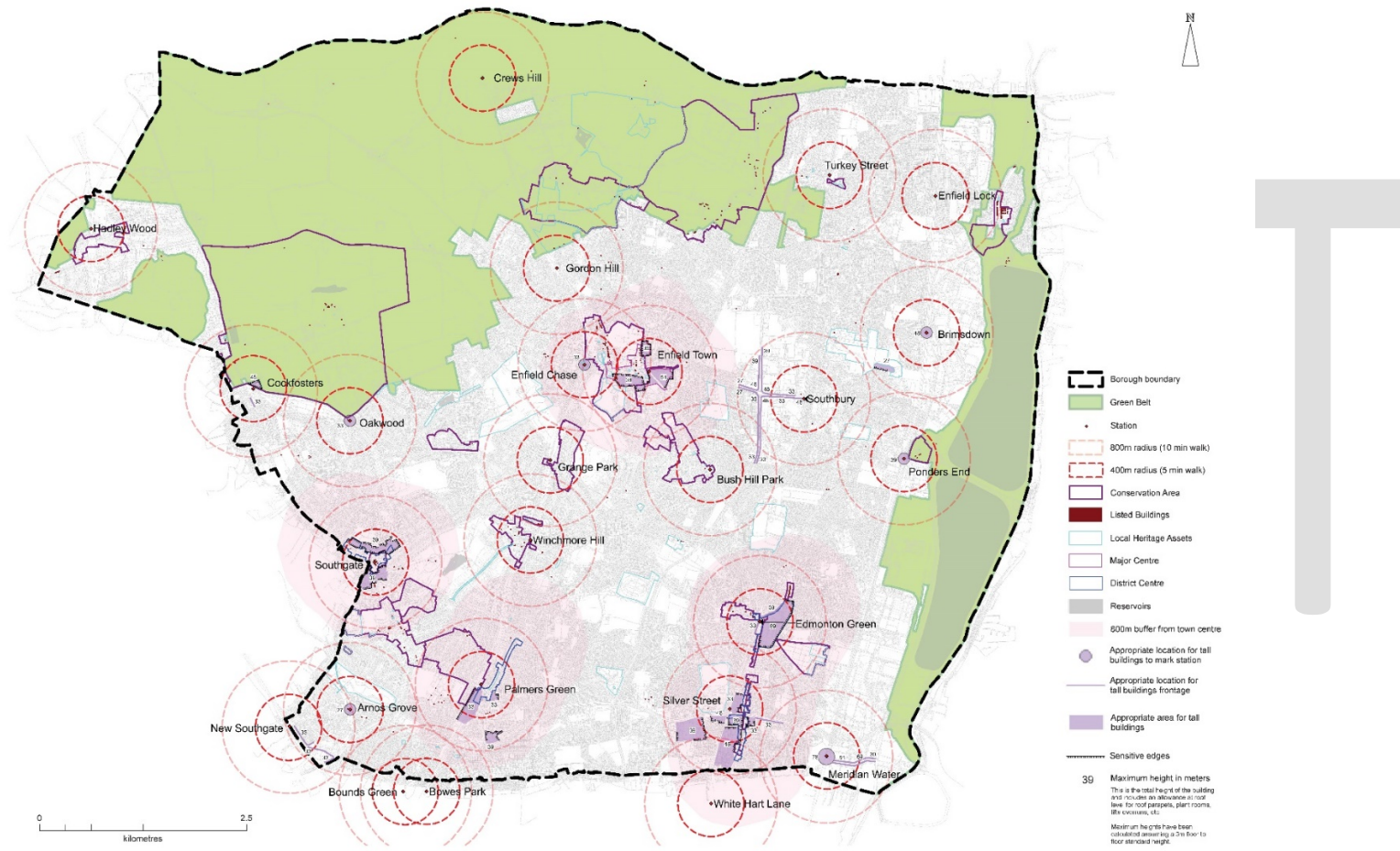


Figure 7.5: Appropriate locations for tall buildings



Explanation

7.6.1 The London Plan defines a tall building as those which are “taller than their surroundings and cause a significant change to the skyline”. Context is important and therefore this policy defines what is considered tall in the context of different areas within the borough Figure 7.4. These definitions are shown in Figure 7.3 and as part of the ELP’s evidence base <https://new.enfield.gov.uk/services/planning/evidence-base/>

7.6.2 There are significant opportunities to optimise the provision of new homes and businesses while providing a form of development at a human scale which is responsive to the surrounding context. Figure xx illustrates the areas where tall buildings may be acceptable. This is based on a rigorous assessment of townscape, character and the sustainability of the location for higher density development. However, these are broad areas of potential change. More detailed siting and appropriate height of tall buildings must always be proportionate to the level of importance of the location (i.e. the level of relevance to the local and wider community and the degree to which the building helps people to identify locations and navigate the borough) and should be determined following the criteria below, in line with the London Plan:

- Location marks a point of visual or civic significance (e.g. educational buildings, hospitals, leisure centres, community centres, administrative buildings). Some height may be appropriate to respond to the scale of existing infrastructure (such as large roads and junctions). However, the height should be consistent with the importance of these locations and should not imply important locations in medium and longer views.
- Location is near or within a town centre. This relates to the centres of Enfield Town, Edmonton, Angel Edmonton, Palmers Green and Southgate. Proportionate height may also be acceptable in larger local centres with good public transport access and amenities. Tall buildings might be considered in close proximity to town centres if within a short walking distance (up to 800m as measured along the actual walking route) and appropriate within the context where this does not adversely impact on the visual hierarchy of the location.
- Location has good (or planned) public transport access (generally “PTAL 4” and above, but more detailed analysis of the level of service and the destinations and travel times is recommended). Stations may also justify some height, although due to the context, a height meeting the definition of “tall” may not always be appropriate.

7.6.3 Carefully sited tall buildings can help optimise the development potential of sites and can make a positive contribution to the skyline, denoting areas of activity and core functions by providing landmarks. They are often visible over a wide area. At an early stage of the design process, applicants will need to consider the impact of tall buildings and high-density development in terms of scale, massing and height (both within and outside of the tall building areas) on heritage assets and their setting and other areas of sensitivity within the borough (including waterside environments, nature conservation sites and countryside/open locations, such as the Green Belt and Metropolitan Open Land). However, it is acknowledged that the juxtaposition between the open countryside and visible elements of the borough (including landmark buildings) can make a positive contribution to the townscape and the

skyline, particularly where there are other strong drivers for height and in the absence of other sensitivities.

- 7.6.4 Tall buildings are not the only solution to delivering high quantities of housing. In Enfield, tall buildings should form part of a comprehensive approach to development, such as an area-wide masterplan or site allocation. Where this is not the case, proposals should explore alternative building forms that achieve similar densities. For instance, mansion blocks, terraces or stacked maisonettes can achieve the same number of homes or floor space without excess height. These buildings can offer advantages in terms of better amenity and less costly maintenance.

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7.7 Policy DM DE7: Creating liveable, inclusive and quality public realm

DRAFT POLICY DM	DE7	Creating liveable, inclusive and quality public realm
<ol style="list-style-type: none"> 1. All development will be expected to contribute to improving the quality of the public realm in terms of its connectivity, legibility, permeability, accessibility and visual appearance. 2. Proposals affecting the public realm will be expected to: <ol style="list-style-type: none"> a. be consistent with best practice (such as Manual for Streets or later equivalents) and any locally specific guidance produced, or endorsed by, the council. b. take account of the hierarchy of streets (primary, secondary and quiet neighbourhoods) and spaces as well as focal buildings, landmarks, squares, nodes and gateways; c. retain existing traditional materials, boundary treatments and street furniture in situ unless it can be replaced to at least an equivalent standard or re-used within the wider development; d. adopt a consistent palette of surfacing and street furniture along routes, squares and road verges which can be maintained and replaced/repared with the same or similar durable materials; e. open up links and improved sightlines to civic buildings, transport hubs, high streets and areas of open space, where possible; f. enhance the area's character through planting in new, upgraded or replacement primary and secondary routes by lining with trees or by including appropriate sustainable drainage systems or other biophilic interventions; g. resist the creation of gated communities or privatised areas of pseudo public realm, which do not promote socially inclusive and cohesive neighbourhoods or connectivity between places; h. create safe and accessible routes and spaces to all users (particularly the disabled and mobility impaired people and children in pushchairs) which are well-lit and meet inclusive design; i. incorporate appropriate safety and counter-terrorism measures to mitigate risks (e.g. anti-social behaviour) without compromising the aesthetic and functionality of streets and public spaces, particularly within crowded spaces or important civic spaces; j. clearly differentiate between public and private spaces and locate building entrances in prominent, publicly accessible locations; k. avoid excessive visual clutter and provide good quality signage and lighting to improve wayfinding; l. integrate high quality public art into the public realm, especially at gateway locations or other appropriate landmarks; m. design out concealment points and dead spaces at ground floor level; n. increase activity and natural surveillance at ground floor while meeting the minimum defensible space standards; o. provide accessible entrances and good access to public facilities (e.g. public toilets, water fountains, baby changing facilities, cycle changing and shower facilities and wayfinding opportunities) to help meet the Healthy Street indicators; p. sensitively integrate bin/waste storage and car parking so it does not overly dominate the public realm; and 		

- q. provide shelter at appropriate locations where seating has been installed and no other alternatives are provided and which respond to appropriate sunlight and micro-climate conditions, for example, the sunny side of the street.
3. Proposals affecting the health of the borough's streets will be expected to:
- a. prioritise and support pedestrian and cycle movement;
 - b. promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and traffic-calming measures within residential areas; and
 - c. ensure electric vehicle charging points are located off street or on the carriageway in accessible locations, avoiding creating obstructions on footways and integrate them sensitively to reduce the impact on the visual aesthetics of the public realm and minimise appearance of clutter along the streetscape.
4. Contributions will be sought towards public realm improvements from residential developments comprising 11 or more units in the place making areas (SS1 and PL1-10). Contributions from non-residential uses will be assessed on a site-by-site basis, taking account of the location, nature and scale of the proposed development and the extent of public access to the site and wider public realm.

Explanation

- 7.7.1 The public realm can be defined as any space that is free and open to everyone. The Council will consider producing a Public Realm Design Guide, defining the network and hierarchy of public realm across the borough, design guidelines and a palette of materials.
- 7.7.2 The public realm is the key connecting element running through Enfield, linking to the wider context and should be considered the initial impression of the borough. Enfield's public realm should:
- be liveable - focussing on improving health, wellbeing and reducing impact of noise levels for all users.
 - be inclusive – providing a safe, convenient, legible and accessible environment to all users.
 - achieve quality - demonstrating local distinctiveness/sense of place, walkability, cyclability, stop-ability, sustainability, increasing active frontages, increasing natural surveillance, including defensible space, providing planting and access to nature, detailing/furniture and maintenance arrangements.
- 7.7.3 The design of the public realm should denote the importance of routes and spaces by following a clear street hierarchy (primary, secondary and quiet routes) and clearly demonstrate how each street meets the liveable, inclusive and quality principles above. The relationship between the public realm and other public spaces and activities should be carefully considered to provide a continuous journey between them and incorporating other functions, such as outdoor seating and play as appropriate.
- 7.7.4 Public realm enhancements will be focussed around town centres, conservation areas, commercial areas, civic spaces (including schools, recreation and leisure uses), transport hubs, cycle routes, footpaths, towpaths and river walks (as set out in the area-based policies).

- 7.7.5 Developing local distinctiveness and a sense of place throughout the public realm is a fundamental aspect of the transition of the borough's opportunity areas into high-density and balanced neighbourhoods comprising a broad mix of uses.

7.8 Policy DM DE8: Design of business premises

DRAFT POLICY DM	DE8	Design of business premises
<p>1. All new business premises must make efficient use of land and maximise their contribution to the urban environment. Having regard to viability and the operational requirements of the proposed use, a proposal for business premises will only be permitted where it:</p> <ol style="list-style-type: none"> a. facilitates movement through the provision of suitably located, safe, naturally lit and publicly accessible routes; b. positively addresses the public realm: publicly accessible and more active areas should front the public realm and be located close to the site entrance. Ground floor uses adjacent to the public realm should have high levels of visual permeability. Building entrances should be prominently located and clearly indicated through the architecture and/or massing of the building. The amount and location of fenestration, landscaping, means of enclosure, architectural detailing and lighting should all help to create a pleasant and safe environment for pedestrians, cyclists and vehicles at all times of the day; c. clearly differentiates between public and private areas and respects any appropriate, existing building lines. In the absence of such a feature, the development should establish one; d. provides inclusive access arrangements and encourages commuting via cycle and on foot, and where possible provides supporting facilities such as showers and lockers; e. wherever possible, locates servicing, parking and refuse to the rear, sensitively locating and screening these where visible from the public realm; f. is flexibly designed so as to be suitable for a number of different businesses and to facilitate conversion to alternative uses, subdivision and/or amalgamation of units; g. through layout, landscaping and other site features, helps to mitigate the potential for negative impacts on surrounding uses, including consideration of access arrangements for different uses within the site and wider area; h. ensures that the massing and facades of buildings are made visually interesting through architectural detailing, height variation and fenestration. Consideration will need to be given to how the development will appear when viewed from the surroundings and in long views; i. respects the grain and character of the surrounding area, for example by wrapping larger buildings in smaller units to maintain activity, character and visual interest; j. uses materials that are high quality and considers how, through the use of local materials and those used in surrounding buildings, a distinct character and area identity can be created, enhanced or preserved; k. maximises opportunities for the inclusion of urban greening measures and integration with existing blue and green infrastructure; l. creates a good quality of internal environment including provision of natural daylighting and ventilation; and 		

- m. does not conflict with historic land / building use where this use contributes to the character, appearance and significance of a heritage asset or historic area.
2. Proposals involving co-location with residential uses will be supported where it:
- a. minimises overlooking between residential and industrial units and ensures good quality amenity space for each dwelling. This can be achieved, for example, by using top lighting for the industrial spaces and therefore reducing the need for windows overlooking the residential units.
 - b. incorporates measures to ensure acoustic and other environmental mitigation (such as odours, dust and vibration). This can be achieved, for example, with the introduction of winter gardens, triple glazing or mechanical ventilation into the residential buildings on effected facades.
 - c. addresses movement, access and servicing by separating routes for different uses.
3. Larger proposals must consider improving connectivity to walking and cycling infrastructure; access to sustainable public transport; access to green spaces / pocket parks; places to eat and drink; creche and nursery facilities for employees.

Explanation

- 7.8.1 There is no reason why the quality of environment of places that accommodate employment uses should be of poor quality. These are places in which many people spend a large portion of their daily lives and as such they should be attractive and comfortable environments that provide amenities and facilities that contribute to a good quality of life. This policy will help to secure improvements to the urban environment, create flexible, sustainable buildings, facilitate access to and through employment areas and encourage new businesses to locate to Enfield. The policy is supported by best practice urban design publications including: Industrial intensification and co-location study (Mayor of London, 2020) and Practice Note on Industrial Intensification (Mayor of London, 2018), Evidence supporting the need for a higher quality environment is contained in the Enfield Characterisation Study (2011). The criteria within the above policy will be applied to all industrial and commercial development proposals.
- 7.8.2 The highest standards of design will be sought in areas where a higher quality environment is necessary, including within regeneration areas and commercial centres, adjacent to open spaces or waterways; in the transition zone with other uses; or along public routes connecting people and facilities.

7.9 Policy DM DE9: Shopfronts and advertisement

DRAFT POLICY DM	DE9	Shopfronts and advertisement
<p>1. Development involving the creation of new, or alterations to existing ground floor frontages and shop fronts within town centres and other non-industrial locations will only be supported where:</p> <ol style="list-style-type: none"> a. the frontage maintains visual interest and does not have a detrimental impact on the streetscene; b. the frontage respects the rhythm, style, materiality and proportions of the building/group of buildings of which they form part of (including the upper floors), avoiding damage to existing pilasters, capitals and other significant features, and where possible reinstating lost features important to the character of the street or building; c. separate access to the upper floors of the building is maintained. d. any security shutters proposed are internally mounted, located behind the fascia and visually permeable; e. it does not create deep fascia zones (except where it would respect the character of adjoining premises); f. the street number is displayed within the frontage; and g. no more than 10% of the glazed area is obscured at any time, and a window display is included and maintained at all times. Window displays should be lit at night using dedicated energy efficient fittings. h. new and redeveloped shopfronts established on corner sites will be expected to utilise both elevations to help activate and contribute to natural surveillance. <p>2. Advertisements must be of an appropriate size and type in relation to the premises and to the street scene:</p> <ol style="list-style-type: none"> a. Adverts should not become visually dominant, nor lead to visual clutter. b. Advertisements should not normally extend above the ground floor. c. Fascia boards must be of a height and depth consistent with the traditional proportions of the building. d. Advertisements should not normally project forward of the building line unless this is part of an established and positive character. e. Internally illuminated signs, box fascias or projecting box signs will not be supported in conservation areas or where they negatively impact designated or non-designated heritage assets. They will be refused elsewhere unless the proposal is: of limited height; recessed into the fascia area (not projecting forward from the façade); contained between flanking pilasters; or where the proposed advertisement type is a positive feature of the building upon which it is proposed. Internal illumination of the entire sign will rarely be acceptable. Externally illuminated fascias and bracketed sign boards may offer an acceptable alternative. <p>3. Within conservation areas and for other designated and non-designated heritage assets, the size, siting and illumination of new advertisements must conserve or enhance the heritage asset and protect the special characteristics and overall visual amenity of the heritage asset and its setting. Opportunities should be taken to replace</p>		

existing advertising signage where it is of a design, location or materials that cause harm to the heritage asset or its setting.

Explanation

- 7.9.1 To ensure shopfronts are attractive, secure and of a high-quality design, this policy requires that new shopfronts and related alterations respect the scale, character, materials and features of the buildings of which they form part and the surrounding context.
- 7.9.2 “Ground floor frontages” refers to all non-residential development outside designated industrial areas. The majority of these developments are those offering services to the public that are traditionally integrated within the street and located in town or local centres. However, the policies also apply to business premises located away from such centres. Frontages are defined as any ground floor element of the building that abuts the public realm.
- 7.9.3 The attractiveness of individual shops and other business premises concentrated within the borough’s town centres is of prime importance to the vitality of existing shopping streets and the perception of the borough. Applicants should look to surrounding buildings, similar buildings elsewhere, historic records (e.g. photos) and remaining architectural features to develop an appropriate shopfront and advertisement designs¹⁸.
- 7.9.4 Larger businesses sometimes occupy adjacent buildings, which may be of a similar age and character or may have been built at different periods. In either case it is seldom appropriate to attempt to unite separate shop units under one entablature. Separate vertical sub-divisions should be maintained. Where they have been removed in the past, they should be reinstated as part and parcel of proposals for new shop fronts. Similarly, in cases where adjoining buildings have different floor heights, ceiling heights or building lines, it is almost never appropriate to impose uniform alignments of fascias, either in elevation or in plan.
- 7.9.5 In the right context advertisements can enhance the appearance and vitality of an area. However, where they are poorly designed or located and where too many signs have been installed, they can cause considerable damage to visual amenity by cluttering the built environment and detracting from the quality of the area.
- 7.9.6 Internally illuminated projecting box-signs are not appropriate within conservation areas or for other designate or non-designated heritage assets and will only rarely be considered suitable elsewhere, since they are usually unduly obtrusive in the street scene, appearing clumsy during the day and distracting at night. Bracketed signboards, externally illuminated as appropriate, will often be an acceptable alternative. However, as with any sign, particular care should be taken to ensure that architectural features are not damaged when any sign is installed.
- 7.9.7 The recent tendency to install disproportionately deep fascias will be resisted, notwithstanding the existence of any deep fascias on adjoining premises. Every effort will be made to secure the reinstatement of fascias according to the traditional proportions of the buildings to which they are fitted.

¹⁸ Including archive images held in the borough’s Local Studies Library and Archive

- 7.9.8 The requirement to light window displays at night and include visually permeable, internally mounted shutters reflects the need to maintain safety and reduce the fear of crime within centres outside of business hours. It is necessary to limit the degree to which glazed areas are obscured (i.e. items fixed directly to the glazing which prevent visual permeability) to maintain both visual amenity and safety through protecting active frontages. This requirement will normally be implemented through a planning condition as part of a planning consent.
- 7.9.9 Shop fronts should use a consistent palette of materials and consider the relationship with the neighbouring shop fronts to create a cohesive aesthetic along the shopping street/place and its impact on the public realm. Access to the upper floors of the buildings should always be maintained. In cases where separate access to upper floors does not exist, we will attempt to secure its provision through negotiation when examining new shop front proposals and encourage access to these via main routes and street frontages to encourage continual activity.
- 7.9.10 Fascias, like shop fronts, should be divided in accordance with the architectural pattern and traditional divisions of the buildings on which they are fixed. Burglar alarms should always be fitted in the least obtrusive position possible (preferably immediately above the fascia) and any associated wiring should be run within the building or otherwise concealed.

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7.10 Policy DM DE10: Conserving and enhancing heritage assets

DRAFT POLICY DM	DE9	Conserving and enhancing heritage assets
<ol style="list-style-type: none"> 1. Development proposals will be required to: <ol style="list-style-type: none"> a. conserves and enhances the significance of heritage assets, and puts them to viable uses consistent with their conservation; b. utilises the borough's heritage resource to realise wider social, cultural, economic and environmental benefits for affected communities; c. makes a positive contribution to local character and distinctiveness; d. draws on the contribution made by the historic environment to the character and identity of a place; and e. demonstrates the value of embodied carbon within existing heritage assets as part of a 'whole house' approach. 2. Enfield will expect development proposals to make a positive contribution to the borough's regeneration and unique character as described in the Local Plan evidence base including, but not limited to the Enfield Characterisation Study and Character of Growth study, Heritage Strategy SPD, masterplans, conservation area character appraisals and management proposals. 3. Great weight will be given to the asset's conservation and consideration of harm will be weighed against all other material considerations. 4. The Council will support proposals which respond to the setting of heritage assets and conserve and enhance those elements of the setting that make a positive or neutral contribution to the heritage asset. 5. When considering the impact of proposals, there should be regard to the cumulative effect of minor changes on heritage assets and consideration of past harm. 6. Proposals affecting heritage assets should: <ol style="list-style-type: none"> a. take opportunities to conserve, enhance or better reveal heritage significance through directed S106 contributions to secure heritage benefits (public benefits) where harm cannot be minimised or otherwise mitigated; b. improve thermal and energy efficiency where there is evidence of a 'whole house approach' which has balanced the significance of the heritage asset and identified alterations which are suitable, well integrated, and sustainable; and c. conserve and enhance heritage at risk to secure a long term and sustainable use appropriate to its significance. 		

Explanation

- 7.10.1 Enfield's heritage is dynamic and constantly added to as the borough evolves and interactions between local people and assets change. Heritage is therefore about positive management of change making creative use of heritage assets and their settings for regeneration and placemaking engaging communities and promoting design quality.
- 7.10.2 Heritage assets are an irreplaceable part of the borough's unique character and identity. Heritage significance will be assessed according to interest as defined in the National Planning Policy Framework (NPPF). Development affecting the significance of an asset may include, but is not limited to: the introduction of new structures/objects; alterations; complete or partial demolition; removal of buildings/features or parts thereof; development in the curtilage of an asset or demolition of assets within the curtilage of a structure, the introduction of signage or advertisements; changes of use (including the use of open spaces); subdivision or fragmentation; changes to landscaping; the removal of built or landscape features or parts thereof; or any other form of development which fails to conserve and enhance the asset or its setting.
- 7.10.3 Enhancement of a heritage asset can take many forms, including, but not limited to: restoration, repair, removal of inappropriate development, increasing access, increasing visibility, increasing the educational value, conversion to a more appropriate use or enhancement of the asset's setting. Only rarely will there be no opportunity for enhancement.
- 7.10.4 The Council has published a Character Appraisal and Management Plan for each conservation area in the Borough. Development in conservation areas should demonstrate how the proposals are consistent with identified priorities and their distinctive place character. Article 4 directions exist for a number of the borough's conservation areas and are an important tool in the management of development and to protect their significance. In conservation areas particular regard will be had to shopfronts and advertisements.
- 7.10.5 Lack of visibility from the public realm does not equate to a lack of harm. The built environment is experienced in the round and consideration must be given to the impact upon views of heritage assets from private land as well as from within the public realm. Conservation is an evolving practice and not all previous development may be consistent with current best practice or national / local policies. We will support the development which seeks to address previous interventions which have had a negative impact upon the character, appearance or significance of a heritage asset or its setting.
- 7.10.6 The cumulative impact of incremental small-scale changes may have as great an effect on the significance of a heritage asset as a larger scale change. Where the significance of a heritage asset has been compromised in the past by development unsympathetic to the asset or its setting, consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset. We will resist development which has the potential to cause cumulative harm through repeating previous harmful interventions or setting a precedent for further development of a similar nature. Exceptional design quality will define good growth in historic areas. In some instances, replication and reference to the design characteristics of a heritage asset or area will be appropriate. In other cases, a contemporary and contextual design response may be more appropriate to conserving an asset's significance.

- 7.10.7 The conservation and enhancement of heritage will anchor successful place making as part of growth. This can include but is not limited to the contribution to area-wide placemaking from distinctive landmarks, scale and grain, architectural design, texture and mix of material and architectural detail, distinctive patterns of development, characteristic patterns of use, public realm and landscape and waterway design and features.
- 7.10.8 In 2019 Enfield Council declared a climate emergency. We will support holistic approaches to improving the energy efficiency of traditional buildings which demonstrate a clear understanding of construction, location, environment, historic significance, services and occupant behaviour. Assessments should take into account the existing embodied carbon within the fabric of traditional buildings; the carbon required to implement the proposed intervention; the carbon payback period; and, alternative options for realising a similar carbon reduction.
- 7.10.9 Where development proposals include the demolition in whole or part of a heritage asset, it is important to recognise the carbon embodied within the existing structure and include this in a whole life assessment of the buildings carbon emission.

DRAFT

7.11 Policy DM DE11: Landscape design

DRAFT POLICY DM	DE10	Landscape design
<p>1. Proposals will be expected to take account of the quality, distinctiveness and the sensitivity of the borough's areas of landscape character (including the river valleys of Salmon, Turkey and Pymmes brooks, Enfield Chase/Trent Park, Forty Hall, Lee Valley reservoirs, registered parks and gardens and Theobolds Estate) and restore, conserve and enhance:</p> <ol style="list-style-type: none"> a. the landscape character and distinctiveness of the area, including its biodiversity and cultural value and tranquillity; b. the distinctive setting and identity of settlements (beyond the urban area) and buildings and the wider landscape, including strategic and local views; c. the visual quality of the rural-urban fringe, marking a clear distinction between the urban edge and wider countryside; d. the pattern of woodland, forests, trees, field boundaries, vegetation and other distinctive landscape features; e. the special qualities of the historic landscapes, rivers, waterways, wetlands, lakes and ponds, and their surroundings; and f. the topography of the area, including sensitive skylines, ridgelines and geological features. <p>2. Where impacts are likely to be significant, an assessment of the potential impact of the proposed development on the borough's landscape (as defined in the Characterisation Study) will be required, taking account of its time-depth, scale, massing, design, height, form, layout and orientation and the measures to mitigate or minimise any adverse impacts (e.g. cumulative).</p> <p>3. All developments will be expected to provide a high quality, comprehensive hard and soft landscape scheme that:</p> <ol style="list-style-type: none"> a. includes links to the wider blue-green infrastructure network; b. retain existing landscape features (e.g. trees, shrubs, hedges) which contribute positively to the setting and character and historic significance of the area; c. provides sustainable drainage systems and designs that facilitate floodplain compensation and preservation of flood flow routes, where appropriate; d. generous tree, shrub and hedgerow planting consisting of appropriate species and nursery stock in the context of location, role and prominence of the landscape feature, and to provide year-round interest; e. incorporate suitable wildlife habitats, including micro-habitats f. create new areas of landscape planting which are visually attractive, safe and easily accessible, using local styles and materials, where possible or recreate areas of lost or eroded historic landscape character; g. contextually appropriate, robust and low maintenance surfacing materials within public areas, including more attractive finishes (including block paving) in key focal spaces and lightly trafficked carriageways; and h. a long-term management strategy with clear responsibilities and regimes to maintain the upkeep of all external areas. 		

Explanation

- 7.11.1 Enfield's landscape and topography ranges from the farmland and woodland ridges (e.g. Enfield Chase) and areas of open parkland in the west (e.g. Trent Park) and landscaped gardens (e.g. Forty Hall), river valleys (e.g. Lea) and floodplains to the east, reflecting its important position between urban London and rural Hertfordshire. Information of the characteristic traits of the borough's landscape can be found in the Enfield Characterisation Study, Heritage Strategy and conservation area management plans. New development proposals will need to respect the character and appearance of the borough's landscape and its valued features, including areas of woodland and farmland, public parks and historic landscape.
- 7.11.2 Landscaping should be considered as an integral part of any development scheme at an early stage in the planning process and landscaping schemes should be approved (including details on the layout of hard and soft landscaping, structural planting, materials, lighting and long-term maintenance/management) before work on site commences. New planting will be particularly important on development sites that abut the countryside to soften the urban edge.

7.12 Policy DM DE12: Civic and public developments

DRAFT POLICY DM	DE12	Civic and public developments
<p>1. Development involving the construction of civic buildings, institutions and other buildings providing services to the public will be supported where it:</p> <ul style="list-style-type: none"> a. faces onto the street (including all main entrances) and includes an active frontage that interacts with its surroundings and encourages community use; b. is designed to provide a landmark appropriate to the importance and setting of the function, aiding legibility of the wider area; c. builds flexibility into its design and layout to allow adaptable spaces that can be used to meet current and future unanticipated needs over its lifetime (e.g. shared learning spaces); d. is designed to be naturally ventilated to maximise daylight, shade (e.g. use of high ceilings in communal spaces) and social interaction; e. communicates the importance and function of the building through architectural cues and appropriate and attractive signage, paving and street furniture which is integrated into the built fabric; f. positively addresses the public realm through means of enclosure, landscaping and the location and design of parking and servicing (car parking should be located at the rear of the building, where possible); g. puts inclusive access arrangements in place so that all users can move freely throughout the site and opportunities to facilitate ancillary/alternative uses are maximised; and h. maximises opportunities for the inclusion of urban greening measures, biophilic design principles and integrates with existing blue and green infrastructure. <p>2. Large-scale civic developments (especially those occupying more than one building) must consider whether public access through the site is necessary to facilitate</p>		

movement within the area. In this instance, way-finding infrastructure may also be required.

Explanation

- 7.12.1 Civic/public buildings and institutions are defined as any building that provides a public service, or to which the public has a high degree of access. These can include but are not limited to: police and fire stations; educational facilities, health care facilities, leisure and cultural facilities; community halls and gathering spaces; administrative centres and government buildings. By their very nature, these buildings tend to stand out from surrounding uses and act as landmarks.
- 7.12.2 This policy seeks to ensure that new public buildings of civic importance or extensions to existing civic buildings and spaces achieve the very best standards of design and fit well into the surrounding public realm, creating a renewed sense of identity and civic pride, championing urban greening and the principles of sustainable design.
- 7.12.3 Larger institutions, however, have the potential to create a barrier to movement, especially when security measures are introduced to limit access to the site. Measures set out in part B above such as the creation of internal streets can maintain security while preserving/creating public routes along desire lines. This includes consideration of parking, drop off provision and other points of access and egress.

7.13 Policy DM DE13: Housing standards and design

DRAFT POLICY DM	DE13	Housing standards and design
<p>1. New residential development will only be supported if it:</p> <ol style="list-style-type: none"> a. is appropriately located, taking into account the nature of the surrounding area and land uses, access to local amenities, and any proposed mitigation measures; b. is of an appropriate scale, bulk and massing; c. preserves the amenity of existing and new occupiers in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance, having regard to best practice, including BRE guidance on daylight and sunlight; d. meets or exceeds the minimum internal space standards set out in the London Plan (and any updating successors); e. provides a well-designed, flexible and functional layout, with adequately sized rooms in accordance with the Mayor of London's Housing Supplementary Planning Guidance, Building Regulations, BREEAM Home Quality Mark and other best practice guidance documents; f. meets standards in local and the Mayor of London's guidance relating to accessible housing. Ten per cent of all units (of different sized homes) should be wheelchair accessible or easily adapted for wheelchair users to meet national standards for accessibility and adaptability (Category M4(2) of Building Regulations. The building as a whole should be designed to be accessible for 		

- wheelchair users. All buildings with wheelchair or adaptable housing at above ground floor must include two lifts providing access to those units;
- g. provides adequate access, parking, cycle parking and refuse storage which do not, by reason of design or location, adversely affect the quality of the street scene;
 - h. ensures that hardstandings do not dominate the appearance of the street frontages or cause harm to the character or appearance of the property or street, and are permeable wherever possible;
 - i. ensures that boundary treatments do not dominate or cause harm to the character or appearance of the property or street and maintain visibility splays. In the case of front boundary treatments, the height should not normally exceed one metre; and
 - j. is attractive and well designed and there should be no discernible difference between tenures within a local area.
 - k. Habitable rooms should have at least one window where the distance to unobscured windows and/or unscreened external amenity space of neighbouring residential occupiers is at least 18m, unless it can be demonstrated that this would not result in housing with inadequate daylight/sunlight or privacy for the proposed or existing development.
2. Even where it meets BRE guidance on daylight and sunlight, no part of a proposed development should have elements above ground floor that are within 11 metres (horizontally) of an existing residential window serving a habitable room (drawing a 45 degree line from the edges of the existing window).
 3. New residential development above ground floor must be set back from the edge of existing amenity space by a minimum of 1.5 metres for every total storey of new development proposed, irrespective of daylight and sunlight implications. i.e. beginning with 3 metres for 2-storey development.
 4. Side and rear facing windows overlooking adjacent sites will not be permitted above ground floor unless:
 - a. they are necessary to achieve positive surveillance (such as the overlooking of side alleys, streets); or
 - b. they do not result in an adverse degree overlooking and loss of privacy to existing occupiers; and
 - c. it can be demonstrated that their including will not preclude development of a similar form on the adjacent site.
 5. Consideration may be given to the use of high-level windows or obscured glazing, obscure view/angled windows, use of level changes, staggered windows that achieve the above requirements.

Explanation

- 7.13.1 This policy will ensure that development is high quality, sustainable, has regard for and enhances local character, can meet the existing and future needs of residents, and protects the residential amenity of neighbouring properties.
- 7.13.2 Distancing between developments serves a number of purposes: it helps to maintain a sense of privacy; it avoids new development being perceived as oppressive and/or overbearing; and it ensures adequate amounts of daylight and sunlight are available for all occupiers. Residential extensions are set out in Policy DM DE15 and should accord with the above standards.

7.14 Policy DM DE14: External amenity standards

DRAFT POLICY DM	DE14	External amenity standards																
<p>1. New development must provide good quality private amenity space that is not significantly overlooked by existing development and meets or exceeds the following minimum standards:</p>																		
<p>Table 7.2: Minimum external amenity space</p>																		
<table border="1"> <thead> <tr> <th data-bbox="204 636 703 672">Maximum intended occupiers</th> <th data-bbox="703 636 1377 672">Minimum external amenity space</th> </tr> </thead> <tbody> <tr> <td data-bbox="204 672 703 734">1</td> <td data-bbox="703 672 1377 734">5sqm</td> </tr> <tr> <td data-bbox="204 734 703 797">2</td> <td data-bbox="703 734 1377 797">5sqm</td> </tr> <tr> <td data-bbox="204 797 703 860">3</td> <td data-bbox="703 797 1377 860">6sqm</td> </tr> <tr> <td data-bbox="204 860 703 922">4</td> <td data-bbox="703 860 1377 922">7sqm</td> </tr> <tr> <td data-bbox="204 922 703 965">5</td> <td data-bbox="703 922 1377 965">8sqm</td> </tr> <tr> <td data-bbox="204 965 703 1008">6</td> <td data-bbox="703 965 1377 1008">9sqm</td> </tr> <tr> <td data-bbox="204 1008 703 1077">6+</td> <td data-bbox="703 1008 1377 1077">9sqm+1sqm for each potential additional occupier</td> </tr> </tbody> </table>			Maximum intended occupiers	Minimum external amenity space	1	5sqm	2	5sqm	3	6sqm	4	7sqm	5	8sqm	6	9sqm	6+	9sqm+1sqm for each potential additional occupier
Maximum intended occupiers	Minimum external amenity space																	
1	5sqm																	
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3	6sqm																	
4	7sqm																	
5	8sqm																	
6	9sqm																	
6+	9sqm+1sqm for each potential additional occupier																	
<p>2. All amenity space contributing to the minimum standard must:</p>																		
<p>a. be a minimum of 1.5 metres wide and be provided in one contiguous area. Additional amenity space does not have to meet this requirement; and</p> <p>b. have level access from the dwelling it serves.</p>																		
<p>3. All private ground floor amenity space, which is the sole source of amenity for a home, must be located at the rear or side of the building (the latter being acceptable if this is adequately screened from publicly accessible areas without the need for occupiers to erect personalised screens).</p>																		
<p>4. Private amenity space should achieve good levels of sunlight in line with BRE guidance.</p>																		
<p>5. In addition to the standards for private amenity space set out above, developments containing homes with 2 or more bedrooms must either have larger private amenity spaces or have access to a communal amenity space (either at ground floor or as a podium courtyard/roof terrace) that:</p> <p>a. is not accessible to the public;</p> <p>b. is of a suitable size and containing facilities and landscaping suitable to the number and type of units it serves. As a minimum, this should allow space for external cooking and dining, soft landscaping, areas for relaxation and play;</p> <p>c. is overlooked by windows and/or balconies of the development it serves;</p> <p>d. is directly accessed from communal circulation cores (and each individual dwelling where possible);</p> <p>e. is accessible to wheelchair users and other disabled people; and</p>																		

f. has suitable management arrangements in place.

Explanation

- 7.14.1 Amenity space associated with housing provides opportunities for play, exercise, sport, biodiversity, socialising and to engage in interests such as gardening and food growing. Access to multi-functional amenity space can enhance the 'liveability' and enjoyment of people's homes.
- 7.14.2 Private amenity space is defined as open space which is accessible only to the resident/residents of the dwelling. It does not include space used for purposes such as access roads, driveways, garages/car ports/car parking spaces, outdoor storage areas; or landscaped areas which provide a setting for the development such as front gardens.
- 7.14.3 A minimum standard of provision is necessary to ensure that any amenity space provided is functional. It is acknowledged that providing private amenity space as part of flatted development may present different challenges than housing schemes due to the higher numbers of units which are accommodated and distributed across different storeys on the site. However, both types of development still need to offer access to good quality amenity space as a mixture of private and communal provision.
- 7.14.4 The overall quality and design of amenity space is also important to how successfully it functions, screening to facilitate privacy, accessibility, sunlight to allow for prolonged usage and management arrangements can help to create a space which is attractive and inviting therefore promotes the use of the space for leisure and relaxation.
- 7.14.5 In areas exposed to excessive noise or air pollution, winter gardens will be considered as an alternative to external amenity instead of balconies, subject to acceptable design and access to light.
- 7.14.6 The standards for private amenity space do not take into account the potential for loss of amenity space resulting from permitted development extensions. In these circumstances the council may remove permitted development rights to ensure that the minimum standard of amenity space is retained.
- 7.14.7 The minimum requirement will not represent an acceptable standard of provision on all sites, there will be cases where new development will be required to provide more amenity space, such as when the development is within an area with identified open space or play deficiencies, or where amenity space makes a greater contribution towards setting and the character of areas, having regard to Conservation Area Appraisals and Management Plans and other parts of the evidence base.
- 7.14.8 Development should demonstrate in the design and access statement how the design of the amenity space accords with best practice.

7.15 Policy DM DE15: Residential extensions

DRAFT POLICY DM	DE15	Residential extensions
<p>1. Rear extensions</p> <p>a. Proposed extensions will only be permitted where:</p> <ol style="list-style-type: none"> i. there is no impact on the amenities of the original building and its neighbouring properties; ii. adequate amenity space and the maintenance of satisfactory access to existing garages or garage/parking space is retained; and iii. there is no adverse visual impact. <p>b. Single storey extensions must:</p> <ol style="list-style-type: none"> i. not exceed 3 metres in depth beyond the original rear wall in the case of terraced and semidetached properties, or 4 metres for detached dwellings. ii. in the case of a flat roof, the single storey extension should not exceed a height of 3 metres from ground level when measured to the eaves with an allowance of between 3.3-3.5 metres to the top of a parapet wall. iii. for pitched roofs the extension should not exceed 4 metres in height when measured from the ridge and 3 metres at the eaves. <p>c. Extensions above ground floor must:</p> <ol style="list-style-type: none"> i. not exceed a line taken at 45-degrees from the edge of the nearest original first floor window to any of the adjacent properties; ii. where appropriate, secure a common alignment of rear extensions; and iii. not be highly visible from the public realm if this adversely impacts on the character of the area. <p>2. Side extensions</p> <p>a. Extensions to the side of existing residential properties will only be permitted where:</p> <ol style="list-style-type: none"> i. they do not result in the creation of a continuous façade of properties or 'terracing effect' which is out of character with the locality. A minimum distance of 1 metre from the boundary with adjoining property should be maintained. A greater distance may be required depending on the size and nature of the residential plots, and to prevent adverse impacts on the streetscene and residential amenity; ii. they maintain an acceptable distance from the back edge of the pavement on the return frontage to the flank wall. This will be assessed having regard to the following: <ol style="list-style-type: none"> a. the need to maintain a direct relationship with the established building line and vista to the properties adjoining at the rear; b. the character of the local area; c. the bulk/dominance of the structure along the street frontage and its subordination in relation to the original dwelling; d. the need for adequate visibility splays; and e. the need to retain an adequate amount of amenity space. <p>3. Roof extensions</p> <p>a. Roof extensions to residential properties will only be permitted where they are:</p>		

- i. of an appropriate size and location within the roof plane and, in the case of roof dormers, being visually subordinate, inset from the eaves, ridge and edges of the roof as well as any existing features such as valley gutters and chimneys (insets should normally be between 500-750mm);
 - ii. in keeping with the character and materiality of the property, and not dominant when viewed from the surrounding area;
 - iii. limiting rooflights to less prominent roofslopes with their placement, size and number being considered so as to relate to the style, proportions and arrangement of the lower elevation and the prevailing roofscape of the locality.
- b. Roof extensions to the side of a property must not disrupt the character or balance of the property or a pair or group of properties of which the dwelling forms a part.
 - c. Roof dormers on front facing roofs will generally only be permitted if they do not materially affect the character of the area and are not dominant or intrusive when viewed from the surrounding area.
 - d. Placement of rainwater goods, soil pipes and other services/vents should not be to the aesthetic detriment of the property or roofscape.
 - e. Proposals for flat roof dormers within a conservation area, or setting of a listed building, will be refused.

4. Outbuildings

- a. Outbuildings to residential properties will only be permitted where:
 - i. the building must be ancillary to the use as a residential dwelling;
 - ii. the design should have regard to topography;
 - iii. it should not normally project forward of the front building line; and
 - iv. it should maintain an adequate distance from the dwelling and be of an appropriate height and bulk so as not to adversely impact on the character of the local area and amenities of neighbouring properties.
- b. The size, scale and siting of the development must not have an unacceptable impact on the adjoining properties in line with other policies in this plan.

Explanation

- 7.15.1 Extensions to residential properties can be an efficient and, in difficult housing markets, more affordable and practical way of adapting to household changes. However, extensions may disrupt the established pattern and form of development and therefore may have impacts on residential amenity. There should be no chamfering of edges to avoid the policy although a well-designed extension with a single stepped wall may be acceptable, although the length of the step should be reasonable and the design should not be dictated by the need to maximise the depth of the extension at the expense of the overall aesthetic.
- 7.15.2 Where there are existing extensions on adjacent properties built either as permitted development or with planning permission, the criteria set out in above will apply as from the original dwelling regardless of the depth of the adjoining extensions, although if an extension of greater depth is justified to secure a common alignment of rear extensions, this may be permitted.
- 7.15.3 Outbuildings can provide space for activities ancillary to the residential dwelling such as space for a study, gym or playroom/summer house. The scale of the development will be expected to be proportional to its ancillary function, and therefore be subordinate within the site.

- 7.15.4 Roof and side extensions, due to their visibility, can have a more discernible impact on the streetscene. Uniformity in architectural treatments, such as roof lines, and the rhythm of building widths are important to maintaining a continuity of character across parts of Enfield. Side facing dormers, in particular, can result in awkward development forms and disrupt the balance of a row of terraced or pair of semi-detached houses, where roof treatments are mirrored.
- 7.15.5 Side extensions can, if developed right up to the side boundaries adjoining neighbouring properties, lead to a 'terracing' effect, as semi-detached or detached properties becomes attached via extensions to those adjoining properties. In many cases, this would be out of keeping with the character of the locality and therefore a clear separation between the built form needs to be maintained.
- 7.15.6 As a minimum, there needs to be a 1 metre separation from the side boundary, however, where this would give rise to a very large extension due to the size and nature of the residential plot, a greater distance may be required. The determining factors for the degree of separation include the impacts on the street scene and residential amenity (privacy, outlook, daylight, sunlight). Developers should also consider appropriate access for ongoing maintenance purposes.
- 7.15.7 Where the property is already at the end of a row of terraces, the circumstances are different and therefore the separation distance from the back edge of the pavement is important. Corner/end of terrace properties occupy prominent places along a street frontage, maintaining a separation from the pavement on a return frontage will help to ensure that side extensions on these properties are not overly dominant.
- 7.15.8 Where the property is within a conservation area, or setting of a listed building, flat roof dormers will rarely be considered appropriate. New dormers should respect the prevailing character and appearance of the roofscape and not cause additional / cumulative harm. Lack of visibility from the public realm does not equate to a lack of harm and consideration will be given to the impact upon all types of views at varying scales. The placement and design of dormers should be visually subordinate to the roofslope and relate to the style, proportions and arrangement of the lower elevation. Where a dormer has the potential to cause harm to a heritage asset, a greater level of detail will be required at application stage to ensure a high-quality intervention.

8 Homes for all

Introduction

- 8.1 The Enfield Local Plan supports the delivery of new housing to meet local needs. Determining the scale, distribution and type of new homes to be delivered is a very important role of the new Local Plan. The borough's starting point is to make the best and most efficient use of previously developed land to minimise the amount of new land required for house building in non-urban areas and the redevelopment of existing sites at higher densities in the suburban areas, changing the use of some employment sites, tall buildings in the placemaking areas and development on other previously developed windfall sites
- 8.2 The Council has determined that to meet the level of need for housing in the borough, there will need to be a limited amount and plan led development and redevelopment on land currently designated as Green Belt. Our preferred strategic locations have been identified in Policies SS1: Spatial growth and strategy and place making policies PL 9 and 10. Further sites have also been identified in spatial policies for housing (H1), employment sites (E1) and burial and cremation needs (BG10).
- 8.3 In order to support housing growth for all, we will monitor the supply of housing land to ensure that a five-year supply of deliverable sites is maintained as required by legislation. The council will also keep under review the monitoring and updating of housing land supply data through the Authority Monitoring Report <https://new.enfield.gov.uk/services/planning/monitoring/>.

8.1 Strategic Policy SP H1: Housing development sites

DRAFT STRATEGIC POLICY SP	H1	Housing development sites
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1. The Enfield Local Plan will provide for at least 24,920 new dwellings in the plan period up to 2039, equating to 1,246 homes per year.
2. The following sites are allocated for housing development and defined on the Policies Map. Further information on site allocations is presented on the site proformas in Appendix B. The proformas carry the status of policy and indicate key requirements and considerations that need to be taken into account as sites come forward for development.

Table 8.1: List of sites to be allocated for housing development

Site Allocation Reference	Site address	Proposed land use	Estimated capacity
Enfield Town (PL1)			
SA1	St Anne's Catholic High School for Girls, Enfield	Housing	236
SA2	Palace Gardens Shopping Centre Enfield	Housing	350
SA3	100 Church Street, Enfield	Housing	56
SA4	Enfield Town Station and the Former Enfield Arms, Genotin Road	Housing	100
SA5	Enfield Civic Centre	Mixed Use	150
SA6	Southbury Road Superstore Area	Mixed use	291
SA7	Oak House, 43 Baker Street,	Housing	55
Southbury (PL2)			
SA8	Sainsburys Crown Road	Mixed use	1,041
SA9	Colosseum Retail Park	Mixed use	1,587
SA10	Morrisons, Southbury Road	Mixed use	892
SA11	Southbury Leisure Park	Mixed use	450
SA12	Tesco store, Ponders End, 288 High Street, Enfield	Mixed use	350
Edmonton Green (PL3)			
SA13	Edmonton Green Town Centre	Mixed use	1,173
SA14	Chiswick Road Estate (Oswald and Newdales)	Housing	272
Angel Edmonton (PL4)			
SA15	Joyce Avenue and Snells Park Estate	Housing	1,217
SA16	Public House 50-56 Fore Street London	Housing	68
SA17	Upton Road and Raynham Road	Housing	198

SA18	South-east corner of the North Middlesex University Hospital Trust of Sterling Way, London	Housing	400
Meridian Water (PL5)			
SA19	IKEA store; Tesco Extra, 1 Glover Drive; Meridian Water Willoughby Lane And Meridian Way	Mixed use	5,000
Southgate (PL6)			
SA20	ASDA Southgate, 130 Chase Side, Southgate	Mixed Use	165
SA21	Southgate Office Village 286 Chase Road London.	Mixed Use	125
SA22	M&S Food	Mixed Use	150
SA23	Minchenden Car Park and Alan Pullinger Centre, 1 John Bradshaw Road, Southgate N14 6BT	Housing	48
New Southgate (PL7)			
SA24	Arnos Grove Station Car Park	Housing	162
SA25	Site between North Circular Road and Station Road	Mixed Use	230
SA26	Station Road, New Southgate	Mixed Use	203
Crews Hill (PL9)			
SA27	Land at Crews Hill	Housing	3,000
Chase Park (PL10)			
SA28	Land at Chase Park	Housing	3,000
SA29	Arnold House (66 Ridgeway)	Housing	106
Other proposed site allocations outside of the place making areas (urban areas)			
SA30	Claverings, Centre Way, London N9 0AH	Mixed use	587
SA31	Cockfosters Station Car Park (Parcel b) Cockfosters Road, Barnet	Housing	316
SA32	Sainsburys Green Lanes	Mixed use	299
SA33	Blackhorse Tower, Holbrook House And Churchwood House and 116 Cockfosters Road	Housing	200
SA34	241 Green Street Enfield	Mixed use	148
SA35	Land at former Wessex Hall Building	Housing	110
SA36	188-200 Bowes Road, London	Housing	86
SA37	Main Avenue Site	Housing	82
SA38	Land at Ritz Parade	Mixed Use	79
SA39	Travis Perkins Palmers Green, Bridge Drive, Broomfield Lane	Mixed Use	76
SA40	Land known as Brimsdown Sports Ground EN3 7LL, EN3 7QZ, EN3 7RN EN3 7RP	Mixed use	50 homes and community uses
SA41	Albany Leisure Centre and Car Park and 55 Albany Road, Enfield	Housing	30

SA42	Fords Grove Car Park	Housing	24
SA43	Lodge Drive Car Park (incl. Depot), Palmers Green	Housing	18
Other proposed site allocations outside of the place making areas (outside urban areas)			
SA44	Land opposite Enfield Crematorium (known as The Dell). Great Cambridge Road	Mixed Use	270
SA45	Land between Camlet Way and Crescent West, Hadley	Housing	160
		Total	23,610

Explanation

Amount and distribution

- 8.1.1 The NPPF requires local authorities to meet the full objectively assessed need for housing unless the impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, or specific policies indicate that development should be restricted. This is placed against the background of positively seeking opportunities to meet need and the ELP takes a positive approach to providing for the identified level of need across the Borough as noted in the spatial strategy of the plan.
- 8.1.2 The London Plan sets out ten-year housing targets and directs local authorities to include the relevant borough level targets within their local plans. Boroughs are also required to set a positive planning framework to meet and wherever possible, exceed the London Plan housing targets. For Enfield, the ten-year strategic housing target is 12,460 net housing completions (or 1,246 net completions per year).
- 8.1.3 The ELP's preferred approach is set out in the spatial strategy, which proposes the provision of 24,920 new homes within the borough in strategic locations as identified in 'Policy SS1: Spatial growth and strategy' including sites in existing settlements, strategic areas within the Green Belt, and a limited number of sites which will be released from the Green Belt due to the exceptional circumstances identified by this Local Plan. The spatial strategy pursues the more intensive use of urban land, particularly in the place making areas as identified in Chapter 3 of this plan.
- 8.1.4 The result of the step change in the level of housing provision within each of the place making area will result in higher urban density development and the regeneration and renewal of existing sites. Outside of the place making areas, we are also allocating a number of smaller brownfield sites which will make a valuable contribution towards meeting the identified need for housing. There is a number of sites where a mix of uses is proposed including housing, employment, retail and community facilities and details are provided on the individual site proformas.
- 8.1.5 The Council will be supportive of new residential development on the number of small sites that are impractical to identify in advance which unexpectedly become available during the plan period providing that the sites are suitable and appropriate for residential development. This source of land recycling is expected to provide for at least an additional 1,650 new dwellings over the plan period based on recent trends (see Table 8.2 below).

- 8.1.6 National policy and guidance require the objective assessment of the future need for housing over a functional housing market area; an area which reflects the key functional relationships between places where people live and work. The assessment should identify the scale and mix of housing that meets the household and population projections, taking account of migration and demographic change.
- 8.1.7 Enfield forms part of a wider Strategic Housing Market Area and has close links with other Housing Market Areas in neighbouring areas. The Council has worked collaboratively with the other authorities to address our unmet need.
- 8.1.8 The approach to identifying sites seeks to meet the identified need for housing in line with the expectations of national policy and guidance. It is important to note that the ELP's housing requirement does not represent the only source of new dwellings that can be accommodated. Additional accommodation created through the extension of properties and some forms of shared accommodation do not require planning permission but will still make an important contribution to meeting housing needs as will provision arising from changes to permitted development rights.

Housing provision

- 8.1.9 The ELP aims to accommodate a significant increase in housing provision over the plan period in line with the objective of the plan to create a nurturing place. This includes continued work to identify emerging windfall sites and working with other agencies such as the Greater London Authority, to ensure that the optimum use of surplus land and facilities is made to accommodate need, and working with Neighbourhood Plan groups to identify further sites for housing. The borough's total housing supply over the plan period is indicated in Table 8.2 and will comprise homes from a variety of sources in addition to the Local Plan's site allocations.

Table 8.2: Housing supply – sources of supply over the plan period up to 2039 (net number of homes)

Category	Amount
Completions since 1 April 2019	429
Allocations (as defined in Strategic Policy SP H1: Housing development options)	23,610
Other deliverable sites identified in the Housing Land Availability Assessment (HELAA)	2,914
Other developable sites identified in the Housing Land Availability Assessment (HELAA)	810
Unidentified small windfall schemes	1,650
Total	29,413^[2]

^[2] This excludes current permissions/completions associated with allocations.

- 8.1.10 Informed by our spatial development strategy, the anticipated distribution of housing makes provision for approximately 29,000 new dwellings over the plan period up to 2039. A significant contribution of 23,610 new dwellings towards meeting this target will be made by sites allocated for housing in the urban area and a number of Green Belt sites to accommodate new dwellings. This approach recognises the need to support the delivery of larger units and increasing the provision of affordable homes.
- 8.1.11 The Council expects a high proportion of developments in urban areas to be in the form of flatted developments and therefore rely on lower density greenfield developments to deliver more family housing.

Housing delivery and targets

- 8.1.12 National policy requires that we are able to demonstrate a rolling five-year housing land supply from the date of adoption. This must take account of both the deficit accrued until that point and a 20 per cent buffer moved forward from later in the plan period. Without a rolling five-year supply of homes or where the Housing Delivery Test (HDT) indicates that the delivery of housing was substantially below the housing requirement over the previous three years, the policies are the most important for determining a planning application would not be considered up to date.
- 8.1.13 National policies states that where possible the deficit accrued since the start of the plan period should be met within the first five years. Given the step change in housing requirement compared to past delivery rates, the accrued backlog is significant. Whilst the plan includes numerous smaller sites capable of being delivered early in the plan period, there are a number of strategic sites that have longer lead in times.
- 8.1.14 Further details of the sites that are considered to be key to delivering the strategy are provided in the site allocations policy of the Local Plan and shown on the Policies Map. The key infrastructure requirements on which the delivery of the plan depends is set out in the infrastructure delivery schedule or the latest Infrastructure Delivery Plan. Details of all the sites that are expected to be delivered are set out in the Council's latest Housing and Economic Land Availability Assessment (HELAA). The expected phasing of sites is set out in the Housing Trajectory, included in the ELP's Topic Paper on Housing. This will be updated annually in the Council's Monitoring Report.
- 8.1.15 Our analysis of unimplemented planning permissions suggests close to 16% of all permitted housing schemes were not implemented and subsequently lapsed. The number of identified homes in the Local Plan is therefore higher than the Council's proposed housing target. This will allow the Council to acknowledge any shortfall in housing delivery and plan to meet and exceed the identified housing target of 25,000 homes up to 2039.

Options for housing development sites

- 8.1.16 As part of the ELP, we have identified three policy options and their associated benefits and dis-benefits, set out below. We are inviting stakeholder's thoughts on these alternatives and suggestions of other alternatives through consultation questions. For the next draft of the Local Plan the key issues section will be removed from the policy and the policy options removed from this section of the Plan to make

the document more streamlined, but at this stage it was felt helpful to include in this draft for consultation to inform stakeholders of the issues being contended with.

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Policy Options for H1: Housing development sites

Policy options for H1 Housing development sites	Pros and cons of each option	Preferred Option
<p>A. Do nothing</p> <p>This option continues with the approach set out in the Core Strategy seeking to focus development in the urban area in order to maximise the use of brownfield land and promote a sustainable pattern of development. However, continuing with this approach without looking for additional growth options to accommodate the borough's future development needs could lead to adverse impacts for the borough and its residents.</p>	<p>Cons</p> <ul style="list-style-type: none"> ➤ currently we are placed under the presumption in favour of “sustainable development”, which means planning permissions for development could be granted on appeal, leading to uncontrolled and sporadic development in the Green Belt against the wishes of the local community. ➤ this eventuality could also severely undermine the ability of the Council to plan for and deliver transformational change. ➤ the viability of many sites in the urban area for housing is constrained by their small size and high build costs ➤ the limited number of new homes that could be delivered under the current approach would fundamentally undermine economic growth in Enfield, and potentially lead to increased levels of in-commuting and congestion on local roads, or the loss of future investment due to a lack of high quality and affordable housing for the future workforce; ➤ the limited viability of sites in the urban area means that developer contributions for affordable housing and the provision of new community facilities will be difficult to achieve and deliver; ➤ additional housing development in the urban area could increase the strain on existing community facilities (schools and health) where there is already limited physical scope and capacity to meet existing needs. 	<p>For the reasons set out, continuing with the current spatial strategy alone is not considered a realistic or viable option.</p> <p>To do so would lead to production of a local plan which would ultimately be found unsound by an Inspector at Examination.</p> <p>Moreover, it would also constrain the future growth of the Borough and miss the significant opportunities to make Enfield a place of growing opportunity for future generations, the green heart of London where all our communities thrive.</p>
<p>B. Plan for the baseline growth of 17,000 homes over the plan period</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ maintains existing Green Belt boundaries and reduces the need for development in the Green Belt 	<p>No</p>

Policy options for H1 Housing development sites	Pros and cons of each option	Preferred Option
<p>This option seeks to plan for 1,246 homes a year up to 2029 and around 500 homes from 2029 to 2039.</p> <p>It continues to support and facilitate redevelopment of urban sites and wider regeneration of urban areas, particularly in the town centres, areas around stations and large-scale regeneration and renewal areas.</p>	<ul style="list-style-type: none"> ✓ promotes a sustainable pattern of development which makes use of existing brownfield land ✓ enhances the viability and vitality of existing town centres as a focus for shopping, leisure and community/cultural activity ✓ supports regeneration and re-use of existing land and property in the urban area <p>Cons</p> <ul style="list-style-type: none"> ➤ delivers all the housing by concentrating development within the urban area by significantly increasing densities on all sites in the urban area more akin to those found in the most urbanised parts of the country such as central London. ➤ would require tall buildings not only in the town centres and areas around the stations, but across the borough. ➤ seeks to protect the Green Belt from redevelopment but would have a considerable impact on the character of the borough making it significantly more urbanised and adversely affecting the quality of the environment in which we live in. ➤ involves high density development would deliver smaller units such as studios and 1-2 bedroom flats, creating a significant risk to the deliverability of larger/family homes to meet local needs. ➤ could also affect the development viability of and the delivery of affordable housing due to the increasing costs associated with tall buildings. ➤ places pressure on those areas that have historically taken most development and will not deliver the desired mix of housing. ➤ potential to increase levels of housing delivery in existing town centres constrained by a lack of currently available sites and the time and costs associated with the land assembly process 	

Policy options for H1 Housing development sites	Pros and cons of each option	Preferred Option
<p>C. Plan to deliver 25,000 homes under the medium growth option</p> <p>This option seeks to deliver up to 25,000 homes over the plan period, equating to 1,246 homes per year up to 2039.</p> <p>As far as possible, it meets development needs whilst maintaining development at appropriate densities in the urban area by increasing densities on sites in the urban area where it is considered appropriate and does not impact significantly on character.</p> <p>Amends Green Belt boundaries where the areas are in sustainable locations and the areas are not, or are only partially affected by absolute constraints. Within these areas, new settlement and an urban extension have opportunities for accommodating the borough's housing needs taking into account site constraints, land ownership, the need to support</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ seeks to balance the needs for housing whilst recognising there are constraints on development within the borough ✓ protects the character of the urban area ✓ protects the majority of the Green Belt ensuring boundaries can endure beyond the plan period ✓ delivers an increase in housing provision over previous Core Strategy ✓ larger sites enable infrastructure to be delivered alongside new development ✓ increases in the delivery of larger/family homes with gardens and delivery of affordable housing, by providing for a wider mix of housing units ✓ reduces reliance on small housing units in tall buildings ✓ supports the regeneration and re-use of urban areas ✓ opportunity to deliver a new settlement at Crews Hill of a significant scale on land around the station; there is a limited number of landowners potentially increasing the deliverability of the project; there is the potential to bid for Government funding to support the delivery of strategic infrastructure; and critical mass of development could help to secure the infrastructure needed to support development. ✓ an urban extension at Chase Park could provide a very wide range of housing needs can be met. This includes the ability to increase the financial viability of delivering much more affordable housing New development will deliver investment in new community infrastructure and services, for example, schools, health facilities, community buildings and recreation space. This can be achieved through a combination of investment within the new development and in existing facilities in the established settlement, especially those that have suffered from a lack of investment or lack capacity to meet existing needs. 	<p>Yes</p>

Policy options for H1 Housing development sites	Pros and cons of each option	Preferred Option
<p>sustainable development, and compliance with other planning policies.</p>	<p>✓ New settlement and extensions, can support the regeneration of existing urban areas. Services and facilities which may be struggling to remain viable, from shops and buses to sports clubs and community groups, benefit from a sizable influx of population.</p> <p>Cons</p> <ul style="list-style-type: none"> ➤ some loss of Green Belt and would be contrary to the London Plan. ➤ development of a new settlement at Crews Hill would require significant public and private sector investment in order to provide the supporting community infrastructure and upgrades; could further exacerbate the recognised capacity issues on the strategic road network; development of scale could have significant environmental implications in terms of impact on the Green Belt and landscape character and flood risk considerations. ➤ large scale urban extension and new settlement are complex to bring forward and take longer to deliver as they may require the provision and forward funding of critical elements of strategic infrastructure ➤ large scale urban extension and new settlement can change the nature/character of the existing settlement and have the most direct impact upon immediately adjoining communities 	
<p>D. Seek to deliver a higher number of new homes within the plan period</p> <p>Based on delivering 52,000 homes up to 2039.</p>	<p>Cons</p> <ul style="list-style-type: none"> ➤ significant outward expansion of urban area to achieve 36,000 homes ➤ significant increase in densities in the urban and Green Belt areas ➤ requires significant upgrades to the strategic transport network ➤ loss of significant areas of Green Belt and Metropolitan Open Land ➤ is unlikely to be achievable as there are significant infrastructure and delivery issues that would need to be overcome to free up all sites for 	<p>No</p>

Policy options for H1 Housing development sites	Pros and cons of each option	Preferred Option
	development within the plan period. Further information is set out in the Growth Topic Paper.	

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8.2 Strategic Policy SP H2: Affordable housing

DRAFT STRATEGIC POLICY SP	H2	Affordable housing
<ol style="list-style-type: none"> 1. The Council will seek to maximise the delivery of affordable housing in the borough and aim to secure 50% of all new homes across the plan period as genuinely affordable. 2. Proposals that involve the net loss of affordable homes will be resisted. 3. Affordable housing requirements will be calculated based on proposed gross housing floorspace and sought from new developments on sites comprising ten or more new housing units or a combined proposed gross floorspace of over 1,000 square metres based on the following requirements: <ol style="list-style-type: none"> a. 50% affordable housing on estate regeneration schemes and council-owned sites; b. 50% affordable housing where developments delivering net additional homes on industrial land would result in the net loss of industrial floorspace; c. 50% affordable housing in all in areas of the Green Belt, including the proposed rural place making areas at Crews Hill and Chase Park; and d. minimum 35% affordable housing on all other major housing development. 4. Affordable housing should be provided in line with the guideline mix of 50% social-affordable rented housing and 50% intermediate housing. Flexibility in the tenure mix will be allowed subject to viability where developments propose more than 50% affordable housing. 5. Proposals that involve the loss or demolition of existing affordable housing floorspace (including estate regeneration schemes) will be expected to deliver at least an equivalent amount of affordable housing floorspace and, where possible, achieve an uplift in provision. Estate regeneration schemes will be expected to reflect the existing mix of affordable and family housing and the particular needs of existing and future tenants (including specialist housing). 6. Development involving the provision of affordable housing will be required to: <ol style="list-style-type: none"> a. achieve the same high-quality standards as the private housing element of the scheme in terms of accessibility, internal space requirements, external appearance and design quality and provision of private outdoor space; use grant funding to maximise the delivery of affordable housing where feasible; and b. provide affordable housing on site as part of residential and mixed-use schemes (excluding those under part B iv above). In exceptional circumstances, off-site provision or contributions of broadly equivalent value will be accepted where it: <ol style="list-style-type: none"> i. avoids an over-concentration of one type of housing (both on and off site) to ensure mixed and balanced communities; ii. secures a greater proportion of affordable units overall; and iii. offers the best way of delivering affordable homes, including a higher level of affordable rented family homes. 		

7. When determining the amount of affordable housing acceptable on the site, regard will be given to the economics and financial viability of the development including any particular costs associated with it. The London Plan's threshold approach to affordable housing will be applied and will not require a viability assessment where the proposal includes 50% social/affordable rented homes and 50% intermediate homes
8. Development proposals will be subject to detailed review mechanisms throughout the period up to full completion of the development, including an advanced stage review mechanism.

Explanation

- 8.2.1 There is a significant London-wide and local need for genuinely affordable housing¹⁹. Affordability is a major concern to those on the lowest earnings, who are generally first-time buyers. House prices, on average, are over fourteen times that of the average salary in Enfield. As a result, many lower paid and lower skilled jobs are filled by people who cannot afford to live in the borough and this has led to an increase in commuting. It is also creating a climate where smaller, privately rented properties are often the only feasible option for residents faced with high costs and a shortage of affordable properties. In the private rented sector, average households spend over 45% of their gross income on rent, and a much higher percentage of their net disposable income. As a result, Enfield has one of the highest percentages of adults claiming housing benefit in London, well above the national and the London average.
- 8.2.2 This policy seeks to maximise the delivery of affordable housing from new development across the borough to meet identified needs to ensure that Enfield is a nurturing borough. Like other parts of London, Enfield faces a significant shortage of genuinely affordable housing and there is an urgent need to boost the supply of affordable homes to meet the diverse needs of the growing population. This means a greater variety of affordable housing products and well-designed homes of the right size, tenure and price that local people (especially those on low incomes) can afford.
- 8.2.3 This policy applies primarily to the following types of housing:
- Self-contained houses and flats
 - Housing for older people and vulnerable people
- 8.2.4 The Council is committed to increasing the delivery of affordable housing, including key worker housing and want to encourage more residents to invest in securing their own housing in the borough and thus a broader range of affordable housing products to meet the demand across the whole of the local housing market.
- 8.2.5 In line with the London Plan, the following forms of genuinely affordable homes will be prioritised:

¹⁹ Affordability is a measure of whether housing can be afforded by certain groups of households and is defined by the relationship between local incomes and the local general housing market. Therefore, the ability of a household to satisfy its own housing requirement is fundamentally a factor of the relationship between local house prices and household income.

- Homes based on social rent levels, including London Social Rent and London Affordable Rent
 - London Living Rent
 - London Shared Ownership
- 8.2.6 Other forms of affordable housing will also be supported, such as community led housing (see policy DM H6), if they meet the London Housing Strategy definition of genuinely affordable housing and are considered to be genuinely affordable.
- 8.2.7 Our target is to deliver at least 623 new affordable homes per year in the borough up to 2039, based on a threshold approach (at least 35% on gross residential homes, rising to at least 50% on public sector land, industrial land) to meet identified needs²⁰.
- 8.2.8 Applicants will be strongly encouraged to meet or exceed affordable housing targets (as set out in part 3 above) in line with the London Plan. Schemes which fail to meet these targets will be subject to viability testing in line with the requirements set out in part 6 above.
- 8.2.9 The Council will expect housing developments on Green Belt land, in particular the place making areas of Crews Hill and Chase Park, to deliver 50% affordable housing. This is based on the findings of the Whole Plan Viability which demonstrated that 50% affordable housing on greenfield land in higher value areas was achievable.
- 8.2.10 Where the applicant wishes to demonstrate that the affordable housing thresholds (including the tenure mix) cannot be satisfied on viability grounds, they must provide a detailed financial viability assessment of the scheme prior to submitting a planning application to validate this claim. In this case, the applicant will need to appoint a consultant (chosen from our preferred list) to carry out an independent evaluation of the financial viability assessment at the pre-application stage, at its own expense. Schemes that fail to meet the affordable housing targets set out above (excluding public estate regeneration schemes) will be subject to detailed review mechanisms through the section 106 agreement to take account of changes to costs and values from the granting of planning permission to full completion (including an advanced stage review mechanism). In exceptional circumstances where a reduced affordable housing contribution can be justified on viability grounds, the applicant will be required to enter into a planning agreement to implement the scheme within 12 months of the granting of the planning consent and deliver the agreed affordable housing contribution within a specific timescale. If the development is not implemented or affordable housing is not delivered within the agreed timescale, the applicant will be expected to deliver the full affordable housing requirement or in the case of renegotiated schemes revert to the original agreed position. For multi-phased schemes, we will insert trigger clauses into the section 106 agreement at the beginning of each phase to review the viability of the scheme.
- 8.2.11 Our preferred tenure split is 50% social-affordable rented housing and 50% intermediate housing based on identified need and viability testing. There may be specific instances where it would be more appropriate to deliver an alternative tenure mix (e.g. higher proportions of intermediate housing in areas of predominately social rented housing) where it would be more consistent with local housing need (as set out in the latest Enfield housing market assessment) and the principles of good

²⁰ This is based on: the backlog of households currently in need, as evidenced in the council's waiting list; the formation of new households who are unable to afford to meet their needs in the market, and the available supply of social and other affordable rented housing through lettings each year

growth, including the creation of mixed and balanced communities. Where affordable homes are provided above the 50% threshold, the tenure mix of the additional affordable units on site will be subject to negotiation. We will expect schemes proposing more than 50% affordable housing to demonstrate that they satisfy the tenure split requirements at the 50% level²¹.

- 8.2.12 The affordable housing mix should also reflect the need to provide larger family homes and smaller affordable units. Large groupings of the same tenure type should be avoided, wherever possible. Affordable housing should also be tenure-blind and well-integrated into the design and layout of the proposed development (including market-led housing) and the wider public realm, with access to communal spaces (e.g. open space) and management facilities. The design and quality of materials should also be consistent. Developers will also be expected to demonstrate how the affordable housing will be designed in line with the standards of the Home Quality Mark.
- 8.2.13 Enfield has embarked on an ambitious programme of estate renewal and council housing to significantly improve the quality of life of residents. Estate regeneration schemes and other proposals involving the loss or demolition of existing affordable units will be expected to secure alternative provision of at least an equivalent basis (in terms of unit size, tenure mix and floorspace) as well as significant uplift in the total number of units. This includes the provision of family housing and social rented accommodation. All units to be retained on site should be brought up to decent homes standard, either through major redevelopment works or planned maintenance.
- 8.2.14 On-site provision is the preferred way of delivering affordable housing in Enfield. Alternatives to on-site provision will only be considered in exceptional circumstances where it can be robustly justified (as explained in part 7). The onus will be on the applicant to demonstrate that off-site provision or a cash-in-lieu payment (i.e. commuted sum) would offer the best way to deliver more affordable housing (due to physical constraints, such as small and tightly confined sites, or other factors) and achieve mixed and balanced communities (e.g. rented housing). Cash-in-lieu contributions should only be used where it is not possible to provide affordable housing on or off site. These contributions will be ringfenced and pooled into an enabling fund to support the delivery of affordable housing projects across the borough, such as empty homes and refurbishments, estate regeneration schemes, site acquisition of existing properties and specialist housing provision, such as supported housing. In the case of small sites, we will accept payment in lieu of affordable housing.
- 8.2.15 Affordable housing contributions will be calculated based on the number of habitable rooms per unit and gross floorspace (taking account of the percentage of intermediate and social rented units and the percentage of affordable housing delivered in the proposed scheme). It is expected that there should not be a greater than 5% variation in floorspace between the private and affordable units, excluding units designed to be wheelchair accessible. This prevents an under provision of affordable housing where the developer proposes unusually large market homes.

²¹ For example, if the proposal only includes 40 affordable homes, we will expect to see at least 10 social - affordable rented homes and 10 intermediate housing as part of the scheme.

- 8.2.16 This policy will be implemented through partnership-working and the use of grant funding to meet local need as well as strategic targets.

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8.3 Policy DM H3: Housing mix and type

DRAFT POLICY DM	H3	Housing mix and type			
<p>1. The provision of new homes (market and affordable) should contribute to meeting the needs of current and projected households having regard to the following:</p> <ol style="list-style-type: none"> provide an appropriate mix of dwelling types and sizes, reflecting the most up to date evidence as set out in the Local Housing Needs Assessment (2020) or successor documents; the character of the development in the context of the site and surrounding area, taking account of accessibility arrangements and amenity considerations (e.g. child density); the location and physical characteristics of the site (including any identified constraints on the preferred housing mix); the viability of the development (taking account of abnormal costs and particular characteristics of particular sectors, such as build-to-let housing); and the extent to which flexibility around the mix of market units could secure the delivery of additional affordable housing. 					
<p>Table 8.1: Dwelling size priorities</p>					
	Studio/bedsit	One-bedroom	Two-bedrooms	Three-bedrooms	Four-bedrooms or more
Social/affordable rented	Low priority	Medium priority	High priority	High priority	Low priority
Intermediate	Low priority	High priority	High priority	Medium priority	Low priority
Market	Low priority	Low priority	Medium priority	High priority	High priority
<p>Self-contained units</p>					
<p>2. All forms of self-contained living accommodation (including conversion of single dwellings to flats) will be required to meet and, where possible, exceed the internal and external space standards set out in the London Plan and the Nationally Described Space Standard.</p>					
<p>Accessible, efficient and inclusive design</p>					
<p>3. At least ten per cent of new dwellings should be built to M4(3) wheelchair accessible dwelling standard in accordance with Building Regulations.</p>					
<p>4. All new residential developments should be designed to be 'tenure-blind'. Tenure should be spread and integrated throughout the development to prevent concentrations or clear distinctions and provide choice to all users.</p>					
<p>5. Development proposals should demonstrate that housing type and mix have been taken into account and demonstrate how dwellings have been designed to be adaptable.</p>					

Explanation

- 8.3.1 Enfield requires an appropriate mix of housing across both market and affordable tenures to meet the changing needs of its growing population. An important part of addressing the need and demand for housing is to ensure that new housing is of an appropriate size and type, and that the existing stock is managed. To this end, the borough has undertaken a housing needs assessment and is monitoring new building and changes to the existing housing stock in the Authority Monitoring Reports.
- 8.3.2 The requirements the council seeks will be based on the best available and up to date objective assessment of need including careful consideration of the specific needs of different groups of occupiers, such as older people, families with children and single people. We will also take account of evidence of specialist housing need submitted with any proposal, as well as any special characteristics of the site and the results of borough-wide and local area monitoring of recently completed development.
- 8.3.3 The priorities set out in the policy is intended as a guide to inform the tenure mix of new housing developments in Enfield. Assessments undertaken for the LHNA suggests that most new households expected to form over the plan period are likely to need larger homes (3 bed and larger). In the social - affordable rent sector most households need 2 or 3 beds and in the market sector most households need 3 or 4 beds. For example, in terms of the size of affordable dwellings required by those currently in acute need on the waiting list, 14.7% need one-bedroom, 35.3% need two-bedroom, 42.3% need three-bedrooms and 7.7% need four or more -bedrooms. Therefore, the dwelling size priorities table for social – affordable rented properties categorises two and three-bedroom social -affordable rented units as high priority, one-bedroom units as medium priority and four or more bedroom units as low priority. In certain cases, an area-based approach to housing tenure may be warranted. Some parts of the borough have specific tenure deficits or surpluses (refer to the evidence in the LHNA²²). However, deviation from the policy will only be justified where the evidence clearly demonstrates that the priorities in the catchment area of the proposed development differ from the list set out above.
- 8.3.4 In certain circumstances it may not be viable to secure dwelling size mix in accordance with the priorities set out in policy H3. Part 2 of this policy expects new housing development to contribute to supporting the creation of stable local neighbourhoods and cohesive communities. Preference will therefore be given to larger homes, because proposals which provide more than a small proportion of studios are unlikely to achieve this objective and therefore will not normally be supported. Although the increasing proportion of single person households is forecast to continue, this does not necessarily result in a proportionate increase in demand for small studios as many people would like a spare bedroom for visitors or to use as a study/office. Therefore, a realistic approach is to allow for a proportion of new developments to contain studios up to a maximum limit. However, proposals

²² <https://new.enfield.gov.uk/services/planning/evidence-base/>

solely for self-contained dwellings comprising predominantly 1-bedroom or studio flats (excluding specialist housing) will be resisted.

Mix of affordable homes

- 8.3.5 In terms of the proposed mix of affordable homes, the LHNA recommends that the focus of affordable ownership provision should be on one and two-bedroom housing units as the majority of households who live in intermediate (shared ownership) housing are households without children. 59% are single households, 33% are couples without children. However, 7.5% of those living in intermediate housing are households with children. This demonstrates that, whilst smaller in scale, there is demand for family sized intermediate housing.
- 8.3.6 While the dwelling mix of market and affordable homes is expected to reflect the preferred dwelling mix set out in this policy, rigid application of these requirements may not be appropriate in all cases. When considering the mix of dwelling sizes appropriate to a development, we will have regard to individual site circumstances including location, the character of the area, site constraints, viability and the achievement of mixed and balanced communities. The council will allow flexibility in estate regeneration schemes, in particular where a dwelling mix has been agreed on the basis of detailed consultation with the residents which has taken on-board their specific needs. Furthermore, flexibility will be applied for developments providing for retirement, sheltered or extra care housing.
- 8.3.7 The policy responds to the objectives of the plan to create a nurturing place by providing a variety of housing options to meet the needs of everyone, regardless of income, age and ability. It also recognises that the needs identified in the LHNA could change over time. Therefore, the policy refers to 'current' evidence in relation to housing need.

Accessible and inclusive housing

- 8.3.8 In line with the London Plan the council will expect that all new development meets the strategic target for provision of wheelchair user dwellings and ensuring accessible and adaptable dwellings, in accordance with Building Regulations M4(3) and M4(2) respectively. Parts 4 and 5 of this policy applies to dwellings that are created via works to which Part M volume 1 of the Building Regulations applies. To comply with the Building Regulation requirements appropriate step-free access into the dwelling will need to be provided. This policy helps to support the ELP's strategic approach to meeting housing needs for older people through adaptable housing, as set out in Policy DM H5.
- 8.3.9 In considering the suitability of a site for wheelchair accessible or user dwellings the council will have regard to individual site circumstances. This is because flexibility may need to be applied to meet policy objectives (for example to enable the requirement to apply to 10% of habitable rooms where a better outcome is provided in terms of provision of larger units). Discretion may also be needed in exceptional circumstances when provision of a lift to dwelling entrances is not technically feasible, such as with some constrained infill sites or flats above shops. The council will seek to secure appropriate provision for individual developments, including through the use of planning conditions.

- 8.3.10 To support the ELP's objectives for providing a variety of housing options to ensure that more people can access good quality homes, all development should be designed to promote social interaction and equality of access to facilities and services. This includes inclusive and welcoming access to buildings, particularly front entrances. Proposals should avoid the unnecessary use of separate main entrances. Where private communal amenity space is provided in new housing development, this must be made accessible to all residents occupying the building. The council will strongly resist proposals that unnecessarily restrict or prevent access to buildings or communal amenity space, including for reasons of housing tenure.

8.4 Policy DM H4: Small sites and small housing development

DRAFT POLICY DM	H4	Small sites and small housing development
<p style="text-align: center; font-size: 48px; opacity: 0.2; pointer-events: none;">DRAFT</p> <ol style="list-style-type: none"> <li data-bbox="209 891 1315 1032">1. The Council will support well-designed new homes on appropriate small sites (including on vacant infill and backland plots, upward extensions of flats and redevelopment of non-residential buildings) and seek to achieve the London Plan target of 353 new homes per year on sites of less than 0.25 hectares. <li data-bbox="209 1055 1366 1384">2. Housing delivery and intensification on small sites will be particularly supported in the following locations: <ol style="list-style-type: none"> <li data-bbox="256 1151 1034 1182">a. sites with good public transport accessibility (PTAL 3-6); <li data-bbox="256 1189 1366 1249">b. sites within 800 metres of a tube, rail station or the boundary of a major, district or town centre (as defined on the Policies Map); <li data-bbox="256 1256 1347 1317">c. sites with good local infrastructure e.g. local centre, local shopping parade, local schools and community facilities; and <li data-bbox="256 1323 1294 1384">d. places with planned infrastructure improvements that will improve PTAL and walking / cycling accessibility over time. <li data-bbox="209 1447 1366 1731">3. New residential development on small sites must be carefully and creatively designed to avoid harm to amenity of surrounding properties and uses, especially in terms of outlook, privacy, daylight and sunlight. Innovative design solutions should be used to optimise housing density and land use, especially in fine-grained areas (for example, through the use of courtyard and mews housing typologies, rooftop and terraced amenity spaces, shared spaces and facilities, provision of basement/undercroft parking and redevelopment of vacant/underused spaces, such as single-storey garages, external service yards and incidental amenity space). <li data-bbox="209 1760 1366 1928">4. To help facilitate the appropriate development of small sites for housing, including through the sensitive intensification of existing buildings and sites, the council will prepare a suite of supplementary planning documents. Proposals will be expected to have regard to this planning guidance, where relevant and demonstrate how it has been used to inform the development through the design-led approach. 		

Explanation

- 8.4.1 This policy presents a new strategic approach to meeting housing need locally. Small sites and small housing development will play an important role in the delivery of new homes and the enhancement of existing neighbourhoods in the borough and this policy is intended to promote well-designed housing developments on small sites of up to 0.25 hectares and can accommodate up to 25 homes. This includes apartment buildings, backland and infill developments and communal forms of living.
- 8.4.2 Development of small sites will be particularly supported in areas with good access to public transport and close to existing local infrastructure and services offered within town centres. There may also be places with good local infrastructure, for instance local centres, which could support intensification of small sites nearby and/or where future planned infrastructure improvements will improve public transport accessibility and walking and cycling networks over time. The council is exploring a range of mechanisms to support intensification of small sites, especially within town centres, including land assembly powers, housing renewal schemes, acquisition of sites through housing companies, direct funding and the designation of housing zones. Developers and landowners will be encouraged to work together to bring forward a cluster of small sites through an area-based design code or masterplanning exercise and maximise potential redevelopment and intensification opportunities along the borough's linear high street corridors and town centres. Applicants should also draw on design guidance on the Mayor of London and relevant supplementary planning documents to inform the design and layout of small-scale housing developments in suburban and urban areas of the borough.
- 8.4.3 The Enfield small sites register sets out up-to-date information on the supply of small sites of up to 0.25 hectares in size in the borough (including sites with extant planning permission, outline planning permissions and sites without planning permission) which have sufficient capacity to accommodate up to 25 new dwellings. This register will be reviewed on an annual basis.

- 8.4.4 This policy aims to encourage high quality housing that is sensitive to the character of the borough and meets a range of different needs. There are a variety of opportunities and types of small sites that can support new housing development. Vacant and underused brownfield sites along with redundant ancillary facilities, such as garages or residential storage units, present relatively straightforward options for redevelopment. However, these types of sites are limited in availability and are often constrained, such as by irregular plot forms, site access issues or land-use designations (including those that protect land for commercial uses i.e. Locally Significant Industrial Sites and Strategic Industrial Locations). It is therefore expected that the majority of small sites development will occur in existing residential areas, where new homes can be sensitively integrated with other compatible uses. Housing development on small sites can take a number of forms including: new build, infill and backland development, conversion (subdivision of houses into flats), demolition and redevelopment or extension of existing buildings (including upward, rear and side extension, and basement development).
- 8.4.5 The borough's approach to housing development on small sites is expected to facilitate the incremental intensification of existing residential areas, particularly where sites are within 800 metres of a station or town centre. It is imperative that future growth and development occurs in a way that respects and enhances the positive evolving local character of Enfield's neighbourhoods, with the distinctive features of Enfield's neighbourhoods at the heart of the design-led approach.
- 8.4.6 The Enfield Character of Growth Study (2021) identifies areas that are positioned to facilitate an uplift in small housing development, recognising that the physical character of some areas may need to evolve gradually over time, for example, to accommodate new housing and investment in infrastructure. The study defines areas on a spectrum of sensitivity to change, based on local character, taking into account factors such as existing urban grain, historic evolution, building typologies, and spatial strategic growth and regeneration priorities across the borough. All proposals for small housing development will be expected to refer this document, as a starting point, to understand the scope for intensification in a given area and to gain an appreciation of the key features of local character.
- 8.4.7 The study must be read in conjunction with other design guidance to ensure that development is appropriate to the site and surrounding area. We will prepare and make available a suite of guidance documents to assist with the implementation of this policy, which includes existing and future Conservation Area Appraisals and Management Plans. The Council will also produce a Borough-wide Design Guide / Design Code that will include guidance on the sensitive intensification of suburban neighbourhoods.
- 8.4.8 Where small housing development is proposed it should not have an unacceptable adverse impact on biodiversity and green infrastructure. Applications will be expected to identify potential impacts in this regard, and clearly set out measures to minimise and mitigate these. Measures may include the return of hard standing to green space, installation of green and brown roofs and green walls, tree planting, the creation of habitats that encourage biodiversity (for instance bird boxes) and sustainable landscaping. In exceptional circumstances, where site constraints demonstrably preclude the implementation of on-site measures, then off-site provision (for example, tree planting) may be acceptable in order to ensure policy

compliance. Off-site provision will be secured on a case-by-case basis through the use legal agreements and/or planning contributions.

- 8.4.9 Small site development forms significant part of the Local Plan housing trajectory. The council will monitor progress towards the small site housing target through the Authority Monitoring Report and consider this policy's effectiveness through the ELR review process. Monitoring will also provide us with information to understand the spatial distribution of new small sites housing development and consider whether interventions are necessary, for example, to ensure those areas where this type of development is concentrated are appropriately supported by community facilities and other strategic infrastructure via the Council's Infrastructure Delivery Plan.

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8.5 Policy DM H5: Supported and specialist housing

DRAFT POLICY DM	H5	Supported and specialist housing
<ol style="list-style-type: none"> 1. The Council will support the provision of appropriate housing to meet the specialist and supported needs of vulnerable people in Enfield, including specialist housing for elderly people. We will achieve this by: <ol style="list-style-type: none"> a. supporting development that allows people to live as independently as possible whilst meeting the identified local needs within the borough and being targeted at Enfield residents; b. providing options at a range of costs to suit resident's different financial circumstances in line with evidenced local need, including a proportion of affordable specialist units on site or a contribution towards addressing the identified need for affordable specialist housing elsewhere in the borough; and c. requiring affordable housing from sheltered and extra care accommodation falling within use class C3. 2. Supported and specialist housing development should: <ol style="list-style-type: none"> a. contribute to creating a mixed, balanced, inclusive and sustainable neighbourhood; b. be well integrated with the wider neighbourhood and protect the amenity of neighbouring occupiers in line with the agent of change principle; c. be delivered through partnership arrangements between the developer and an appropriate support service provider; d. be suitable for the intended occupiers in terms of the standards of facilities, design of buildings, density, parking; internal space and amenity space; e. provide the necessary level of supervision, management, care and support; f. have arrangements in place for appropriate long-term management; and g. offer easy access to community facilities, is accessible to public transport, workplaces, shops and services appropriate to the needs of the intended occupiers. 3. Specialist older persons housing will be expected to deliver both: <ol style="list-style-type: none"> a. affordable housing in accordance with policy H2 Affordable housing, and b. accessible housing. 4. The loss of supported and specialist accommodation will be resisted, unless: <ol style="list-style-type: none"> a. adequate replacement accommodation can be provided; or b. it can be demonstrated that there is a surplus of specialist accommodation in the area; or c. it can be demonstrated that the existing care home is incapable of meeting relevant industry standards for suitable accommodation in a cost-effective manner. 5. Where the loss of supported and specialist accommodation is acceptable in line with Part 4 above, proposals will be expected to secure the re-provision of an equivalent amount of floorspace for residential use, including affordable housing, where appropriate. 6. Proposals for care homes accommodation will be supported where they are appropriately located and designed to a high-quality standard, having regard to other 		

policies in the plan. In addition, proposals must ensure that 100% of habitable rooms are wheelchair accessible.

7. Development resulting in the net loss of floorspace for care home accommodation will be assessed having regard to the requirements set out in Part 4.
8. In order to ensure inclusive and mixed neighbourhoods and communities, proposals must not result in a harmful overconcentration of care home accommodation within the locality.

Explanation

- 8.5.1 The ELP seeks to deliver a wide variety of high quality homes that will provide all tenures, types and sizes of housing to meet the needs and demands of different people in the community. This will include housing for older people and people with disabilities (this policy DM H5) the gypsy and travelling community (policy DM H10), students (policy DM H9) and others in the community with specialist housing needs. The provision of new dwellings will take account of local need to allow for a genuine choice of housing options and the creation of sustainable, balanced and mixed communities.

Supported and specialist housing need

- 8.5.2 The PPG identifies a number of groups which may have housing needs which differ from those of the wider population. From the LHNA 2020, we know that in the borough over the plan period up to 2039:
- There is an increasing need for specialist housing for older, disabled or vulnerable people in Enfield.
 - The number of older person households (aged 65 and over) is expected to increase by 50 per cent and households aged 75 and over, who are most likely to move into specialist older persons housing, increasing by 56 per cent²³ over the plan period.
 - The overall need for residential care (C2 use class) between 2020 and 2036 is projected to increase by 755 units and specialist older person by 1,242 units. However, the London Plan sets an annual benchmark of 195 specialist older persons housing, but this is up to 2029.
- 8.5.3 Supported and specialist accommodation need can also come from vulnerable adults and young people including: those with a disability, those with a recent history of violence, domestic abuse, mental health issues or rough sleeping.

²³ Enfield Local Housing Needs Assessment 2020

Types of supported and specialist housing

- 8.5.4 The majority of over 65s and many disabled and vulnerable people will continue to live in mainstream housing and not all will require specialist housing. However, many may require changes to their accommodation at some point in their life, depending on changing levels of need for care, support and safeguarding. Therefore, proposals for supported and specialist residential accommodation will be expected to meet the latest industry standards. We will require applicants to ensure development is informed by the latest good practice guidance. Planning statements should refer this guidance and clearly indicate how this has been taken into consideration.
- 8.5.5 Although a high proportion of people in the borough may have their own resources to meet their accommodation and care needs, some residents may need financial support to enable them to access housing support services or appropriate accommodation. The council will support proposals that enable older, disabled and vulnerable people to live independently in mainstream housing for as long as they want, as well as the delivery of appropriate tailored specialist accommodation, to enable residents to move when they wish to or require greater support to remain safe and independent.

Affordable housing

- 8.5.6 Where market housing is proposed for older people or vulnerable people, the council will apply Policy H2 Affordable housing as far as possible to seek affordable provision for older people or vulnerable people, to meet more general needs. However, it is acknowledged that such forms of housing are likely to have distinctive financial viability characteristics, particularly if an element of care is involved, and the council will take a flexible approach to the scale and nature of provision and whether the affordable provision should be made on site.

Agent of change principle²⁴

- 8.5.7 Providing different types of specialist and supported housing to meet identified local demand, especially in new higher density developments, will require careful planning, design and an appropriate location to ensure residents' needs are accounted for and integrated into the new development. In some cases, the council may require the developer to be responsible for future costs of soundproofing, secured by a legal agreement.

²⁴ London Plan sets out how new developments can mitigate impacts from existing noise and other nuisance generating activities or uses on the proposed new noise-sensitive development. This is referred to as the 'agent of change principle'.

8.6 Policy DM H6: Community led housing

DRAFT POLICY DM	H6	Community led housing
<p>1. Proposals for community-led housing will be supported in appropriate locations where:</p> <ol style="list-style-type: none"> a. a local need for this type of provision is clearly established; b. optimal use is made of the site, contributing to the delivery of the strategic housing target (including in relation to the mix of unit sizes), with a development density that is appropriate to the site, having regard to other policies in the plan; c. provision is made for affordable housing; and d. the scheme is designed to a high standard (including sustainable design principles), integrates adequate amenity space, and makes a positive contribution to the local neighbourhood. 		

Explanation

- 8.6.1 Community led housing is a growing trend in London, both being driven by Community Groups supported by the Mayor of London (Community Led Housing Hub) and locally in Enfield as well (Naked House). Community led housing can take several forms including housing co-operatives, Community Land Trusts (CLTs), cohousing, and self/custom build housing. These approaches are not mutually exclusive, and in many cases a mixture of approaches may be employed in the setup and running of community led homes to suit specific circumstances. This type of development demonstrates our commitment to seek to meet demand within the borough, and we will continue to monitor our register in line with the relevant statutory requirements.
- 8.6.2 Community led housing can provide a more affordable route to home ownership, and has the potential to build more cohesive communities and allow for specific uses to be explored as shown by Older Woman's Housing Cooperatives such as OWCH. There is a demonstrable demand in Enfield to go beyond what the market or the council can deliver in terms of housing affordability and typology.
- 8.6.3 Community led housing Self-build and custom build housing units provide an additional source of supply of conventional housing and a further housing choice, and will therefore be considered as housing for policy implementation.
- 8.6.4 The council has a statutory duty to maintain a register for self-build and custom-build housing and have regard to this register in its planning, housing and related functions. The register forms part of the evidence base informing Local Plan preparation. It provides an indication of demand for serviced plots for self-build and custom-build housing from individuals or groups who meet specific eligibility considerations. The LHNA has also considered demand for this type of provision. This research indicates the council should encourage provision of self and custom build plots through policy and major allocations identified in the ELP. It also recommends the use of suitable council land or other available land controlled by a willing landowner or developer to make provision for serviced plots to meet demand.
- 8.6.5 Community led housing projects can be delivered in a number of ways, including through:

- start-up community led housing organisations responding to housing need or demand, or groups of people seeking to deliver their own homes;
- the extension of existing community-based organisations to provide housing in addition to their existing activities, for and on behalf of the community;
- partnerships with developers, housing associations, and councils supporting a community group to deliver their ambition. Councils and developers can also help initiate a group.

8.6.6 This policy supports proposals for self-build and custom-build housing where they respond positively to the locality and support delivery of the spatial strategy for the borough. All proposals must be designed to a high-quality standard and make provision for an element of affordable housing, where appropriate. Given Enfield's challenging future requirement for conventional housing it is imperative that all development, including self-build and custom build housing, optimises the use of sites including through densities that are appropriate to the site location.

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8.7 Policy DM H7: Build to rent

DRAFT POLICY DM	H7	Build to rent
<p>1. Proposals involving standalone build-to-rent (BTR) developments or build-to-rent blocks on large mixed tenure schemes will be supported where they:</p> <ol style="list-style-type: none"> provide high quality housing and a mix of dwelling sizes that meet identified local and strategic housing needs; offer tenancies over at least a three-year period; provide on-site affordable housing in perpetuity in the form of Discounted Market Rent at genuinely affordable rent level; provide homes held over at least 15 years under covenant to be secured through a section 106 legal agreement. A claw-back mechanism will apply in accordance with London Plan policy; provide a review mechanism in the event that policy compliant levels of affordable housing cannot viably be provided; and provide a management plan, committing to high standards of ongoing management of the premises. <p>2. Where a development proposal involving build to rent has potential to include more than one residential core and/or block, applicants should use this separate core and/or block to provide low cost rented housing to be managed independently by a registered provider of affordable housing.</p>		

Explanation

- 8.7.1 Households that rent privately often live in some of the worst quality, poorly managed accommodation. Some private renters face arbitrary evictions and unjustified rent increases. However, this is generally not the case for build to rent housing, which forms a relatively new type of delivery model providing high quality, purpose-built homes which are collectively professionally managed and with longer tenancies for those who want them. Additionally, it provides an opportunity to boost the rate of overall housing delivery, as it does not compete directly with traditional housing which are built for sale. When delivered in line with the London Plan build to rent housing can offer a range of benefits, making it a more attractive product than traditional private rented sector housing to developers, tenants, councils and stakeholders, as this sector has grown significantly over recent years while home ownership levels have declined.
- 8.7.2 Build to rent should provide a proportion of low-cost and London Living Rent homes, which are designed to help households on average income levels to save for a deposit to buy their own home. The covenant period for such schemes in Enfield will be at least 15 years to ensure they make a long-term contribution to meeting housing need in the borough across all tenures. A claw-back mechanism will be applied in accordance with the policies of the London Plan and national guidance on build to rent, in order to protect the value of the affordable housing provision that is withdrawn should affordable housing units in build to rent blocks are converted to another tenure after the expiry of the covenant period.

- 8.7.3 Build to rent provides a valuable addition in terms of increasing the capacity of the development sector to deliver new homes. We are keen to encourage its provision as it widens the type of homes available in Enfield, assists in producing additional homes to meet overall targets and is likely to drive up standards for tenants in new and existing market rented homes.

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8.8 Policy DM H8: Large scale purpose built shared housing

POLICY DM	H8	Large scale purpose built shared housing
<p>1. Large-scale purpose built shared living development will be supported where:</p> <ol style="list-style-type: none"> a. it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency; b. is under single management; c. its units are all for rent with minimum tenancy lengths of no less than three months; d. communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least: e. it provides convenient access to a communal kitchen; f. it provides outside communal amenity space (roof terrace and/or garden); g. it provides internal communal amenity space (dining rooms, lounges); h. it provides laundry and drying facilities; i. the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes; j. it complies with any relevant standards for houses in multiple occupation (HMOs); k. a management plan is provided with the application; and l. it delivers a cash in lieu contribution towards conventional C3 affordable housing in the form of upfront cash in lieu payment. <p>2. Developments are expected to provide a contribution in lieu of affordable housing in line with Policy H2.</p> <p>3. All large-scale purpose-built shared living schemes will be subject to the viability tested route set out in the London Plan. However, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a late stage viability review.</p>		

Explanation

- 8.8.1 Large-scale purpose-built shared living developments are generally of at least 50 units. This type of housing is regarded as sui generis use class and may provide an alternative option for single person households who cannot or choose not to live in self-contained homes. Although this type of accommodation does not fall within C3 use class, it nevertheless represents a form of housing like any student accommodation and the number of bedrooms would be counted towards our housing targets. This form of accommodation is required to contribute to affordable housing. As the units within large-scale purpose-built shared living accommodation do not necessarily meet minimum housing space standards it is not considered suitable as a form of affordable housing itself. Therefore, in line with the London Plan, the council will expect purpose built shared living accommodation to make upfront cash in lieu contribution towards affordable housing subject to viability assessment.
- 8.8.2 A management plan must be produced and submitted with the planning application showing how the whole development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services, and that it

will positively integrate into the surrounding communities. The agreed management plan should be secured through a Section 106 agreement.

8.9 Policy DM H9: Student accommodation

DRAFT POLICY DM	H9	Student accommodation
<p>1. Proposals involving the development, redevelopment and/or intensification of purpose built student accommodation will be supported where they:</p> <ol style="list-style-type: none"> help to meet an identified strategic need, giving priority to local need; are secured to the occupation of specific education institutions or where this is not the case, providers should, subject to viability, deliver an element of student accommodation that is affordable for students in the context of average student incomes and rents for broadly comparable accommodation provided by London universities²⁵. <p>2. All proposals for student accommodation must be appropriately located:</p> <ol style="list-style-type: none"> at well-connected sites that have good levels of public transport accessibility (normally PTAL 4-6) and are easy to access by walking and cycling; and within or at the edge of town centres, or other locations that benefit from shops, services, leisure and community facilities appropriate to the student population. <p>3. All proposals involving the development, redevelopment and/or intensification of student accommodation must ensure a high standard of amenity for future occupiers of the development and residents in the surrounding area. Proposals must meet all the following criteria:</p> <ol style="list-style-type: none"> provide a high-quality living environment including size of units, daylight and sunlight standards and well-integrated communal areas and facilities that would not have a detrimental impact on the amenity and character of the local area; provide at least 10% of student rooms which are readily adaptable for occupation by wheelchair users from the outset, consistent with relevant guidance and best practice; provide adequate on-site cycle parking facilities; demonstrate that the accommodation will only be occupied by students; protect the amenity of adjoining and neighbouring areas; and provide a site management and maintenance plan, which demonstrates that the accommodation will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity and access to facilities for its occupiers and would not give rise to unacceptable impacts on the amenities of existing residents in the neighbourhood. <p>4. The loss of existing student accommodation will be resisted unless it is demonstrated that the facility no longer caters for current or future needs and the floorspace is</p>		

²⁵ In line with London Plan policy H17: Purpose built student accommodation

replaced by another form of residential accommodation that meets other Local Plan housing requirements

Explanation

- 8.9.1 London's higher education providers make a significant contribution to its economy and labour market. The Planning Practice Guidance (PPG) emphasises that local planning authorities need to plan for a sufficient supply of student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. The LHNA 2020 recognised there is a small size of student population in the borough and therefore did not undertake an assessment of the needs of this group. This policy helps to support delivery of the spatial strategy for the borough by meeting the objective of delivering a nurturing place.
- 8.9.2 The provision of new student accommodation will be supported, which will be steered in appropriate locations that are accessible to higher education institutions and conveniently located within close proximity to existing services and public transport, including those supported by good walking and cycling infrastructure. It is also important that student accommodation is sited so student residents have access to a wide range of services and facilities. During the site selection process applicants should give priority to locations in proximity to the institutions that the development will serve. Student accommodation that is intended to meet need arising from outside of the borough should be sufficiently justified in respect of the site location, both locally and in the individual site context.
- 8.9.3 All student housing should provide a suitable standard of amenity to the occupiers, recognising that they will occupy the accommodation on a non-permanent basis and enjoy the use of recreational and domestic facilities available through the educational institution. The occupation and use of the development should be compatible with the amenity of neighbouring occupiers and character of the area.
- 8.9.4 New student accommodation must be developed and secured for occupation by students of one or more specific higher education institutions. This is to guard against speculative development and ensure proposals genuinely help to address identified need. Applications must provide evidence of an end user affiliated with an educational institution, and demonstrate appropriate management arrangements are in place so that rooms will be rented solely to students over the lifetime of the development.
- 8.9.5 At least 35% of purpose built student accommodation should be secured as "affordable student accommodation" to ensure that students with an income equivalent to that provided to full-time UK students by state funded sources of financial support for living costs can afford to stay in student accommodation. We will apply the definition of affordable student accommodation as set in the London Plan and its supplementary guidance. Affordable rent levels may be subject to periodic review over the life of the Local Plan, taking account of any significant changes that may be made to the government's student maintenance loan regime.
- 8.9.6 New student accommodation must be of a high standard of design and construction, with functional layouts and well-integrated living and communal spaces and facilities. It should meet the latest industry standards. Student unit sizes and layouts should be varied, particularly to cater to the needs of wheelchair users, mature students with families, students who want to live alone and for groups of students using shared

facilities. The specific requirements of educational institutions should be considered and accounted for wherever possible.

- 8.9.7 Whilst many students require accommodation during term time only, some residents will use accommodation as their permanent address and therefore development should allow for year-round occupation. To help ensure the viability of student accommodation, we will provide flexibility to allow the temporary or ancillary use of accommodation during term breaks. Proposals will be considered on a case-by-case basis, and where acceptable in principle, we will use conditions or legal agreements to ensure that any temporary or ancillary uses do not result in a material change of use of the building.
- 8.9.8 Student accommodation can benefit Enfield's neighbourhoods and communities, for example, by attracting a student population that supports the local economy, complements the cultural industries and stimulates inward investment. However, an overconcentration of student accommodation within a local area can adversely impact on the amenity of existing residents and uses, and undermine objectives for delivering mixed and balanced communities. Where the scale or concentration of student housing is likely to harm local amenity, we will resist proposals or seek a range of mitigation measures to ensure development is appropriate.

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8.10 Policy DM H10: Gypsy and traveller accommodation

DRAFT POLICY DM	H10	Gypsy and traveller accommodation
<ol style="list-style-type: none"> 1. The Council will address the need for Gypsy and Traveller accommodation through the proposed Gypsy and Traveller Local Plan. 2. Proposals brought forward for transit and permanent pitches over will be required to demonstrate the following: <ol style="list-style-type: none"> a. the site is in an area suitable for residential occupation and suitably connected by sustainable modes of transport with health care, retail and school facilities with capacity; b. the impact of the development would not harm the landscape, heritage assets, biodiversity or visual character and amenity of the area, particularly the green belt; c. the site is suitable where required for the undertaking of occupants' employment and entrepreneurial activities without detriment to adjacent occupiers' amenity; d. the site can be safely accessed by pedestrians, vehicles and caravans; e. be laid out and incorporate boundary treatments that seek to positively integrate with the adjacent townscape/ communities; and f. adequate on-site utilities, including water resources and supply, waste disposal and treatment, are provided for the benefit of residents and in order to avoid adverse impacts on the natural environment. 3. Due to the nature of this housing need, there will be continuing cooperation with neighbouring local planning authorities to ensure that the appropriate demand is identified and provision made. 		

Explanation

- 8.10.1 Gypsies and travellers form part of the diverse community within the borough with particular housing needs. To plan positively and manage development to meet the needs for this group, a separate Local Plan is being developed. This will be informed by the Gypsy and Traveller's Accommodation Assessment (GTAA) 2020, which identifies need of 21 pitches over the plan period.
- 8.10.2 In the meantime, there is a need to provide guidance for consideration of applications that may come about before the Gypsy and Traveller Local Plan is adopted. Best practice set out in the national Planning Policy for Traveller Sites (PPTS) states that locally specific criteria should be used to guide both the allocation of sites in plans, and form the policy used to assess applications which come forward on unallocated sites.

Policy Options for H10: Gypsy and travellers' accommodation

Policy options for H10 Gypsy and travellers' accommodation	Pros and cons of each option	Preferred Option
A. Do nothing	Cons <ul style="list-style-type: none"> ➤ The 'do nothing' option is not considered. Government policy places a requirement on local planning authorities to meet the housing needs of all sections of the community and by through the do nothing approach the ELP will not be in conformity with the London Plan. 	No
B. Meet Enfield's objectively assessed needs as part the Local Plan	Pros <ul style="list-style-type: none"> ✓ This option provides the needs for community and if managed well, reduces the numbers of unauthorised encampments. ✓ Ensures that the ELP is positively prepared and is based on a strategy that seeks to meet the borough's objectively assessed need, where it is reasonable to do so. Con <ul style="list-style-type: none"> ✓ There are no sites in the borough. 	No
C. Meet the needs of the Gypsy and Traveller accommodation through the proposed Gypsy and Traveller Local Plan	Pros <ul style="list-style-type: none"> ✓ Positively plans and manage development to meet the needs for this group of the community. ✓ This will be informed by the Gypsy and Traveller's Accommodation Assessment (GTAA) 2020, which identifies need of 21 pitches over the plan period 	Yes

Policy options for H10 Gypsy and travellers' accommodation	Pros and cons of each option	Preferred Option
<p>D. Address the need with the Mayor of London through the London-wide gypsy and traveller assessment</p>	<p>Pros</p> <ul style="list-style-type: none"> ✓ The Council could wait for the findings from the Mayor of London's assessment to emerge to inform the ELP. <p>Cons</p> <ul style="list-style-type: none"> ✓ The timescales of the Study and next London Plan are unknown, which would cause delays to the ELP timetable. ✓ The London-wide study could give rise to additional needs and traveller pitches and the borough could be set a higher pitches target and may have to take on the gypsy and traveller needs of other London boroughs, who do not have the capacity to provide gypsy and traveller pitches within their own boundaries. 	<p>No</p>
<p>E. Address the need through assistance from duty to cooperate partners</p>	<p>Pro</p> <ul style="list-style-type: none"> ✓ This option would provide for the needs of the community. <p>Cons</p> <ul style="list-style-type: none"> ✓ Engagement with duty to cooperate partners in 2020 was not forthcoming and concluded that the borough should meet its own needs for gypsy and traveller accommodation. 	<p>No</p>

Policy options for H10 Gypsy and travellers' accommodation	Pros and cons of each option	Preferred Option
<p>Questions</p> <ol style="list-style-type: none"> 1. Do you agree with the draft policy approach set out in H10 on accommodating gypsy and travellers accommodation? If not, please give details as to why not or how the policy could be changed 2. Should the council meet its full gypsy and traveller needs of 21 pitches and/or provide a transit site to manage unauthorised encampment activity across the borough? 3. Should the council wait until the Mayor of London has undertaken his London -wide gypsy and traveller and be allocated a gypsy and traveller pitch target? 4. In meeting its gypsy and traveller needs should Enfield engage with its neighbours and provide a joint scheme/ site or should the Council accommodate its own gypsy and traveller needs within the borough boundary? 5. If possible, do you think that the council should allocate all its identified need on a number of new sites? Should this be a large site or range of large and smaller sites? 		

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9 Economy

Introduction

- 9.1 The Borough needs to plan for more jobs to meet the needs of our growing population. This plan sets out a strategy to make the most of the potential of urban sites – including through mixed uses and intensification – before exploring the selective development of Green Belt sites. The ELP's evidence suggests strongly that we need to provide for more – not less – employment floorspace.
- 9.2 Ensuring that employment land and premises are appropriately protected and new space is provided to meet business needs is key to maximising Enfield's economic potential. Enfield has a relatively buoyant supply of industrial land and floorspace and high levels of market demand in the face of increasing competition from other land uses, in particular housing. There are significant employment clusters in the Upper Lee Valley corridor and Great Cambridge Road along key transport networks and these sites need to be protected to meet business needs and support the role of Enfield as a strategically important economic hub.
- 9.3 The presence of Strategic Industrial Locations (SIL) in the Lee Valley and Southbury is testament to Enfield's strategically important role in London's business supply chains, accommodating the second largest stock of industrial space in London. Enfield's position in the UK Innovation Corridor means the Borough is well placed to take advantage of growth in a range of sectors extending between London and Cambridge.
- 9.4 Protecting and managing the borough's sites is important because the stock provides a range of local employment opportunities for Enfield residents, close to where they live. As other boroughs have also lost space, local firms are increasingly competing with new firms for the remaining stock of property.
- 9.5 More strategically, the Borough's stock is also vital to the to the efficient operation of London. The Borough's location, with access to the M25, North Circular Road and A10, makes Enfield particularly attractive to businesses seeking to service a large part of London. So, the choices Enfield makes concerning the stock of sites have a greater impact than just the borough.
- 9.6 Enfield's office stock is focused on local markets, through businesses like Metaswitch in Enfield Town have a broader reach. Protecting employment space and providing for an uplift in floorspace is essential to supporting economic opportunity and overcoming spatial disparities. These policies set out an approach to planning for employment that builds on Enfield's key strengths and capitalises on borough's future growth potential. They maximise the scope to cement Enfield's position as the 'workshop of London', as set out in the plan's vision.
- 9.7 Engagement on a vision for the local plan has revealed support for meeting all or some of the Borough's employment need. This means the borough needs, as a minimum, to provide for an uplift of employment floorspace over the plan period. Respondents support building a broad-based economy which focuses new growth sectors as well as traditional strengths and protects small scale workplaces close to where people live.
- 9.8 This plan supports the realisation of the Economic Development Strategy's objective of an expanded business base, encompassing growth sectors such as film and television

and low carbon industries, as well as longstanding strengths of manufacturing and logistics activities.

- 9.9 The policies set out in this chapter seek to provide an uplift in the supply of employment space whilst realising wider spatial objectives. However, the Borough has choices to make on how much employment growth Enfield wants to accommodate and where.

Need for Land and Floorspace in Enfield

Industrial and logistics

- 9.10 London Plan Policy E4 requires the Borough to provide sufficient supply of land and premises to meet current and future demands for industrial and related functions. This considers strategic and local employment land reviews, industrial land audits and the potential for intensification, co-location and substitution.
- 9.11 In line with the London Plan, the Council has assessed the Borough's need for industrial land and floorspace, drawing on the Employment Land Review (2018)²⁶. This has identified a minimum (net additional) need for 251,505 sq m of floorspace for industrial uses. This could require 56 ha of new land.
- 9.12 Reflecting the general principle that the Borough needs to make the best and most efficient use of Enfield's industrial land significant work has been undertaken to understand the scope to intensify existing employment sites.
- 9.13 The evidence demonstrates that there is scope for significant industrial intensification in Enfield, but for some uses viability and deliverability remains an issue. In parts of the Borough fragmented land ownerships hinder intensification because the most intensive formats; including multi deck warehousing, often need a large footprint.
- 9.14 To enable intensification the policies in this plan are fully supportive of appropriate industrial intensification and the Council will work with landowners who are looking to assemble sites for industrial intensification.
- 9.15 Even with this positive policy framework it is unlikely that the ELP can rely on intensification alone to fully meet the Borough's needs in this plan. In this context the ELP's local evidence would not support the release of sites nor the use of potential intensification capacity for other uses.
- 9.16 The preferred option set out in Strategic Policy SP E1 of the ELP would ensure the supply of sufficient sites to meet almost all of our needs for industry and logistics, though this option entails the development of selected Green Belt sites. Restricting development solely to urban sites only meet about half of the borough's needs for industry and logistics.

Offices

- 9.17 Enfield is not a significant office location and Policy E1 of the London Plan does not direct strategic scale office floorspace growth to the borough. The ELP's local

²⁶ <https://new.enfield.gov.uk/services/planning/enfield-employment-land-review-report-aecom-planning.pdf>.

Note: the ELR reported up to 2036. The Council has 'rolled' this forward per annum to cover the Enfield Plan period. The ELR did not identify a need for additional land for waste, transport or utilities.

evidence, as set out in the Employment Land Review (ELR)²⁷, recommends the plan provides for an uplift in the provision of office floorspace of 37,000 sq m. The ELR recommended that this be addressed in the Borough's town centres and via mixed use development.

- 9.18 Since the ELR was published Government has amended the use class order (UCO) and continues to encourage the release of office space to housing. For the assessment of 'need' changes to the UCO do not change this – there remains 'need' for new office space regardless of its use class. However, wider changes to the market and national policy will continue to complicate the Borough's ability to positively plan for office space. This includes a continuation of permitted development rights to lose smaller office units to other uses (mainly housing) coupled with emerging policy that removes local scope to limit these losses via Article 4 directions.
- 9.19 The ELP looks to address the Borough's need for new offices by encouraging new provision, including through mixed-use development, using a sequential approach where we will encourage additional provision our town centres.

Managing Covid

- 9.20 The ELP's economic evidence base concluded just as the Covid emergency commenced in early 2020. It was not considered appropriate to re-cast the economic evidence while the Borough was in period of lockdown. Nor was it practical given limited robust data including baseline statistics and forecasts and without any guidance from government at the time. As the economy recovers the Council recognises there is a need to recast an assessment of economic need. At the time of drafting this plan's emerging evidence would suggest:
- **For industrial uses** demand has significantly strengthened in the emergency. This is partly a short-term trend related to firms strengthening their supply chain capacity for added resilience. But Covid has dramatically sped up the substitution of high street retail with e-commerce and so logistics space. As more data becomes available this is likely to increase the need for additional industrial space.
 - **For office uses** the picture is especially unclear. For industrial uses all evidence suggests post Covid need / demand may be higher than previously estimated. However, for offices two post Covid trends move in opposite directions. Increased homeworking suggests demand for less formal office provision but the need for long term social distancing in offices could increase demand.
- 9.21 The Council will keep this under review and will provide an update to the ELP's Employment Land Review as soon as is practical.

²⁷ The ELR addressed the period up to 2036. The Council has rolled forward this assessment to 2039.

9.1 Strategic Policy SP E1: Employment and growth

DRAFT STRATEGIC POLICY SP	E1	Employment and growth
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1. To meet the borough's identified economic needs this plan looks to provide for a minimum of:
 - a. 251,500 sqm of net additional industrial and logistics floorspace; and
 - b. 37,000 sqm for off net additional office floorspace.
2. To ensure the provision of additional floorspace to support business growth up to 2039, the council will work with landowners to deliver:
 - a. intensified development of industrial, logistics and related functions in existing employment areas;
 - b. the provision of new sites for industry and logistics and related functions (including mixed use developments) in urban areas accessible to the strategic road network alongside new locations for industrial and logistics development in appropriate parts of the Green Belt; and
 - c. an uplift in office floorspace in Enfield's major and district centres and Meridian Water.
3. Sites set out in Table 9.1 are allocated for employment-led development and defined on the Policies Map. Further information on site allocations is presented on the site proformas in Appendix B. The proformas indicate key requirements and considerations that need to be taken into account as sites come forward for development.

Table 9.1 Sites allocated

SA ID	Site address	Estimated capacity (sq.m)
Southbury		
SA8	Sainsburys Baird Road	20,865
SA46	Travis Perkins Crown Road	2,762
SA47	Crown Road Lorry Park	4,530
Meridian Water		
SA48	Ravenside Retail Park	21,645
Crews Hill		
SA49	Land at 135 Theobalds Park Road	3,250
Other sites outside of the place making areas		
SA39	Travis Perkins Palmers Green	3,209
SA50	Land to the south of Millmarsh Lane, Brimsdown Industrial Estate	10,500
SA32	Sainsburys Green Lanes	13,325
SA51	6 Morson Road	2,600
SA52	Montagu Industrial Estate	6,613
SA30	Claverings Industrial Estate	TBC
SA53	Land West of Rammey Marsh	70,200

SA54	Car Park Site, Wharf Road	5,115
SA55	Land East of Junction 24	30,550
SA56	Land to the North West of Innova Park	16,445

Explanation

- 9.1.1 Enfield has an identified net additional need for both industrial/ logistics space and office space over the plan period. This means the Borough needs to provide for more – not less – employment floorspace going forward. This raises the challenge of how best to go about accommodating this anticipated growth.
- 9.1.2 An assessment of potential development sites has demonstrated that the Borough cannot accommodate all our anticipated employment needs solely within the urban area. By confining industrial and logistics development to the urban area Enfield would only meet approximately 48% of the borough's additional need for these types of businesses. Duty to Cooperate (DtC) discussions with local authorities within Enfield's Functional Economic Market Area (FEMA) have revealed, unsurprisingly, that many face the same challenges as Enfield and they are unable to provide industrial capacity on our behalf.
- 9.1.3 By developing selected Green Belt sites in addition to urban sites there is the potential to meet approximately 98% of industrial and logistics needs. Two sites in particular – Land West of Rammey Marsh and Land East of J24 M25 – have most potential to deliver an uplift in floorspace.
- 9.1.4 As part of the ELP, the Council has identified two policy options and their associated benefits and dis-benefits, set out below. We are inviting stakeholder's thoughts on these alternatives and suggestions of other alternatives through consultation questions. For the next draft of the Local Plan the key issues section will be removed from the policy and the policy options removed from this section of the Plan to make the document more streamlined, but at this stage it was felt helpful to include in this draft for consultation to inform stakeholders of the issues being contended with.

Table 9.2 Policy Options for SP E1: Employment and growth

Policy options: SP E1 Employment and growth	Preferred option
<p>A. Meet the Borough's industrial and logistics needs in the urban area</p> <p>Pros</p> <ul style="list-style-type: none"> ✓ This option would provide additional capacity through the use of urban sites and intensification. <p>Cons</p> <ul style="list-style-type: none"> ✓ It would safeguard the Green Belt from development but would only result in approximately half of our needs for industry and logistics being met. ✓ This option would not provide enough space for businesses to expand, limiting economic growth and risk displacing jobs and businesses outside the borough. 	No
<p>B. Meet the Borough's industrial and logistics needs in the urban area and selected Green Belt sites</p> <p>Pro</p> <ul style="list-style-type: none"> ✓ This option would provide additional capacity through the selective development of a small number of Green Belt sites, alongside maximising the potential of urban sites. ✓ This option would involve the loss of small areas of Green Belt land but would allow the borough to meet almost all of our anticipated needs for industry and logistics. ✓ This would allow sufficient capacity to come forward to meet business needs, allowing Enfield to capitalise on jobs and business growth. 	Yes

Questions

1. Is this the right approach for promoting jobs and inclusive business growth?

9.2 Strategic Policy SP E2: Promoting jobs and inclusive business growth

DRAFT STRATEGIC POLICY SP	E2	Promoting jobs and inclusive business growth	
<p>1. The Council will support a growing and diversifying economy, enabling development in our industrial areas alongside Enfield's thriving town centres. Sustainable economic growth is key to addressing the climate emergency and tackling deprivation. Planning policies will be used to realise the opportunities set out in the Economic Development Strategy and enable good growth throughout the Borough.</p> <p>2. Proposals which supports, protects and enhances the role and function of the borough's employment locations (as defined on the Policies Map) and maximises the provision of employment floorspace (through the intensification of existing sites/floorspace) will be supported in line with the principles set out in table 9.3 below:</p>			
Table 9.3: Employment locations			
Employment locations			
Designation	Role and function	Location	
Strategic Industrial Locations (SIL)	Strategically important industrial locations critical to the effective functioning of London's economy. These will be safeguarded in accordance with London Plan policies and intensification will be encouraged.	14 sites as set out on the Policies Map.	
Locally Significant Industrial Sites (LSIS)	Locally important industrial locations, complementing SILs in meeting local business needs. These sites can deliver a broader range of activities than SILs, but the business function of these sites will be safeguarded and intensification will be encouraged.	9 sites as set out on the Policies Map.	
Enfield's town centres: Enfield Town,	The most accessible and sustainable locations for	Defined on the Policies Map	

Southgate, Palmers Green, Edmonton Green and Angel Edmonton	jobs, town centres have the potential to accommodate diverse employment activities. These are areas where will look to encourage new office uses and we will look to make the most efficient re-use of surplus retail space.	
Other employment sites	These are employment sites or units outside of the areas described above. Taken together they provide significant floorspace and accommodate a range of jobs across a variety of sectors. Many of our mixed used site allocations will provide new employment opportunities.	
Co-working and remote working	Ranging from serviced co-working spaces in established employment areas to more local co-working hubs servicing local communities, and infrastructure to support home working.	Throughout the Borough
<p>3. Proposals will be supported which provide opportunities to maximise and deliver investment and job creation in the borough through the following measures:</p> <ol style="list-style-type: none"> a. property development and investment to enable economic development in employment areas, major and district centres and Meridian Water, including developing the UK Innovation Corridor; b. diversification of town centre activities, including making space for knowledge intensive and creative industries; c. intensification of employment generating activities in SILs and LSIS; d. improved skills and training opportunities; and e. encouraging a broad-based economy which serves the needs of residents and businesses, including through supporting growth in health, education and other 'foundational economy' sectors. <p>4. Proposals will be supported which provide opportunities to promote the creation of a growing and diverse economy through ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space and protecting existing floorspace and encouraging the provision of new floorspace.</p>		

Explanation

- 9.2.1 This policy sets out the Borough's approach to enabling a growing and diversifying economy, designating employment locations and putting in place the right conditions for investment and job creation, helping to deliver 135,000²⁸ jobs by 2041 and secure a broader employment base.
- 9.2.2 The Borough's large supply of industrial and logistics sites allows Enfield to meet the needs of a wide range of successful and growing sectors. For many industrial and logistics firms Enfield's location means occupiers will pay a market premium to locate in the borough, though cost efficient space is important for fostering innovation and entrepreneurship in the borough. Overall Enfield's package of sites and property makes Enfield an outstanding business and investment proposition.
- 9.2.3 **Part 1** of the policy supports Enfield's economic diversity, highlighting the role that industrial areas and town centres will play in achieving sustainable economic growth.
- 9.2.4 **Part 2** designates and protects Strategic Industrial Location (SIL) and Locally Significant Industrial Sites (LSIS) to support the long-term growth of industrial businesses and related services in the borough. Town centres are able to offer smaller spaces which meet the needs of a range of businesses.
- 9.2.5 **Part 3** sets out the means by which a diverse and thriving economy will be supported – through key partnerships at the local and strategic level, by diversifying town centres to meet the changing needs of the Borough's growing population, by optimising the performance and magnifying the agglomeration benefits of the Borough's industrial areas through intensification, and planning for and valuing the foundational economy sectors (such as health, social care and education) crucial to the everyday needs of existing and future residents.
- 9.2.6 **Part 4** describes how development should contribute to meeting our long-term objectives to support investment and job creation in the borough, by delivering space to meet the needs of a range of businesses to support existing and future needs, enhancing economic resilience.
- 9.2.7 Employment uses, for the purposes of this plan, are defined office, research and development, light industrial, general industrial and storage and distribution uses (those uses falling within classes E(g), B2 and B8 of the Use Classes Order), as well as related sui generis uses including secondary materials, waste management and aggregates, utilities infrastructure, and wholesale markets, as detailed in Policy E4 part a of the London Plan.

²⁸ GLA Economics '[London Long Term Labour Market Projections](#)'

9.3 Strategic Policy SP E3: Protecting employment locations and managing change

DRAFT STRATEGIC POLICY SP	E3	Protecting employment locations and managing change
<p>1. Strategic Industrial Locations (SIL)</p> <ul style="list-style-type: none"> a. The Council will safeguard the borough's Strategic Industrial Locations (SIL) as identified in the London Plan and on the Policies Map to meet strategic economic needs and accommodate increases in employment floorspace. b. General and light industrial, storage and distribution, research and development and related sui generis uses (such as wholesale markets, waste management, utilities infrastructure) are encouraged in SIL, alongside ancillary office use and land for sustainable transport functions. Small scale food and drink and leisure uses which meet the day-to-day needs of workers and do not adversely affect the industrial status or operation of the area will be supported. Residential uses are not permitted in SIL. c. Proposals which result in a net loss of light and general industrial, storage and distribution, research and development and related sui generis floorspace in SILs will be refused. d. Proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis <p>2. Locally Significant Industrial Locations (LSIS)</p> <ul style="list-style-type: none"> a. The Council will safeguard Locally Significant Industrial Locations (LSIS) to meet local business needs as shown on the Policies Map. b. General and light industrial, storage and distribution, research and development and related sui generis uses are encouraged in LSIS. Proposals for non-industrial type uses in LSIS must not compromise the business function of the site. c. Proposals which result in a net loss of light and general industrial, storage and distribution, research and development and related sui generis floorspace in LSISs will be refused. <p>3. Redevelopment of SILs and LSIS</p> <ul style="list-style-type: none"> a. Proposals for the redevelopment of designated employment areas will be supported where they meet the criteria set out above in 1 (in the case of SIL), and 2 (in the case of LSIS). b. Where sites are redeveloped scope for intensified industrial floorspace should be prioritised over other forms of development. <p>4. Non-designated industrial sites</p>		

- a. Within **non-designated industrial sites**, general and light industrial, storage and distribution, research and development and related sui generis uses will be protected. Any proposals involving the net loss of such floorspace should meet the requirements set out in policy E5 part B.

Explanation

- 9.3.1 This policy seeks to protect and increase the capacity of SILs. These sites benefit from good access to the road network and enjoy good links to local and regional supply chains and access to an appropriately skilled workforce. They are of regional importance and accommodate activities essential to the functioning of London's economy. The policy also seeks to safeguard LSISs and non-designated industrial sites in meeting boroughwide and local needs. These help to support local supply chains and provide employment opportunities close to where people live.
- 9.3.2 **Part 1** of the policy promotes and protects SILs for industrial-type activities. Related sui generis uses include waste management facilities, utilities and transport depots, with other supporting facilities including office uses where ancillary in scale and function. However, these must be compatible with the industrial function of SILs and not compromise the ability of businesses to carry out intensive, round-the-clock industrial activities within SILs.
- 9.3.3 **Part 2** promotes and protects Locally Significant Industrial Sites (LSIS) as employment locations suitable for industrial-type activities. A broader range of uses, including non-ancillary office and residential uses, may be acceptable in LSIS, subject to other policies in this Plan. Proposals for non-light and general industrial, research and development and storage and distribution uses in LSISs must ensure that industrial-type activities are not compromised. Mixed use redevelopment schemes in LSIS must ensure that phasing secures the completion and operation of the employment components of the scheme before first occupation of non-employment uses.
- 9.3.4 For the avoidance of doubt, banqueting suites are not permitted in SILs or LSIS, but will be directed to areas where there is good access to public transport, as set out in other policies in the Plan.
- 9.3.5 **Part 3** supports the improvement of the borough's designated employment sites. Where redevelopment of a site releases intensification capacity; for example, by redeveloping single storey formats with multi floor development, this capacity should first be used to meet our economic needs.
- 9.3.6 **Part 4** sets out a protective approach to non-designated industrial sites. Non-designated industrial sites are an important part of the borough's employment offer, often providing small-scale workshops close to where people live.

9.4 Strategic Policy SP E4: Supporting offices

STRATEGIC POLICY SP	E4	Supporting offices
<ol style="list-style-type: none"> 1. Proposals for new office floorspace will be supported in town centre locations, including at Meridian Water. 2. Proposals which result in the net loss of office floorspace will be resisted unless there is no current or future market demand for the site as evidenced through a period of at least 24 months of active marketing for office employment uses at realistic market rates. Applicants should seek to maximise the re-provision of office floorspace as part of any redevelopment scheme. 		

Explanation

- 9.4.1 Evidence suggests we need to plan for around 37,000 sqm of net additional floorspace by 2039.²⁹ This policy seeks to support the delivery of new office floorspace and resist losses. The Employment Land Review (2018) found a very low level of vacant stock supporting the need for more – not less – space. Part 1 of the policy encourages provision of new office floorspace in town centres (including Meridian Water), well connected locations where office growth can be accommodated sustainably, and where office workers can provide the footfall needed to help these places to thrive.
- 9.4.2 The London Plan identifies Enfield Town and Southgate as locations where small office capacity is to be protected. Given the borough's identified need for office floorspace, the council will apply a protectionists stance across the borough. Part 2 of this policy, in line with the London Plan, requires robust marketing to justify releasing office stock. This testing will need to reflect the Boroughs strengths as a more affordable office location and reflect the value that secondary stock has in the borough.
- 9.4.3 At the time of drafting national legislation allows the loss of some office space to housing without seeking planning consent. Where planning powers can be used to resist losses, and proposals meet the requirements set out in Part 2 of the policy, applicants should demonstrate that they have maximised the opportunity to provide replacement office floorspace on site, including through the provision of small units suitable for SMEs.

²⁹ <https://new.enfield.gov.uk/services/planning/enfield-employment-land-review-report-aecom-planning.pdf>

9.5 Policy DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites

POLICY DM	E5	Transforming Strategic Industrial Locations and Locally Significant Industrial Sites
<ol style="list-style-type: none"> 1. The Council will encourage the intensification of industrial uses within SILs and LSIS through the more efficient use of space, higher plot ratios, the development of multi-storey schemes, and the assembling of sites within designated employment areas to assist with the delivery of more intensive formats will be supported. 2. Proposals involving the intensification of industrial uses within SILs and LSISs will be supported where proposals: <ol style="list-style-type: none"> a. as a minimum result in a net increase in employment floorspace and seek to maximise industrial development potential; b. are phased to secure the completion and operation of the employment components of the scheme before first occupation of any non-employment uses; c. are conceived with proactive engagement with the local planning authority and Greater London Authority; d. are informed by engagement with existing businesses to seek to retain them on site where possible, implement effective transitional arrangements and provide support for any businesses that cannot be incorporated to relocate off site; and e. involve effective mitigation of potential negative impacts on surrounding areas (including increased noise and traffic resulting from intensified development), especially to nearby residential occupiers. Proposals should utilise high quality and innovative design approaches to create a buffer and separation between any heavy or intensive uses (especially B2 or B8) and nearby sensitive uses. 3. Proposals within SILs and LSIS should provide environmental improvements, including walking and cycling links, amenities for workers, and take opportunities to incorporate urban greening and SuDS, and integrate with and enhance blue and green networks. 		

Explanation

- 9.5.1 The borough's stock of SIL and LSIS is one of the Enfield's most important assets. Enfield plays a major role in securing industrial intensification and successfully delivering policy E7 of the London Plan. Maintaining these policy designations should help secure industrial intensification.
- 9.5.2 Development proposals which seek to intensify industrial and logistics uses in SILs and LSISs will be supported in principle. AECOM and Stantec's industrial intensification studies for the council have identified several sites which have the most potential to provide intensified space and reduce our need to rely on new land to meet economic needs.³⁰

³⁰ <https://new.enfield.gov.uk/services/planning/evidence-base/>

- 9.5.3 Figure 8.1 overleaf show areas of SIL which have the potential to deliver a significant uplift in industrial floorspace through intensification. The ELP's intensification evidence base demonstrates that larger sites offer the most scope for accommodating intensive formats and the council encourages developers to work with us to formulate schemes which can deliver substantial increases in floorspace whilst meeting wider spatial planning objectives.
- 9.5.4 All intensification proposals should actively explore scope for vertical extension and maximise the employment development potential of sites. Proposals must align with the London Plan and associated guidance, such as the Mayor of London's *Industrial intensification and co-location through plan-led and masterplan approaches* practice note.³¹ The Mayor of London's *Intensification Primer* can helpfully signpost promoters to the types of intensified formats that the council, in applying London Plan Policy E7, would expect promoters to explore.³²
- 9.5.5 The ELP's evidence can assist anyone looking how best to intensify space – the evidence base sets out what type of intensified formats may be most suitable in the Enfield context and where intensification may be most viable and deliverable. However, this approach should not limit innovation and new formats which meet the needs of firms in the borough are encouraged.
- 9.5.6 Proposals to improve environmental quality and make SILs and LSISs more attractive and competitive to businesses are strongly supported. Proposals should in particular take opportunities to 'green the industrial valley'. More broadly, there is scope for better placemaking and improved walking and cycling links, supporting activities to create thriving business hubs. Proposals should explore improved links to blue and green networks, and use biophilic design principles (such as planting, trees and green roofs) to link employment areas into wider networks. Improved amenities for workers, including places for employees to eat and drink and nursery/creche facilities, should also form part of redevelopment proposals.

Figure 8.1: Areas for SIL intensification

Placeholder for diagram

³¹ https://www.london.gov.uk/sites/default/files/practice_note_-_industrial_intensification.pdf

³² <https://www.london.gov.uk/sites/default/files/industrialintensificationprimer.pdf>

9.6 Policy DM E6: Redevelopment of non-designated industrial sites

DRAFT POLICY DM	E6	Redevelopment of non-designated industrial sites
<ol style="list-style-type: none"> 1. Non- designated sites used for industrial type actives will be protected. 2. Proposals that result in a loss of industrial type floorspace should be accompanied with evidence that demonstrates: <ol style="list-style-type: none"> a. there is no current or future market demand for the site as evidenced through a period of at least 24 months of active marketing for industrial employment uses at realistic market rates; b. there is a strategy in place to deal with the relocation requirements of existing businesses that cannot be incorporated within the redevelopment and all reasonable efforts have been made to secure a suitable alternative site(s), including transitional arrangements; c. redevelopment will not compromise the function, access, servicing or operation of any remaining or neighbouring employment uses; and d. in town centre locations, efforts have been made to accommodate employment floorspace as part of any redevelopment scheme. Applicants should seek to maximise the provision of replacement employment space where it is viable and practical to do so. 		

Explanation

- 9.6.1 The Borough is considering using new land to meet its economic needs in full. Non-designated sites accommodate a network of firms including many, such as garages and motor repair, that residents value in their local communities, close to where they live. However, not all non-designated industrial sites are ideally located and many are in need for renewal. There may be cases where, through a robust development management process, a case can be made to release sites for other uses.
- 9.6.2 Given demand for industrial sites we will continue to protect industrial space as part of the vibrant mix of town centre activities. However, as the Borough also has a need for office floorspace, redevelopment or conversion of industrial space to office uses in town centres will be supported where proposals meet the requirements of Part 2 of the policy.

9.7 Policy DM7: Providing for workspaces

DRAFT POLICY DM	E7	Providing for workspaces
<ol style="list-style-type: none"> 1. Proposals involving new workspace will be supported where they provide: <ol style="list-style-type: none"> a. a range of unit sizes, including co-working, incubator and accelerator space; and b. spaces that are flexible, suitable for subdivision and a range of configurations. 2. The provision of affordable workspace will be supported, having regard to: <ol style="list-style-type: none"> a. the viability of the development (taking account of prevailing market conditions); b. the nature of the occupants; and c. the quality and size of the proposed units. 3. Proposals that result in the net loss of affordable workspaces will be resisted. 4. The provision of co-working spaces will be supported in Enfield's centres. Larger residential schemes should consider the provision of shared workspaces to meet resident's needs. Residential units should be designed to support home working. 		

Explanation

- 9.7.1 Given the importance of microbusinesses to Enfield's economy, Part 1 of the policy supports the provision of a range of workspace types to meet the needs of entrepreneurs and small and growing businesses. Policy E3 of the London Plan encourages the use of affordable workspace policies to secure a supply of space which is maintained below the market rate for that space for a specific social, cultural, or economic development purpose. The ELP's Employment Land Review (ELR) did not directly address Policy E3 of the London Plan and further work is ongoing to understand the scale of need in the Borough and confirm affordable rents for our priority sectors. The ELR also predated recent changes to permitted development rights that means that our small stock of flexible units is vulnerable to uncontrolled loss.
- 9.7.2 Given the importance of securing a supply of cost-efficient space in the borough it is likely the provisions of Part 2 of this policy may be revised to require affordable workspace provision in the circumstances set out in policy E3 – as opposed to simply 'encourage.' Where affordable workspace is proposed, the applicant must submit an affordable workspace statement setting how it will be delivered, including evidence of engagement with affordable workspace providers and address each of the criteria set out in part 2 of this policy.
- 9.7.3 To support future economic resilience, part 4 of the policy supports co-working and remote working. Larger co-working spaces can form part of a mix of uses in town centres, providing footfall and vitality which supports the diversity of centres. There is scope for smaller co-working hubs serving local neighbourhoods and larger residential developments. The potential for home and remote working should be considered as part of the design of homes, including access to digital infrastructure.

9.8 Policy DM E8: Local jobs, skills and local procurement

DRAFT POLICY DM	E8	Local jobs, skills and local procurement
<p>1. Proposals comprising ten or more residential units or on sites of 0.5 hectares in size will be required to secure local employment at both the construction and end-use phases and provide appropriate work-based training/apprenticeships through section 106 obligations where appropriate. In such circumstances, applicants will be required to submit a site-specific employment and skills plan alongside the planning application setting out how they will engage with local contractors/subcontractors, how many trainees will be employed on site and how many weeks training will be provided per trainee.</p> <p>2. Proposals that results in a net loss of employment (land, floorspace, uses or jobs) where there is a justification to approve the scheme will be required to enter into a section 106 agreement. In such cases, developers will be expected to:</p> <ol style="list-style-type: none"> relocate the existing businesses to suitable premises in the locality; or provide the equivalent number of jobs elsewhere within the borough; or make a financial contribution towards industrial land regeneration projects, employment training schemes, job brokerage services or business support initiatives (which will be calculated on the basis of the formula set out in Appendix C). 		

Explanation

- 9.8.1 Enfield has an above average unemployment level within London and a relatively low ratio of jobs to working age residents. While the borough has experienced strong employment and population growth in recent years, many local employers face acute and growing skills shortages with new employment opportunities requiring skills that are not widely available within the workforce especially among first-time job hunters and those returning to work after a period of absence.
- 9.8.2 This policy seeks to ensure that new development in the borough contributes towards employment and training initiatives to help support those sections of the local workforce (in particular young people and long-term unemployed) who are struggling to access jobs due to the lack of skills, qualifications or experience.
- 9.8.3 For the purposes of this policy, employment and training initiatives include:
- work experience placements;
 - apprenticeships;
 - direct employment;
 - employment skills training;
 - job brokerage;
 - local supply chains;
 - business support to small and medium enterprises; and
 - other requirements to mitigate the loss of employment, such as industrial land regeneration.

- 9.8.4 Section 106 agreements and planning conditions will be used to secure contributions from developments as appropriate to support local training and employment initiatives in the Borough. The level and nature of the contribution will be determined at the pre-application stage and prior to the determination of the planning application.
- 9.8.5 The employment and skills plan will need to explain how the developers intends to deliver:
- at least 25% of the workforce should be local labour (in both the construction/demolition phase and for the first two years of end-use occupation of the development);
 - at least one apprentice or trainee should be employed per £1 million of contract value. Where this is not feasible, financial contributions will be required in lieu of provision to support other training and employment initiatives; and
 - at least 10% of the value of goods, services and supplies are procured from local businesses.
- 9.8.6 Other work placement or apprenticeship opportunities could be created during decoration of newly-constructed developments and fitting of appliances etc; and additional work placements and training opportunities could be available through back office functions (e.g. business administration).
- 9.8.7 Developments that meet the threshold criteria in part 1 of this policy will be required to prepare a site-specific employment and skills plan alongside the submission of a planning application. The plan will outline the site-specific measures that will be used to facilitate training and employment opportunities arising from the proposed development (subject to agreement prior to the commencement of construction works).
- 9.8.8 Employment and skills plans will help raise the skill levels of the Borough's workforce and increase their employability in the labour market. It is also important to build on the borough's economic strengths and ensure that local people have the right skills and training to access both existing and emerging growth sectors, particularly advanced manufacturing, sustainable construction and digital businesses.
- 9.8.9 Maximising local labour will also help reduce the need to travel and reduce the risk of unnecessary or unforeseen delays. During the demolition and construction phases of the development, developers will be expected to make best efforts to employ local contractors, subcontractors and local trainees and create apprenticeship placements which are available to local residents as well as employ local businesses in the supply chain or in its end use, including the supply of materials, goods and services.
- 9.8.10 All apprenticeships must be safeguarded against the possibility that the development will finish before the apprenticeship. Where possible, the developer should seek opportunities to accommodate the apprenticeship in house. If this is not possible, the developer should work with a suitable apprenticeship training agency (which has accreditation from the National Apprenticeship Service) to secure an appropriate apprenticeship completion.
- 9.8.11 Enfield has agreements with neighbouring London boroughs to share apprenticeships against section 106 targets where a developer places an apprentice in sites across different boroughs to ensure an apprenticeship or higher

apprenticeship can be completed beyond the lifetime of the construction of a development.

- 9.8.12 Where it is not possible to provide apprenticeships on site, developers will be required to make a financial contribution to support training, employment and local procurement initiatives (based on the activities defined in paragraph xx above) to enhance the prospects of the use of local employment during the construction/demolition and xxx phases of the development. Apprenticeships will be based on a minimum duration of a minimum of 12 months in line with the relevant qualification being obtained. Where this is not possible, a contribution will be sought to help fund our job brokerage service, in-lieu of creating apprenticeships.
- 9.8.13 In the event it is not possible to employ a trainee over a full-year term, upon completion of the development, a fee will be charged for each week for which a trainee place has not been provided on site, equivalent to the current London Living Wage (which will be calculated on the formula set out in Appendix C)
- 9.8.14 Part 2C of this policy sets out a requirement to either relocate business resulting from the loss of employment or jobs resulting from development to suitable premises in the borough, provide the equivalent number of jobs elsewhere within the borough or make a financial contribution based on the number of jobs lost. Loss will be calculated at the point of submission of the planning application (see Appendix C). Where development involves the loss of vacant employment space, employment densities and evidence on vacancy periods and marketing will be used to establish the potential number of jobs lost.
- 9.8.15 This policy applies to major developments, but local employment and training opportunities will also be sought within smaller developments where an opportunity arises.
- 9.8.16 Once construction has started, developers will be required to monitor and report on the progress of the training and employment initiatives set out in the employment and skills plan (in line with the targets set out in the signed Section 106 agreement). Evidence includes details of the relevant workers, the total number of workers and details of the relevant apprentices, apprenticeship placements and apprenticeship courses.

9.9 Policy DM E9: Fostering a successful evening and night-time economy

DRAFT POLICY DM	E9	Fostering a successful evening and night-time economy
<p>1. The Council will support development that contributes to the vitality and viability of Enfield's town centres and Meridian Water, and supports a balanced and socially inclusive evening and night-time economy, subject to the following considerations:</p> <p>a. Cumulative impact – in areas where a concentration of night-time uses may be detrimental to the character or vitality and viability of the centre, there will be a presumption against the expansion of existing facilities and the development of new facilities.</p>		

- b. **Residential amenity** – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance taking account of the type and characteristics of other uses, such as housing, shops and public houses; as well as any known unresolved amenity, traffic or safety issues arising from existing uses in the area.
- c. **Balance** – new uses in centres should support both the day-time and evening and night-time economy whilst not undermining the role and function of town centres.
- 2. Evening and night-time activities will be supported outside town centres (including in smaller centres and parks) subject to the agent of change principle.

Explanation

- 9.9.1 The evening and night-time economy is an important driver of economic development and provide opportunities to improve social interaction and wellbeing and improve safety through increased activity and passive surveillance. Evening and night-time economy activities include arts, cultural and entertainment venues, restaurants and pubs. However, evening and night-time activities have the potential to adversely affect the health and well-being of local communities, the local environment and the amenity of neighbouring properties. All development must include measures to safeguard established neighbouring uses including mitigatory measures and management protocols, such as licensing.
- 9.9.2 Where appropriate, planning conditions will be used to control opening and closing times of premises to carefully manage and mitigate the impact of the amenity of the area, taking account of the type of use, hours of operation, means of access, level of car parking demand on surrounding streets and the cumulative impact of neighbouring uses and other factors. Noise impacts should be controlled through various measures such as acoustic limits on extraction and ventilation, acoustic glazing and acoustic insulation between floors and properties, where appropriate.
- 9.9.3 A mitigatory management plan may be required by condition to secure measures to satisfactorily address community safety, litter collection and wayfinding. Where new residential properties are proposed within mixed-use schemes or nearby established or planned uses with late night licences, the proposed use will need to demonstrate that it is capable of mitigating against the impact of late-night established or planned use so that the amenity of future residents is protected. Proposals should also clearly demonstrate how noise attenuation measures have been included and designed to the highest standards.

9.10 Policy DM E10: Creating a smart and digitally connected borough

DRAFT POLICY DM	E10	Creating a smart and digitally connected borough
<ol style="list-style-type: none"> 1. New development will be expected to provide access to high quality digital connectivity services from a range of providers (especially within areas of deficiency), enable smart tech use, reduce the need to travel and support smart city concepts. 2. Improved connectivity will be encouraged in major and district centres and designated employment locations (Enfield Town, Southgate, Palmers Green, Angel Edmonton, Edmonton Green, Meridian Water, Strategic Industrial Locations and Locally Significant Industrial Locations) to support a thriving and resilient economy. 3. Proposals will be expected to: <ol style="list-style-type: none"> a. address digital connectivity from the start and secure the provision of the most up-to-date communications infrastructure (including the fastest available broadband) in line with latest standards, preferably on site; b. incorporate full-fibre connections, including sufficient open-access ducting capacity to accommodate different digital infrastructure providers; c. not interfere with existing digital, communications and aviation infrastructure, unless adequate mitigation can be provided; d. explore opportunities to co-locate or share facilities and digital innovations, especially on large, masterplanned sites; and e. enable easy access for servicing and maintenance (including future upgrading as technology and standards improve). 4. Development involving the provision of telecommunications infrastructure (excluding permitted development) will be expected to: <ol style="list-style-type: none"> a. demonstrate where new sites are proposed that co-location and/or site sharing on existing structures has been explored; b. not create any unacceptable risks to the health and well-being of residents and users and the amenity of the surrounding area, having regard to the sensitivity of the location and its capacity to accommodate new equipment; c. not result in the International Commission guidelines on non-ionising radiation protection being exceeded; and d. not cause interference with other electrical equipment, air traffic services or instrumentation operated in the national interest. 5. Telecommunications development will not be permitted within the Green Belt and areas designated as Metropolitan Open Land unless it can be demonstrated that there are no other suitable sites available and the proposed use will maintain the openness of the Green Belt or the objectives of Metropolitan Open Land (as set out in the London Plan). 		

Explanation

- 9.10.1 Enfield is committed to becoming a leading smart Borough with world-class digital infrastructure, services and connections, including high-speed broadband and storage facilities. This policy sets out how this network will be safeguarded,

maintained and expanded as a key part of the borough's wider digital strategy to support its long-term prosperity and growth.

- 9.10.2 Digital connectivity depends on the availability of fibre and the speeds delivered. Enfield has some of the fastest broadband connections in the UK, but the overall picture is more mixed: broadband speeds are generally faster in more urban locations, like town centres and suburban residential areas, but lower in more remote locations, including parts of the Lee Valley and Green Belt.
- 9.10.3 This policy aims to secure full-fibre broadband connections within both existing and new development. This includes the installation of appropriate cabling within dwelling or business units as well as a fully enabled connection of the developed areas to the full main telecommunications network. New residential development should ensure good levels of connectivity to support home working.
- 9.10.4 Some forms of telecommunications infrastructure (e.g. small-scale mobile masts) fall under permitted development rights. Where planning permission is required, applicants will need to demonstrate that the new apparatus will not have a detrimental impact on the amenity and public safety of the surrounding area. All planning applications are encouraged to consider how the current and future needs of the occupiers (taking account of increasing demands) will be addressed. Sensitive and innovative design and integration/dual use will be required to reduce impact, minimise street/skyline clutter and the proliferation of infrastructure on top of or attached to buildings or structures. New apparatus (e.g. boxes) that enable the roll out of the latest wireless network should be sited away from listed buildings, scheduled monuments and other important heritage assets, wherever possible.
- 9.10.5 Developers will need to have special regard to the sensitivity of the Green Belt, Metropolitan Open Land and other locations where the quality of the landscape/townscape may be particularly sensitive to the intrusion of communications infrastructure, including conservation areas and listed buildings. Proposals involving new telecommunications equipment need to demonstrate that exceptional circumstances exist to justify inappropriate development in the Green Belt and Metropolitan Open Land. It will also be important to ensure that new buildings do not prevent residents from accessing strong and unbroken television reception.

Have your say... on Chapter 9: Economy**E2: Promoting jobs and inclusive business growth**

Is this the right approach for promoting jobs and inclusive business growth?

E3: Protecting employment locations and managing change

Is this the right way to protect industrial businesses in the Borough?

E4: Supporting offices

Should we encourage the provision of new offices in town centre locations?

Should we use what planning powers we have to resist the loss of offices?

E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites

Do you support intensification as a means of making better use of our industrial areas?

Should the plan encourage better placemaking and environmental improvements in our industrial areas?

E6: Redevelopment of non-designated industrial sites

Is this the right approach for non-designated industrial sites?

E7: Providing for workspaces

Is this the right way of supporting the delivery of the range of workspaces that our businesses need?

E8: Local jobs, skills and local procurement

Do you agree with the draft policy? If not, what changes would you suggest?

E9: Fostering a successful evening and night-time economy

Is this the best way to manage the evening and night-time economy?

E10: Creating a smart and digitally connected economy

Do you agree with the draft policy? If not, what changes would you suggest?

10 Town centres and high streets

Introduction

- 10.1 Town centres offer an accessible focal point of commercial premises, shops, community, leisure and recreation facilities for the surrounding communities. Attractive town centres can contribute to the image and character of an area and help to attract business and investment.
- 10.2 Changes in the retail sector combined with the continued growth of online shopping mean that the role of town centres is evolving. It is essential that the attractiveness of town centres is supported by planning policy in order to maintain their vitality and viability.
- 10.3 The retail offer in the borough is dominated by Enfield Town where a range of comparison goods shops, leisure services and services are provided. The four district centres at Angel Edmonton, Edmonton Green, Palmers Green and Southgate and a number of large local centres provide for predominantly convenience based shopping and service needs in other locations across the borough.
- 10.4 It is important that the ELP provides for customer choice and diverse retail offer within town centres, as well as other uses that encourage people to visit town centres and enhance their experience of visiting and staying longer. Securing a town centre as a desirable place to shop and spend time is fundamental to its future success and the improvement of local image and character.
- 10.5 The ELP's strategy is to promote and maintain a range of uses within town centres, promote an evening and night-time economy, and define a hierarchy of centre including a strong, central core of retail and supporting uses, to support their vitality and viability and promote customer choice. The ELP sets out a positive approach towards main town centre uses and defines a hierarchy of centres. It sets out the operation of the sequential test and impact assessment and provides a context within which to assess the appropriateness of development proposals.

10.1 Strategic Policy SP TC1: Promoting town centres

DRAFT STRATEGIC POLICY SP	TC1	Promoting town centres
<p>1. The long-term vitality and viability of Enfield's town centres (as defined on the Policies Map) will be secured by:</p> <ol style="list-style-type: none"> a. focussing future growth and investment within and around town centres; b. promoting a balance of residential and main town centre uses to help town centres function as multifunctional hubs, supporting the provision of facilities, services, jobs and homes; c. maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the locality, including their built form, historic and cultural character; d. managing streets and spaces to facilitate pedestrian and cycle movement, improve links to surrounding areas and reduce traffic flows along key routes; e. reinforcing the diversity and breath of activity within town centres through: <ol style="list-style-type: none"> i. creating a public welcome through public realm improvements and cultural attractions to activate the street and support a welcoming and safe environment; ii. supporting the delivery of a range of workspaces, helping to provide footfall and support a resilient economy; and iii. encouraging connected communities by improving social, civic and cultural infrastructure. f. supporting evening and night time economy activities in town centres whilst mitigating their potential impacts; g. protecting and promoting commercial activities serving neighbourhood needs in local centres and parades. 		

Explanation

- 10.1.1 Town centres are well connected hubs of daytime, evening and night-time activity, and offer a variety of accessible retail, commercial, cultural, leisure and civic facilities to visitors and residents. The ELP seeks to ensure that town centres continue to have an important role in supporting our local communities, including by directing future growth and investment to town centre locations.
- 10.1.2 There is a need to ensure that town centres remain adaptable in the face of challenges to UK high streets. Whilst retail will be needed in town centres, it is also crucial that we seek to ensure that centres are able to evolve and adapt over time, so that they continue to support the communities in which they are situated. Town centre locations provide opportunities for the re-use of buildings, including for other commercial, cultural, leisure and community activities which help to attract visitors. Furthermore, town centres are now becoming a focal point for higher-density sustainable mixed-use development, including housing.

- 10.1.3 Enfield's town centres have distinctive characteristics that are reflected in their built form, historic fabric, cultural vibrancy and setting. Enfield's Characterisation Study is helpful in articulating this. Where new development is proposed it is important that this contributes positively to the character of the townscape, as articulated in Enfield's Character of Growth study (2021). Furthermore, development will be expected to deliver high quality urban environments that are safe and accessible to all, and which promote the health and well-being of the population.
- 10.1.4 Town centres accommodate workers, traders, visitors and residents, and host a range of civic, cultural and leisure activities. A well-designed and appropriately managed public realm network is therefore essential. It is also imperative that town centres remain lively and active places that can support a variety of uses, and where people have opportunities for leisure and relaxation throughout the daytime and evening, throughout the week and throughout different seasons. Enfield's town centres will be the focus of coordinated public realm improvements, particularly around gateways such as stations and high streets.
- 10.1.5 Local centres and parades provide essential shops, facilities and services close to where people live. They are valuable capillaries serving suburban communities, enabling residents to access everyday essentials within walking distance. Where possible we will use our planning powers to protect ground floor commercial frontages.

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10.2. Strategic Policy SP TC2: Encouraging vibrant and resilient town centres

DRAFT STRATEGIC POLICY SP	TC2	Encouraging vibrant and resilient town centres
<p>1. Town centres should develop as vibrant and economically successful hubs which meet the needs of residents, workers and visitors in line with the following principles (see the Hierarchy of Town Centres set out in table 10.1):</p> <ol style="list-style-type: none"> a. Enfield Town and the district centres of Angel Edmonton, Edmonton Green, Palmers Green and Southgate (as shown on the Policies Map) will accommodate a diverse range of town centre and community uses, and new residential and employment development. b. Proposals for commercial, business and service activities are acceptable in Primary Shopping Areas (as shown on the Policies Map) within Enfield Town and the district centres. Proposals must provide active frontages to the public realm. Proposals for residential uses at ground floor level will be refused. c. Local centres and parades (as shown on the Policies Map) will serve neighbourhood retail, food and drink, business and service and community needs. Changes of use at ground floor level must retain a shopfront and provide active frontages to the public realm. Proposals for residential uses at ground floor level will be refused. New local centres will be designated within some strategic mixed-use site allocations to serve the day to day needs of new residents and workers. <p>2. All development must contribute positively to placemaking in town centres, including through supporting an attractive and accessible public realm, enhancing urban greening and links to blue and green networks, and addressing anti-social behaviour and crime. New development should safeguard the historic environment and protect and enhance heritage assets and their settings.</p> <p>3. Proposals for town centre uses are appropriate in designated centres. In line with the sequential approach set out in the NPPF, proposals for town centre uses outside of designated centres must be able to demonstrate that sites firstly within, and then on the edge of existing centres are not available.</p> <p>4. Outside designated centres, retail and leisure developments (including extensions, creation of mezzanine floors and changes of use) exceeding 400 square metres will be subject to an impact assessment.</p> <p>5. Co-working spaces in town and local centre locations will be supported.</p>		

Explanation

- 10.2.1 This policy seeks to support the development of diverse and thriving town centres responding to the plan's objective to create the workshop of London. It establishes a hierarchy of town centres and directs development to designated centres, as described in part A above and table xx below. Town centre uses are defined in the NPPF.
- 10.2.2 The Policies Map defines the extent of Enfield Town and the district centres, and the Primary Shopping Area within these centres. It also defines the local centres and parades.

Table 10.1: Hierarchy of town centres

Tier	Name of centre	Role and function
Major Centre	Enfield Town	This centre will continue to be the main focus of town centre uses and other uses which generate a high level of people movements, reflecting its wide catchment area and role as a sub-regional centre.
District Centres	Angel Edmonton Edmonton Green Southgate Palmers Green	Promote as vibrant and accessible hubs containing a wide range of convenience goods, community services and employment uses, serving the needs of the immediate catchment and beyond The Primary Shopping Area is the same as the boundary of the town centre
Large Local Centres	Baker Street Bounces Road Bowes Road Bush Hill Park Chase Side Cockfosters Enfield Highway Enfield Wash Green Lanes Hertford Road Central Lancaster Road Meridian Water Oakwood Ordnance Road, Enfield Lock Ponders End Winchmore Hill, Broadway Winchmore Hill, Green Winchmore Hill, Green Dragon	Safeguard and promote the provision of day-to-day goods, services and community uses to meet the needs of local residents. Each typically accommodate over 40 outlets and over 4,000 sq m of gross floorspace.
Small Local Centres	Aldermans Hill Arnos Grove Bush Hill Parade	As above. Each centre typically accommodates 20 – 40 outlets

Tier	Name of centre	Role and function
	Cambridge Circus Freezywater Hertford Road South Main Avenue New Southgate Silver Street Windmill Hill Enfield Island Village	and less than 4,000 sq m of gross floorspace.
Local Shopping Parades	Barrowell Green Brimsdown Bullsmoor Bury Street West Carterhatch Lane Chaseville Park Durants Road Dysons Road Empire Parade Enfield Lock Enfield Road Linkside Firs Lane Green Street Hadley Wood Hazelbury Road, Edmonton Hertford Road, North High Street, Southgate Hoppers Road Huxley Parade Kempe Road Mottingham Road Nightingale Road Percival Road South Street Ponders End Southbury Road Southbury Road/Kingsway, Ponders End Southgate Green The Grangeway Town Road Victoria Road Westerham Avenue Whittington Road, Bowes Park Winchester Road Bowes Road West Chequers Way Craig Park Road Fillebrook Avenue Highlands Village Lincoln Court Clock Parade	As above. Each centre typically accommodates 6 – 20 outlets (no floorspace defined).

- 10.2.3 This policy seeks to maintain and enhance the role and function of the borough's centres, as defined above. The scale of development should also be appropriate to the size and function of the centre and its catchment area. New development will be expected to contribute positively to the vitality and vibrancy of our town centres through successful placemaking. Biophilic design principles should be incorporated where possible to maximise urban greening and integration with blue and green networks. In line with part 3, proposals for main town centre uses (as defined in the NPPF), will be directed towards existing centres rather than unsustainable out-of-centre locations. Outside the borough's defined centres, retail, leisure and office developments will need to carry out a sequential assessment in line with the NPPF.
- 10.2.4 Where there are no suitable or available sites within the boundary of a centre, retail and leisure developments within edge of centre locations that are accessible by public transport, walking and cycling and well connected to and up to 300 metres from the centre will be permitted. In addition, retail and leisure developments within out-of-centre locations above 400 square metres floorspace (gross) will need to demonstrate that they will have no significant impact on the viability and vitality of these centres. In preparing these assessments, applicants will need to give due regard to:
- the scale of the proposal relative to existing centres;
 - the cumulative impacts of recent developments; and
 - the impact of the proposed development on the vitality and viability of the centre, (including local customer choice and trade in the centre and wider catchment area).
- 10.2.5 Planning conditions will be imposed on developments outside centres to ensure that potential changes of use to town centre uses are restricted.

10.3 Policy DM TC3: Floorspace above commercial premises

DARFT POLICY DM	TC3	Floorspace above commercial premises
<ol style="list-style-type: none"> 1. Proposals to re-use or refurbish the upper floors of shops and/ or commercial premises within Enfield's town centres (as defined on the Policies Map) will be encouraged. 2. Proposals resulting in the net loss of residential or employment floorspace will be refused. 3. All residential development above shops and other commercial premises must meet all of the following criteria: <ol style="list-style-type: none"> a. the proposal must provide separate and adequate access to the upper floor; b. the proposal must not harm the existing commercial servicing and parking arrangements; c. adequate arrangements for refuse storage and collection should be made; and d. the proposal must not adversely affect the functioning or appearance of the units or surrounding residential amenity. 		

Explanation

- 10.3.1 Town centres host commercial and residential functions as part of a vibrant mix of activities. Commercial premises in town centres with vacant units above present an ideal opportunity to increase the numbers of people living within sustainable locations while contributing towards the borough's housing requirements. Encouraging the re-use or refurbishment of units above shops and other commercial premises for appropriate town centre uses has the benefit of enhancing the character and broadening the range of town centre services, increasing natural surveillance, contributing to regeneration and promoting sustainable utilisation of town centres, while reducing the pressure for out of centre development.

10.4 Policy DM TC4: Markets

DRAFT POLICY DM	TC4	Markets
<ol style="list-style-type: none"> 1. Proposals affecting existing markets will only be supported where: <ol style="list-style-type: none"> a. they result in a qualitative improvement to the market and public realm; b. the number of pitches will not be reduced; and c. existing traders have the opportunity to take up pitches at the same or lower rents. 2. Proposals for new markets will be encouraged where they support Enfield's town centre network and hierarchy and improve the cultural vibrancy of the borough. 3. All proposals must make adequate arrangements to avoid or mitigate unreasonable impacts on the amenity of adjoining and neighbouring occupiers, and wider local area. 4. Outdoor trading will be supported where it can be demonstrated that goods will not negatively impact the appearance or functioning of the public realm. 		

Explanation

- 10.4.1 Markets add to the vibrancy of the borough's town centres. To safeguard existing markets, the policy seeks to ensure that market provision is not reduced and that existing occupiers are protected from displacement.
- 10.4.2 New markets are welcomed in centres where they can add to the draw of centres. Proposals for new markets should be accompanied by a design and management strategy to ensure they contribute to a safe, clean and attractive public realm and do not impede pedestrian movement.
- 10.4.3 All proposals must make adequate arrangements to avoid or mitigate unreasonable impacts on the amenity of adjoining and neighbouring occupiers, and wider local area. This includes consideration of congestion on footpaths and the road network, refuse storage and collection, noise and odour. Proposals for street markets must demonstrate that there will be no detrimental effect on the functioning of the road network.

10.5 Policy DM TC5: Meanwhile uses

DRAFT POLICY DM	TC5	Meanwhile uses
<ol style="list-style-type: none"> 1. Meanwhile uses should enhance the character and vitality of the area, maintain active ground floor frontages and retain any existing shopfronts. Meanwhile uses should ideally be precursors to the permanent development that follows, providing positive activation of sites for the economic, social and/or environmental benefit of an area. 2. Meanwhile creative, exhibition and performance spaces that align with the Cultural Strategy will be supported, subject to the agent of change principle. 		

Explanation

- 10.5.1 Meanwhile uses are defined as the temporary use of land or buildings before a permanent use is introduced. They have the potential to support the vibrancy of centres by encouraging new business, community, cultural and environmental initiatives, attracting visitors and footfall. They can help address vacant units and sites, especially in the early phases of major developments. Developers are encouraged to open up vacant land or buildings to meanwhile activities wherever possible.
- 10.5.2 Through occupying land, buildings or units on a temporary basis, meanwhile uses can be low cost and low risk, making them attractive to business start-ups, community groups and the creative and cultural sectors. Meanwhile uses can act as productive testing ground for ideas that can be incorporated into the permanent developments that follow. Developers are required to put in place appropriate mechanisms to support occupiers of meanwhile spaces to secure permanent accommodation, including through signposting to appropriate opportunities including potentially locating within the permanent development.
- 10.5.3 Meanwhile uses outside town centre locations will be supported subject to the agent of change principle. Uses which are not considered suitable meanwhile uses include vehicle parking.

10.6 Policy DM TC6: Managing clustering in town centres

DRAFT POLICY DM	TC6	Managing clustering in town centres
<p>1. All development should contribute to the delivery of inclusive and mixed communities, including the vitality and viability of the borough's centres. Proposals will be resisted where they result in an overconcentration of hot food takeaways, betting shops, pawnbrokers, pay day loan shops, amusement centres and casinos.</p> <p>2. Proposals for hot food takeaways, betting shops, pawnbrokers, pay day loan shops, amusement centres and casinos will only be supported where it can be demonstrated that:</p> <ol style="list-style-type: none"> the site is within a designated centre and will not result in an over-concentration of such uses in any designated centre; and they would not cause harm to amenity and the character of the area. <p>Applicants will be expected to submit a Cumulative Impact Assessment as part of any planning application.</p> <p>3. Proposals for the provision or expansion of banqueting suites will be supported in town centres and resisted in out of town locations, including in former retail parks. Development must:</p> <ol style="list-style-type: none"> have no impact on neighbouring residential properties in terms of noise and disturbance; and have adequate servicing arrangements and does not result in an increase of on-street parking and traffic congestion in the surrounding area. 		

Explanation

- 10.6.1 As the borough continues to grow and develop in the future, it is important that communities can benefit from an appropriate mix and balance of uses. The ELP seeks to carefully manage the location of uses recognising that over concentration of particular uses can have harmful impacts, including on the amenity of residential areas, the vitality of town centres and the well-being of the local population. In line with the London Plan, this policy seeks to manage the concentration and proliferation of hot food takeaways, betting shops, pawnbrokers, pay-day loan shops and amusement centres, and their potentially harmful effects on individuals and communities. However, proposals will be considered on their individual merits.
- 10.6.2 Applications for hot food takeaways, betting shops, pawnbrokers, pay day loan shops, amusement centres and casinos will be assessed having regard to the number and location of units within the major, district or local centre. Applications must be accompanied with sufficient information assess the potential impacts arising from the proposed use, including a Cumulative Impact Assessment.

- 10.6.3 Hot food takeaways can have detrimental impacts on the health and well-being of local communities. This policy helps give effect to the London Plan Policy E9 (Retail, markets and hot food takeaways), which encourages Boroughs manage the concentration of such uses.
- 10.6.4 The London Plan indicates that hot food takeaway uses should not be permitted where these are within 400 metres walking distance from the entrances and exits of an existing or proposed primary or secondary school.
- 10.6.5 Where applications for hot food takeaways are permitted, conditions may be used to ensure compliance with Healthier Catering Commitment standards.
- 10.6.6 Banqueting suites can add to the vitality of town centres where they can be accommodated sustainably, offering ready access by foot, cycle and public transport. They are not appropriate in out-of-centre locations. Banqueting suites should not lead to negative impacts on the surrounding area.

Have your say... on Chapter 10: Town centres and high streets

Policy TC1: Promoting town centre

1. Does this policy set a positive framework to promote our town centres?

Policy TC2: Encouraging vibrant and resilient town centres

2. Is this the best framework for supporting the borough's centres?

TC3: floorspace above commercial premises

3. How else can we make the most of town centre properties?

TC4: Markets

4. Is this the right way of protecting and managing markets?

TC5: Meanwhile uses

5. Is this the right way to encourage meanwhile uses?

TC6: Managing clustering in town centres

6. Does this framework properly manage the impacts associated with hot food takeaways, betting shops, pawnbrokers, pay day loan shops, amusement centres, casinos and banqueting suites?

11 Rural Enfield

- 11.1 The ELP supports the delivery of more homes that meets local needs and supplying a housing mix that adds diversity and affordability to the housing stock. The ELP also supports greater diversity in the rural parts of Enfield recognising that greater sustainability and resilience is achieved through encouraging a broader base of activities than has traditionally been accessible in rural areas.

11.1 Strategic Policy SP RE1: Development in the Green Belt

DRAFT STRATEGIC POLICY SP	RE1	Development in the Green Belt
<p>1. Inappropriate development within the Green Belt (as shown on the Policies Map) will not be permitted. Development that is not inappropriate will only be permitted where:</p> <ol style="list-style-type: none"> a. the siting, scale, height and bulk of the proposed development is sympathetic to and compatible with the primary aim of preserving the openness of the Green Belt; b. it has regard to site contours, displays a high standard of design and landscaping to complement and improve its setting, and takes all measures to ensure that the visual impact on the wider Green Belt is minimised; c. the nature, quality, finish and colour of materials blend with the local landscape (as defined in the Character of Growth Study) to harmonise with surrounding natural features; and d. appropriate parking provision, safe access, egress and landscaping is provided to ensure vehicles are parked safely and that the development does not prejudice the openness of the Green Belt. <p>2. Agricultural, horticultural and forestry workers accommodation will only be permitted within the Green Belt where it can be demonstrated that:</p> <ol style="list-style-type: none"> a. the associated agricultural unit is economically viable and has sound long-term prospects; b. the dwelling is essential to sustain the viability of the farming enterprise; c. there is no suitable alternative accommodation in the vicinity of the proposed site; and d. no existing dwelling serving or closely associated with the holding has been sold, leased or otherwise disposed within the past three years; e. it is of a scale, design and layout appropriate to its surroundings; and f. it is sited as close as possible to existing buildings or dwellings. <p>If the above criteria are met, planning permission will be issued to construct a temporary building up to a maximum of three years. During this period, a planning application can be submitted to erect a permanent building on the site and a further assessment will be carried out against the criteria. Such proposals will be subject to an agricultural worker occupancy condition.</p> <p>3. Complete or partial redevelopment of major developed sites (Picketts Lock, Hotspur Way and Trent Park) will only be permitted where it improves the character and appearance of the site and appearance from the surrounding Green Belt.</p>		

4. Limited infilling within existing settlements (villages and hamlets) in the Green Belt will only be permitted where it:
 - a. provides a continuous frontage;
 - b. does not extend the existing envelope of the settlement;
 - c. respects the character of the immediate locality of the site in terms of scale, height and massing and building lines of neighbouring properties; and
 - d. does not harm the pattern, grain or morphology of the settlement (including any accessible open space that makes an important contribution to the character and openness of the area and wider Green Belt).

5. Partial or complete redevelopment of previously developed sites in the Green Belt will only be permitted where it:
 - a. does not lead to an increase in the developed proportion of the site; and
 - b. does not lead to a significant increase in motorised traffic generation, as evidenced through a suitable traffic modelling tool.

Explanation

- 11.1.1 Development that is not inappropriate in the Green Belt is defined in the National Planning Policy Framework. This includes some forms of development on previously developed sites, essential agriculture and forestry worker housing and limited infilling within existing settlements³³. However, there are some situations that may allow certain developments to take place in the Green Belt that under any other circumstances would not be allowed. These are known as 'very special circumstances'. When attempting to prove very special circumstances the onus is on the applicant to prove that the exceptional nature of the proposal outweighs the harm that it would cause to the Green Belt. However, new development must not have a greater impact on the openness of the Green Belt than the existing development.
- 11.1.2 Applicants should demonstrate through design and access statements how the development has been designed to reduce the visual impact on the Green Belt and how it will improve the attractiveness and quality of the landscape through positive enhancements (including hedgerows and tree planting of native species).
- 11.1.3 Farm and agricultural workers will often live in convenient locations in or nearby urban areas. However, there will be some instances where the specific demands of the enterprise will require employees to live at or near to their workplace in the countryside. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved. If temporary accommodation is granted, a permanent dwelling should not be subsequently approved unless clear evidence is provided that the proposed enterprise is planned on a sound financial basis. Upon expiry of the 3-year time limit, the temporary building must be removed, while the land must revert back to a landscape of predominantly rural character.

³³ The Green Belt (as shown on the Policies Map) washes over several villages and hamlets (e.g. Botany Bay, Clay Hill, Maiden's Bridge and Bulls Cross) in the open countryside, which are largely linear in nature as built development aligns road frontages.

- 11.1.4 Trent Park, Picketts Lock and Hotspur Way are defined as 'major developed sites' in the Green Belt (as shown on the Policies Map) and contain comprise substantial areas of previously developed land. Where existing uses become redundant, we will work with partners to prepare planning briefs or masterplans to guide appropriate future development on these sites that will preserve or enhance the open character of the Green Belt.

11.2 Policy DM RE2: Character of the Green Belt and open countryside

DRAFT POLICY DM	RE2	Character of the Green Belt and open countryside
<p>1. Development adjoining or within close proximity to the Green Belt (as shown on the Policies Map) will only be permitted where:</p> <ul style="list-style-type: none"> a. it does not have a detrimental impact on the visual amenity of the landscape and Green Belt; b. there is a clear distinction between the Green Belt and the edge of the urban area; and c. views and vistas from the Green Belt into urban areas and vice versa, especially at important access points, are maintained; d. it establishes and/or extend the borough's greenways network and green corridors, retains features of landscape value and provide trees along transport routes, where possible; e. it complements and improves the quality of existing open space uses and landscaping; and f. it enhances the blue and green infrastructure network through better connectivity and the creation of new publicly accessible open spaces, whilst also conserving their natural and historic value. <p>2. Development within or adjoining the Green Belt and open countryside will be expected to:</p> <ul style="list-style-type: none"> a. incorporate measures to improve the character of the Green Belt and landscape through environmental improvements (e.g. tree-planting and earth moulding) and the removal or replacement of visually intrusive elements, such as buildings, structures, hard standings, walls, fences or advertisements, where feasible; b. retain existing features of landscape and townscape value; c. contribute towards the principles of good place-making set out in policy SPSS2; d. respond to the wider development opportunities, movement and environmental enhancements within the London National Park City designation, where feasible; and e. conserve and not detract from the open character of Green Belt and surrounding landscape. 		

Explanation

- 11.2.1 This policy seeks to protect and enhance the character of the landscape within or close proximity to the Green Belt. Enfield has an array of attractive landscapes close to its urban edge, but the quality of the "urban fringe" – the interface between the rural character of the Green Belt and the urban area – is very mixed. This policy will

ensure that a clear distinction between the character of the Green Belt and the urban area is maintained and where possible strengthened.

- 11.2.2 Compensatory measures (including the creation of new woodland areas and active travel routes into existing open spaces) will be sought at the urban-rural fringe to offset the impact of new development on the Green Belt and improve the quality and amenity value of the landscape.

11.3 Policy DM RE3: Improving access to the countryside and green corridors

DRAFT POLICY DM	RE3	Improving access to the countryside and green corridors
<p>1. New development will be expected to protect, maintain and improve the borough's network of walking and cycling routes to meet the needs of all users, with priority given to:</p> <ol style="list-style-type: none"> improving public access to key attractions (including the Lee Valley Regional Park, Enfield Chase, Forty Hall, Capel Manor and Chingford Reservoirs) and the connections between them; creating interconnected routes with spurs to open spaces along the length of the river corridors, including the Lee Navigation, New River Path and Green Loop; providing or enhancing way-finding across the network, including clear signage and gates/stiles to improve legibility of arrival routes and designation points, such as heritage trails and discovery walks; and extending links and the right of access into the open countryside (including improved links to important viewing points, such as the London Loop and Lee Valley Walk) to facilitate the creation of a major green corridor from Lee Valley Regional Park to Enfield Chase (London National Park City designation). <p>2. Development within a five-minute walk or 400 metre radius from a strategic green link (as shown on the Policies Map) must integrate with the wider footpath / cycle network.</p> <p>3. Development will only be supported where it protects and, where possible, enhances the strategic link route on behalf of cyclists, equestrians and pedestrians and does not have an adverse impact on the green grid network³⁴.</p>		

Explanation

- 11.3.1 Enfield has an extensive network of walking and cycling routes, ranging from long distance footpaths (e.g. London Loop, New River Path and Lee Navigation towpath) to a number of urban circular routes and local country paths. Future challenges include increasing activity levels such as walking, cycling and horse riding, improving links from deprived areas to open spaces (e.g. Lee Valley) and reducing physical severance. Public rights of way and footpaths are listed on the Definitive Map³⁵.
- 11.3.2 We have a legal duty to protect and assert the rights of the public to use rights of way in the borough, working with landowners and voluntary groups to ensure that

³⁴ New routes will be identified as part of the next stage of the plan.

³⁵ <https://new.enfield.gov.uk/services/roads-and-transport/public-rights-of-way/>

footpaths are clear and properly maintained (for example, through the removal of vegetation, provision of signage and maintenance of gates and stiles) so that everyone can use them.

- 11.3.3 This policy seeks to provide an integrated network of convenient and well-maintained routes that offer good access to the open countryside/visitor attractions and meet the needs of all users, including equestrians, walkers, cyclists, people with visual or mobility impairments and those with pushchairs. It also aims to ensure that new development facilitates access to open space and nature, especially along strategic links.

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11.4 Strategic Policy SP RE4: Supporting the rural economy

DRAFT STRATEGIC POLICY SP	RE4	Supporting the rural economy
<p>Support will be given to proposals in suitable locations which seek to improve the balance of jobs within the rural areas and diversify the rural economy. The following provisions apply:</p> <ol style="list-style-type: none"> 1. Appropriate and proportionate expansion of existing employment sites in order to support the retention and growth of local employers will be supported, subject to an assessment that demonstrates no adverse residual impacts on neighbouring uses and the environment. 2. Business start-ups, home working, small scale employment and the development and expansion of small business in residential and rural areas will generally be supported, subject to an assessment that demonstrates no residual adverse impacts on neighbouring uses and the environment. 3. Proposals should explore opportunities to improve internet connectivity for rural communities where appropriate. 4. Support will be given to the reuse of suitable buildings for employment uses. 5. The creation of new, or extensions to existing, garden centres or farm shops in the open countryside will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation. 6. Development will be supported which meets the essential needs of agriculture or forestry interests. 7. The loss of tourist or leisure development will only be permitted where there is no proven demand for the facility. 8. Camping, caravan, chalet or similar facilities that respond to an identified local need will be supported, provided the proposal is compatible with the existing road network, and has no adverse environmental impact. 9. Development proposals should: <ol style="list-style-type: none"> a. demonstrate safe access to the existing highway network; b. avoid a significant increase in the number of trips requiring the private car and facilitate the use of sustainable transport, including walking and cycling, where appropriate. Sustainable Travel Plans will be required to demonstrate how the traffic impacts of the development have been considered and mitigated; c. demonstrate how a positive relationship with existing buildings has been achieved, including scale, design, massing and orientation; d. avoid incongruous or isolated new buildings. If there are unused existing buildings within the site, applicants are required to demonstrate why these cannot be used for the uses proposed before new buildings will be considered. 		

Explanation

- 11.4.1 To support the economic growth and diversification in the rural parts of the borough, it is important that land is made available for business use. It is recognised that some economic activities do not have a land requirement, for example where small businesses can be established from home, and permitted development rights also enable some home working use. However, to support the rural economy to grow and become more prosperous, land is needed to provide premises for businesses to expand, and to accommodate new businesses. Supporting rural entrepreneurial culture and setting aside land to support start up survival rates will help build resilience in the rural economy.
- 11.4.2 This policy provides some flexibility to enable carefully selected development outside settlements where it can be demonstrated that this could be achieved sustainably, taking into account how the proposal might reduce rural isolation, provide jobs for residents of the immediate area reducing commuting, and foster vitality without significant adverse effects on the local character and environmental quality.
- 11.4.3 The uses of the rural environment have changed over time and some buildings which have become redundant offer opportunities for redevelopment. This policy supports that where it can be demonstrated that it meets the sustainable development criteria set out in other policies of this plan.

DRAFT

11.5 Policy DM RE5: Farm diversification and rural employment

DRAFT POLICY DM	RE5	Farm diversification and rural employment
<ol style="list-style-type: none"> 1. Proposals involving a change of use / diversification of use from agriculture to other business uses or sport and recreation activities will be supported where: <ol style="list-style-type: none"> a. the proposed use would not harm the openness and character of the Green Belt in terms of scale, location and design; b. the proposed use does not unacceptably impact upon surrounding amenities or cause an unacceptable level of noise, light, air or water pollution; c. the proposed use provides adequate landscaping and screening to minimise its visual impact; d. there is no detrimental impact on nature conservation, wildlife habitats and historic features; e. the proposed use does not generate a significant number of additional vehicle trips; and f. contribute to regeneration / strategic objectives / policies in this plan (e.g. re-wilding, culture and tourism etc). 2. Farm diversification schemes should be additional to the main agricultural function and agriculture should remain the dominant use within the holding. The proposed use should also not prejudice future opportunities to revert the land back into agriculture use. 3. Proposals which promote sustainable agriculture and public participation in food growing, especially those which contribute to education, training and the development of local supply chains, will be supported. 4. For equine-related development, adequate arrangements should be made for the management of grazing areas. Hard-surfaced areas should be kept to a minimum. 		

Explanation

- 11.5.1 Diversification to non-agricultural uses is vital to the continuing viability of many farm enterprises. We will support well-conceived farm diversification schemes towards business purposes that contribute to sustainable development objectives and help to sustain the agricultural enterprise.
- 11.5.2 Proposed diversification schemes must avoid unnecessary buildings that would be detrimental to the Green Belt setting. Proposals should also have regard to Green Belt policies set out in this plan and the London Plan.
- 11.5.3 The policy seeks to protect land for agricultural purposes and promote sustainable agriculture and wider public benefits (e.g. food production) associated with other relevant policies in the plan.
- 11.5.4 Horse riding is a popular recreational activity and a number of sites in the borough are used for the keeping and breeding of horses. The policy seeks to manage potentially negative impacts, as the paraphernalia associated with horse keeping can be inappropriate if they detract from the openness of the Green Belt.

Have your say... on Chapter 11: Rural Enfield

Policies: RE1, RE2, RE3 and RE4

1. Do you agree with the draft policy approach set out in RE1 to RE4?
2. If not, what changes would you suggest?

DRAFT

12 Culture, leisure and recreation

Introduction

- 12.1 Enfield has a wealth of historic and culturally significant buildings, a thriving artistic community and a diverse range of leisure opportunities, green spaces, parks and watercourse, making it an attractive location for visitors. Creativity has the power to drive positive economic and social change in the borough and is intrinsic to our local identity.
- 12.2 We understand that our shared experiences and varied heritage, our talents, skills and interests are central to making Enfield a vibrant, distinctive and healthy place to live and work in. Arts and cultural experiences, whether rooted in a cultural or community venue, at home or at school, have intrinsic value to our well-being and our sense of belonging. Access to culture across the borough, and the many ways in which culture meets wider strategic objectives that contribute to and enrich our lives, underpins the Local Plan.
- 12.3 Every year, the UK's creative industries contribute £111.7bn gross GVA to the economy and culture contributes £5.2 billion to London. Our creative industries are successful throughout the world, creating 1 in 6 jobs³⁶. Enfield's local cultural offer, in venues, heritage houses and gardens, in parks, open spaces, high streets, cafés and neighbourhood halls, underpins the borough's appeal and ability to build community and attract visitors. Investment in culture is reaped in so many ways that are vital to our social and civic fabric including addressing inequality and growing the economy.

12.1 Strategic Policy CL1: Promoting culture and creativity

DRAFT STRATEGIC POLICY SP	CL1	Promoting culture and creativity
<ol style="list-style-type: none"> 1. Development will be supported which can deliver on the focus areas of the Cultural Strategy, through the provision of cultural infrastructure and creative workspace, especially within the borough's regeneration areas, such as Meridian Water, public housing estates and town centres. 2. Proposals to replace existing arts, cultural and entertainment uses including theatres, pubs, music venues, nightclubs, gallery and museum spaces, cinemas and community halls will not be permitted unless it can be demonstrated that: <ol style="list-style-type: none"> a. the use is identified as surplus to requirements and is no longer economically viable; a. alternative provision has been made in the vicinity to an equal or better standard, in line with the priorities set out in the Cultural Strategy; and b. appropriate marketing has been undertaken over a continuous period of at least 18 months. 3. New arts, culture and entertainment uses will be directed to Enfield Town, the four District Centres and Meridian Water in line with the town centre hierarchy, as well as 		

³⁶ Source GLA & Creative Industries Federation

other locations of excellent accessibility via public transport, walking and cycling. Outdoor arts, culture and performance activities will be supported where it can be demonstrated that residential amenity can be protected. Major cultural and art developments will be expected to set out how they will contribute to the cultural offer in Enfield.

4. Creative industry uses will be supported in Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs).
5. Planning contributions will be sought towards the provision and maintenance of public art installations and cultural facilities from developments comprising 50 or more residential units. Contributions from non-residential schemes will be assessed on a site-by-site basis, taking account of the location, nature and scale of the proposed development and extent of public accessibility to the site.

Explanation

- 12.1.1 This policy seeks to expand and promote the borough's cultural offer to help connect our diverse communities and improve the places in which they live, work and enjoy leisure. This will involve:
- protecting existing venues (e.g. theatres)
 - encouraging the refurbishment of existing venues;
 - reusing vacant and underused buildings and spaces; and
 - encouraging new venues in suitable locations (e.g. town centres and areas of good transport connectivity) which support the creation of vibrant and creative places.
- 12.1.2 As part of the UK Cambridge Innovation Corridor within close proximity to the emerging Thames Estuary Production Corridor, Enfield is well placed to generate exciting new creative initiatives and partnerships within and beyond its boundaries, in particular largescale film and TV production facilities, gamer and maker spaces and associated support services (e.g. training)³⁷ These activities can form part of a diversity of uses in the borough's SILs and LSISs set out in Chapter 9 of the ELP.
- 12.1.3 Funds from developments will be ringfenced into a cultural fund to support projects identified through the Infrastructure Delivery Plan. Where possible, residents, artists and other groups should be involved at an early stage of the creative process.

³⁷ In line with the Cultural Strategy

12.2 Policy DM CL2: Leisure and tourism

DRAFT POLICY DM	CL2	Leisure and tourism
<p>1. Proposals that will continue to develop a high-quality visitor experience to increase the contribution that tourism, arts and cultural heritage and sport make to our quality of life and social well-being will be supported, in particular:</p> <ul style="list-style-type: none"> a. the provision of new and enhanced visitor attractions, including arts and cultural facilities, in accordance with the sequential test outlined in the NPPF for main town centre uses; b. the provision of new and improved accommodation and conference facilities for tourist and business visitors in accordance with the sequential test; c. sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in the rural areas as long as they respect the size, character and function of their setting and comply with national Green Belt policy. This support extends to the re-use of suitable rural buildings for visitor accommodation and other small scale rural development. d. proposals which promote greater use of rural parts of Enfield and the Lee Valley as a leisure and recreational resource without harming local biodiversity or water quality. <p>2. The loss of existing visitor, leisure and cultural attractions, including arts and entertainment facilities, hotels and sport venues will be strongly resisted unless replacement facilities of an equivalent or better standard and provision are proposed in a location equally accessible to the facility's current catchment area. Robust evidence must be provided that demonstrates that the facility causes significant detriment to the amenity of the locality or that:</p> <ul style="list-style-type: none"> e. there is no longer a need for the existing facility or an alternative leisure or visitor use; or f. the existing use is unviable and its retention has been fully explored, including active and comprehensive marketing (for a period of at least 18 months) the facility for its existing and alternative leisure or visitor use prior to the submission of a planning application. 		

Explanation

- 12.2.1 The Council considers that the leisure and visitor experience in the borough has the potential to contribute significantly to Enfield's economic growth. It can contribute to enhancing quality of life through delivering experiences for visitors and a greater variety of jobs and training opportunities. Importantly, it can help support regeneration, and diversify and develop the rural economy. Policies in relation to sport are covered in CL4 and CL5 of this plan.
- 12.2.2 One of the objectives of the ELP is to actively promote and sustainably develop Enfield's visitor economy. To work with this objective the council will continue to protect existing visitor and leisure facilities whilst promoting to a sustainable expansion of the sector. The provision of arts and cultural facilities in particular can broaden the borough's offer and increase its appeal to visitors. An integrated approach will be taken to ensure that these objectives are reflected in local activities such as town centre management and regeneration, open space strategies, heritage enhancement initiatives, countryside management and environmental stewardship. This policy encourages development which supports the sustainable growth of the tourism industry.
- 12.2.3 Visitor related development by its nature is often located in sensitive areas and its benefits need to be carefully balanced against the need to protect the rural parts of Enfield and heritage assets from overcrowding and degradation. The plan seeks to ensure that the borough's natural landscapes and heritage, which make significant contributions to its appeal as leisure and visitor destinations are preserved. Any new built development must complement the natural attractions of the landscape and reflect the character of the surrounding area. Landscaping, careful siting of development, re-use of buildings and attention to detail can help developments to respect their environments.
- 12.2.4 The Council also recognises that tourism is an important sector of the rural economy and has great potential for further growth. Appropriate development can help sustain rural services and create significant benefits for local communities. The NPPF suggests that we should support sustainable rural tourism and leisure developments, including the provision and expansion of visitor facilities in appropriate locations, where identified needs are not met by existing facilities in rural service centres. Small-scale development proposing additional floor space for leisure/visitor use in rural areas will therefore not be subject to the sequential test.

12.3 Policy DM CL3: Visitor accommodation

DRAFT POLICY DM	CL3	Visitor accommodation
<ol style="list-style-type: none"> 1. Support will be given for proposals which protect and deliver growth for the visitor economy. Hotels and other strategically important visitor accommodation will be directed towards Enfield Town and the District Centres, and other accessible locations which are within walking distances of public transport interchanges and/or stations. 2. Proposals involving new or extended visitor accommodations will be supported where they: <ol style="list-style-type: none"> a. do not result in the net loss of existing housing and design and servicing arrangements can safeguard the amenities of nearby residential occupiers; b. are proportionate to their location in terms of size, scale and function; c. do not result in an overconcentration of similar uses in the locality; d. provide active ground floor frontages and incorporate ancillary uses and facilities that are accessible for public use, particularly in town centre locations; e. provide a level of car parking that is appropriate to the public transport accessibility level of the site, whilst seeking to minimise car parking wherever possible; f. ensure adequate access, drop off / pick up and servicing arrangements appropriate to the size and location of the accommodation; g. maximise opportunities for walking, cycling and use of public transport; h. provide adequate standard of amenity for occupants and provision of accessible accommodation, in line with London Plan requirements; and i. make appropriate arrangements for long-term adaptability and sustainability. 3. Proposals which deliver visitor accommodation on appropriate sites, including small hotels, bed and breakfast and self-catering accommodation will be supported. 4. Proposals for camping facilities and the conversion of existing buildings to accommodate visitors in rural parts of Enfield will be supported especially within Enfield Chase in line with Policy RE4. 5. Development proposals which result in the loss of important facilities for the visitor economy, including visitor accommodation, will not be permitted unless: <ol style="list-style-type: none"> a. There are over-riding sustainability and regeneration benefits from the proposal. b. The existing use is demonstrated to be unviable and with no reasonable prospect of becoming viable. 		

Explanation

- 12.3.1 Hotels and short stay accommodation can form part of a mix of uses that support vibrant town centres, the evening and night-time economy and tourist-based activities. For the purpose of this policy, visitor accommodation includes hotels, bed and breakfasts, traveller / youth hostels, short-term holiday lets and serviced self-catering apartments.
- 12.3.2 Visitor accommodation, like all new development, must positively contribute to the character and setting of its site. The nature and scale of the accommodation should be proportionate to its surroundings, recognising the various typologies of visitor

accommodation within the C1 use class. For instance, a large format hotel may be more appropriate at a prominent town centre location or at a key transport interchange, whereas a smaller scale boutique hotel or serviced apartment may be more sensitively integrated elsewhere in the borough.

- 12.3.3 Major visitor accommodation (e.g. hotels) outside town centres will be subject to the sequential test in line with the NPPF. In urban locations, new visitor accommodation will be expected to maximise opportunities to deliver active ground floor frontages and appropriate ancillary uses. Ancillary uses may include receptions, cafés and restaurants, conference facilities, salons, fitness studios and other space that can be made available to the local community as well as visitors using the accommodation.
- 12.3.4 In recent years, the visitor economy has benefited from the growth in short-term serviced accommodation,³⁸ often offering a more unique and affordable alternative to conventional hotel rooms. Short term serviced accommodation must not compromise the supply of conventional housing or the amenity/balance of uses in the area. Applicants will be required to submit details of a management plan as part of the short term letting agreement, so to ensure rooms will not be occupied for periods of 90 days or more. We expect the use will be secured in the form of a licence and not a lease.
- 12.3.5 Visitor accommodation in rural parts of Enfield can facilitate greater public access to the countryside and the leisure and historic attractions of the north of the borough. Proposals should not run counter to Green Belt purposes and must demonstrate acceptable access and servicing arrangements. Proposals should not harm biodiversity or the character of the area. The offer of many hotels providing such service is often dependent on a scenic rural location and/or spacious settings. To encourage the provision of more hotels and the diversification of the rural economy, proposals involving the re-use of suitable rural buildings (those considered by the Council to be of a permanent and substantial construction) or the comprehensive redevelopment of previously developed land for visitor accommodation in rural areas will generally be supported where their locational requirements are well justified. This approach accords with the NPPG's recognition that the market and locational requirements of some main town centre uses means they may only be accommodated in specific locations.
- 12.3.6 Proposed development for visitor accommodation in rural areas should, where possible and relevant to its function and location and facilitate the use of sustainable transport, including walking and cycling, where appropriate as set out in Policy RE4.

³⁸ https://www.london.gov.uk/sites/default/files/housing_research_note_4- short-term_and_holiday_letting_in_london.pdf

12.4 Strategic Policy SP CL4: Promoting sporting excellence

DRAFT STRATEGIC POLICY SP	CL4	Promoting sporting excellence
<p>1. As a means of improving the health and well-being of the borough, development and investment decisions will be supported which contribute to the objectives of the Enfield Health and Well Being Strategy and in particular:</p> <ul style="list-style-type: none"> a. promote, celebrate the borough's growing reputation as a sporting and recreational hub of national and international importance, especially in aquatic/water sports and mass participation outdoor sports; b. facilitate and contribute towards the development of first-class, publicly accessible strategic sport and leisure facilities to meet the needs of the growing population, based on the following hierarchy of priority locations (as shown on the Policies Map): <ul style="list-style-type: none"> i. Tottenham Hotspur's training centre (SA63); ii. Picketts Lock / Lee Valley Leisure Centre (SA57); iii. Enfield Playing Fields; and iv. Firs Farm; c. seeking opportunities to expand and improve the quality and condition of Enfield's sport and physical health facilities, with better public transport and active travel connections to residential areas and open spaces, in line with the priorities set out in the Playing Pitch Strategy and Blue and Green Strategy; d. facilitate outdoor sports provision (including camping sites, small stables, training academies, golf centres and changing facilities) within locations that offer good access to public transport, cycling and walking in the open countryside, especially within the Enfield Chase special policy area, in line with national Green Belt policies; and e. secure new sport and leisure facilities within public parks (e.g. green gyms) and large-scale mixed-use developments to meet the identified needs. <p>2. The Tottenham Hotspurs Training Centre and surrounding land as shown on the Policies Map (SITE ID) continues to be designated as Green Belt and is identified for the potential development of professional and community sports, recreation and leisure facilities, including ancillary and related uses, in line with Green Belt policies in this plan and the following:</p> <ul style="list-style-type: none"> a. Any development for professional and community sports, recreation, and leisure facilities, including both appropriate and inappropriate Green Belt development, will need to satisfy the following development management considerations: <ul style="list-style-type: none"> i. Strategic and local transport considerations, including potential improvements to the site's connectivity with the surrounding public transport network. ii. Optimise access to, and through, the designated site by pedestrian and cycle. iii. High-quality design standards, including high sustainable construction and operational standards. 		

- iv. The site's heritage context and the impact upon any relevant statutorily or locally listed asset, including but not limited to, the Forty Hall Conservation Area.
- v. No built development will be permitted on the small paddock field to the north of Myddleton House, or at Beggars Hollow.
- vi. Preserve and enhance:
 - those parts of the Registered Parks and Gardens of Myddleton Hall and Lee Valley Regional Park which fall in the designated site, or where there are key aspects of their setting in the designated site.
 - The local heritage assets of Myddelton and Whitewebbs Park.
 - Retain existing watercourses, ponds, trees and other biodiversity features, where necessary for biodiversity reasons.
- vii. Ensure no unacceptable visual and landscaping impacts, whilst protecting important views and gaps, including those from Forty Hall Conservation Area.
- viii. All new landscaping to include appropriate species selection and management to provide biodiversity and climate change resilience.
- ix. Deliver community access, education, and socio-economic improvements available to all sectors of the community.
- x. Accord with other relevant policies of the Local Plan.

Explanation

- 12.4.1 Located within easy reach of the open countryside and central London, Enfield offers unrivalled access to sporting attractions, including:
- golf courses (e.g. Whitewebbs Park)
 - leisure centres (e.g. Picketts Lock is the largest indoor and outdoor athletics centre in South East England);
 - camp and visitor sites;
 - water-based activities (e.g. Banbury reservoir);
 - adventure playgrounds (e.g. Trent Park);
 - training grounds (e.g. Hotspur Way Training Ground); and
 - a well-established community network of football, rugby, hockey and tennis facilities.
- 12.4.2 Sport forms a key part of the borough's leisure and visitor offer and contributes significantly to London's economy and cultural life. Enfield is already home to world class facilities (e.g. Lee Valley Regional Park) but we want to build on this success and support the Mayor of London's ambition to become the most physically active city in the world.
- 12.4.3 Levels of physical activity and active sport participation in the borough are increasing but remain below the London average, especially among lower social economic groups. Latent demand remains high and presents opportunities to improve the quality and range of sport and outdoor leisure facilities. However, the prevalence of obesity

and mental health illness among adults and young children remains too high, with attendant healthcare costs.

12.4.4 This policy seeks to promote and encourage sporting excellence across the borough, including the development of world-class sport villages at Hotspur training ground, Picketts Lock, Enfield Playing Fields and Firs Farm. In turn, this will:

- improve the health and wellbeing of residents, helping residents become more physically active;
- provide new sports, recreation and leisure facilities which are open to the wider community in accessible locations;
- encourage social inclusion and increased community safety and security;
- support economic growth, providing employment opportunities to local residents;
- support sustainable travel choices and links with surrounding public transport nodes;
- improve accessibility to the open countryside, nature and key attractions, including east–west connectivity through the borough;
- improve green and blue networks; and
- sustain and enhancing the significance of heritage assets and open character of the landscape.

12.4.5 Outdoor sport and recreational uses are in principle deemed to be appropriate development within the Green Belt, so long as the uses and the facilities associated with those uses preserve the openness of the Green Belt and do not conflict with any of the five purposes of including the land within it. The proposed policy designation supports the delivery of such uses, where they satisfy the development management criteria.

12.4.6 Those uses or facilities which do not fall within the definition of appropriate development (i.e. by definition they are inappropriate development in the Green Belt) but are deemed acceptable in principle within the policy designation, must satisfy both the Very Special Circumstances test of national Green Belt policy and meet the development management criteria. The policy designation provides a range of development management criteria (see part 2 of Policy) which are to be satisfied by any development which comes forward under the designation, whether that development is deemed appropriate or inappropriate under Green Belt policy.

12.5 Policy DM CL5: Sport and recreation

DRAFT POLICY DM	CL5	Sport and recreation
<p>1. The Council will support opportunities for sport, physical activity and active leisure by:</p> <ul style="list-style-type: none"> a. supporting the creation of new or enhancing existing sports facilities where a need has been identified, including bringing private and education related sports facilities into wider community use. b. resisting development proposals that result in the loss of sports and recreational buildings and land unless: <ul style="list-style-type: none"> i. an assessment has been undertaken which has clearly shown the facilities to be surplus to requirements; or ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable location; or iii. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss. <p>2. Major residential development will be required to improve open space provision, compatible with the needs and demands arising from the development and physical constraints of the site. Open space enhancements will also be sought on smaller developments, where feasible.</p> <p>3. New publicly accessible and consolidated open space should be provided on site, especially within areas of deficiency and priority locations. Where this is not possible for reasons such as site constraints, viability and competing policy objectives, off site contributions will be sought to enhance open space enhancements in the vicinity of the site, based on the priorities set out in the Blue and Green Strategy and policy SP BG1.</p> <p>4. Open space provision within developments should meet the standard of 'good to 'very good' quality (in line with the Green Flag Award) and the principles of the Accessible Natural Greenspace Standard.</p> <p>5. Developments that enhance or provide open space, sport and leisure provision will be expected to:</p> <ul style="list-style-type: none"> a. meet the standards relating to quality, quantity and accessibility set out in table 12.1 below; b. be visible and accessible from the public realm surrounding the site; c. be well-connected and way-marked to other open spaces and routes, especially to public transport connections; d. facilitate pedestrian and cycle movement across the site and wider area; e. be flexible, adaptable and multifunctional in nature, responsive to the needs of different users and changing demands; 		

- f. be co-located with other facilities (e.g. sport and leisure) where possible to promote more active and healthy lifestyles;
 - g. integrate soft landscaping, street furniture and sustainable urban drainage systems into its design and layout which can be maintained over the lifetime of the scheme; and
 - h. enhance the biodiversity of the site, contributing to the objectives identified in the Enfield Biodiversity Action Plan
6. Development should not solely rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and children's play space.

Playspace

7. Within areas of children's play space deficiency or locations over 200 metres from the nearest play space, on-site children's play space must be provided to meet the needs arising from the development, including a mix of ages and backgrounds. Major development should provide a minimum of 10 square metres of playspace per child.

Sport, leisure and recreation

8. Development involving over 100 homes or 10,000 square metres of floorspace will be expected to contribute towards meeting the demand it generates through the provision of on-site sport, leisure and recreation facilities, or a contribution towards new or improved facilities within the vicinity of the site, especially where there are existing deficiencies (as identified in the Playing Pitch Strategy and Blue and Green Strategy). Sport, leisure and recreation facilities must be designed and constructed in line with Sport England and relevant guidance from national sport governing bodies.
9. The Council will ensure that development and growth is matched by an appropriate level of provision for playing pitch facilities. This will be achieved through protecting and improving the stock and capacity of playing pitch facilities, and improving the quality of existing playing pitches and ancillary facilities.
10. New residential development on larger sites will, where practicable, be expected to deliver new playing pitch facilities on site as part of an integrated scheme. On smaller sites or where this is not practicable, a planning obligation will be sought to mitigate for the impact of new residents through new or improved provision in an appropriate location.
11. Wherever possible, new playing pitches on existing or proposed school sites (as shown on the policies map) should include natural grass pitches. Proposals involving artificial pitches must:
- a. not have an adverse impact on the amenity of local residents and neighbouring sites in terms of noise and light pollution;
 - b. avoid light spill from floodlighting within Metropolitan Open Land and the Green Belt (as shown on the Policies Map) unless very special circumstances can be demonstrated in line with policies SP BG4 and BG5; and
 - c. ensure that site is level and has suitable ground conditions.

Explanation

12.5.1 For the purposes of this policy, sport and leisure provision covers:

- all indoor sports facilities including swimming pools, health and fitness gyms and sport halls;
- all sports pitches identified in the Playing Pitch Strategy;
- golf courses;
- outdoor waterspace;
- multi-use games areas and associated facilities;
- outdoor gyms and athletic tracks;
- playing fields and sites on education establishments

12.5.2 Everyone in Enfield, young and old alike, able-bodied and disabled, should have equal opportunity to engage in the wide variety of sports, leisure and physical activities that are on offer in the borough, in view of the health and wellbeing benefits of leading more active lifestyles, from lower levels of cardiovascular disease through to maintaining a healthier weight and reducing levels of depression. Levels of physical activity and sport participation in Enfield are lower than average and obesity rates are higher than average. However, latent demand remains high (e.g. playing pitches) and presents opportunities to increase participation, especially in deficient areas.

12.5.3 Playing pitches are a key part of the sporting offer for borough as they make a significant contribution to the health and wellbeing of communities. The need to protect, enhance and deliver new facilities is based on an up-to date assessment. The Playing Pitch Strategy³⁹ identifies a number of priorities in respect of sport, leisure and recreation pitches, including:

- protecting and improving the quality of existing sport facilities, especially artificial grass hockey pitches, rugby pitches and cricket pitches;
- increasing public access to sport and leisure facilities (including school playing fields and sport halls) through the use of community use agreements and management contacts;
- securing more full-sized pitches (including 3G football pitches, junior rugby pitches and artificial cricket wickets/squares) and associated improvements (e.g. new/refurbished changing rooms, floodlights and drainage installations) to meet projected demand.

12.5.4 The policy distinguishes between larger and smaller sites (part 10). This reflects the general principle that it is better to provide playing pitches closest to the point of need. However, the application of this principle will need to be determined on a case-by-case basis, having regard not only to the practicality and viability of delivering on-site provision, but also to the context of the development in relation to other sports infrastructure within the locality. For example, it is more appropriate to deliver sports facilities in hubs rather than as isolated facilities. For this reason, the policy does not

³⁹ https://new.enfield.gov.uk/services/leisure-and-culture/sports-facilities/playing_pitch_strategy_sports_180319.pdf

identify a site size threshold to define 'larger sites', and instead leaves this to the planning application process.

- 12.5.5 Sport, leisure and recreation facilities should reflect Sport England and other national sport governing bodies guidance. Applicants will be advised to contact Sport England and other national sport bodies and active sport and leisure organisations in the borough prior to the submission of the planning application. Developments that enhance or provide open space, sport and leisure provision will be expected to meet the standards relating to quality, quantity and accessibility set out in table 12.1 below

Table 12.1: Open space standard

Type	Quantity: the provision (measured in hectares) of each type of open space which should be provided as a minimum	Accessibility: the maximum distance residents should be required to travel to use an open space
Open space	2.15 ha per 1,000 population	Parks and gardens / natural and semi-natural green space: Metropolitan: 3.2km District: 1.2 Local: 400m Small local: 280m Amenity green space: 400m
Allotments or community garden	0.125 ha per 1,000 population	800m
Children's play space: formal equipped play	0.15 ha per 1,000 population (aged 19 and under) 1.5m ² per person (aged 19 or under)	Doorstep (100m) Local (400m) Neighbourhood (800m) Other play (1km)
Playing pitches	0.xx hectares per 1,000 residents	

- 12.5.6 Information regarding the quality and value of the borough's open spaces (based on the Green Flag Award criteria) is provided in the latest audit of existing blue and green infrastructure.
- 12.5.7 The policy also sets out more detailed requirements relating to the design and layout of new or improved open space within new development and its relationship with the wider blue-green network. Open space should form the centrepiece of new developments and the surrounding urban form. Individual spaces should also be integrated into the wider public realm and green grid network.
- 12.5.8 Estate regeneration schemes should maximise the reuse of existing publicly accessible spaces and include areas of new open space (e.g. pocket parks, communal gardens and linear verges) to meet the needs of new occupants.

- 12.5.9 Where sites are under multiple ownership, developers and landowners will be encouraged to work jointly to develop masterplans/design codes covering the entire allocation or developable area to secure consolidated publicly accessible open space, taking account of technical feasibility and other planning considerations.
- 12.5.10 New publicly accessible open space (e.g. parks) should achieve the national standards of green space (Green Flag Award) and natural green space (ANGSt – Accessible Natural Greenspace Standard) in line with best practice. These spaces will be assessed against the quality and accessibility criteria set out in these standards.
- 12.5.11 New children's play space will be assessed against the principles of good design set out in Play England's "Design for Play" guide. GLA's child yield calculator should be used to determine child numbers in a development.

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12.6 Policy DM CL6: Protecting and attracting public houses

DRAFT POLICY DM	CL6	Protecting and attracting public houses
<p>1. Public houses will be protected for their important community, social and economic role in local communities. There will be a presumption in favour of the retention of public houses and bars in Enfield. Proposals involving the loss of a public house that has heritage, social, economic or cultural value to the community, including through the change of use or redevelopment, will be refused, unless there is robust evidence to demonstrate the following:</p> <ol style="list-style-type: none"> a. legitimate efforts have been made to preserve the facility as a public house, including through the evidence of regular maintenance and upkeep of good management and through business diversification; b. the public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of three-years; and c. all feasible options to re-provide the public house have been investigated and sufficient justification is provided where these are not considered; <ol style="list-style-type: none"> i. the proposed redevelopment would provide sufficient community benefit to outweigh the loss of existing facility; and ii. new or replacement facilities can be provided to meet an identified need in locations which are easily accessible to the local community. <p>2. Proposals affecting a public house, including its operational and ancillary amenity space, will be refused, unless there is robust evidence to demonstrate that the viability of the public house and its current and future operation will not be compromised and development will not detract from the appearance and character of the building, including any features of historic or cultural significance.</p> <p>3. Proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of comparable character and quality as the existing public house and has an appropriate amount and configuration of floorspace to enable the continued viability of the public house.</p> <p>4. Where the change of use of a public house is considered acceptable, development proposals will be expected to retain the building and other associated features where these make a positive contribution to local character, including their historic, streetscape and townscape value.</p> <p>5. Proposals involving new public houses will be encouraged within town centre locations and other accessible locations as part of wider strategies to promote the evening and night-time economy and attract a more diverse range of town centre uses, taking account of agent of change principles.</p>		

Explanation

- 12.6.1 Public houses play an important role at the heart of many local communities in Enfield. They act as social hubs offering a welcoming environment for people of all backgrounds to socialise and interact. Many pubs are heritage assets and make a positive contribution to the historical development of the townscape and identity of places. Pubs are more than just a place to drink - they can host cultural events, clubs, and provide informal meeting spaces for local interest groups, and thus contribute to people's sense of place and belonging. They are also particularly vital to the visitor and evening and night-time economy in Enfield.
- 12.6.2 In recent years, like many other London boroughs, Enfield has lost a significant number of public houses and bars. We will therefore seek to protect the loss of these important community and cultural facilities. Particular consideration will be given to the need to protect historic pubs (built in the 20th century or earlier), especially where these are landmark features in the townscape.
- 12.6.3 However, exceptions will be made where the site is vacant and has become surplus to requirements; the existing use is no longer viable; there is no loss of public house provision (e.g. the public house can be relocated as part of a wider redevelopment) and the proposed development does not have any significant cumulative impacts. In the case of changes of use, existing features of architectural and heritage value in the public should be retained as part of any redevelopment.
- 12.6.4 As part of any proposal involving the demolition or loss of an existing public house, including a change of use, the Council will expect to see full details of patronage levels and trading accounts over the past three years, including accounts from previous management where appropriate. In addition, applicants must provide a statement outlining the steps taken by the owner or operator to respond to viability concerns. This might cover considerations given to business diversification (for example, expanding the food and drink offer), promotions or building refurbishment. Finally, proposals will need to provide proof of a marketing exercise covering a minimum continuous period of three years, including details of commercial agents, advertisements and lease terms offered. During this time the pub must be actively marketing at a reasonable local market rent. The Council will consider whether any ties or restrictive covenants have affected interest.
- 12.6.5 Public houses require dedicated operational spaces. They also feature function rooms and/or ancillary amenity space, including outdoor gardens, which are critical to supporting their role as places of gathering and community facilities. Where proposals involve a reduction or reconfiguration of operational and ancillary spaces, it must be demonstrated that this will not have a detrimental impact on the financial viability of the public house. Furthermore, proposals must show that the remaining space will be of a sufficient amount and quality to continue to meet the needs of pub users.
- 12.6.6 Operational and ancillary spaces include, but are not necessarily limited to, beer gardens, function rooms, kitchens, cellars and accommodation integrated into the building (often used by staff as resting space).
- 12.6.7 Where sites are redeveloped, including through comprehensive redevelopment, our priority is to protect pubs particularly where they are of historic, cultural or community interest. However, in certain circumstances it may be acceptable that a facility is replaced or re-provided.

- 12.6.8 Proposals will be required to demonstrate that they have considered all reasonable options for retaining the pub in situ. Where this is not possible, the replacement provision must be designed to a sufficient quality and standard to ensure the continued viability of the pub.
- 12.6.9 The policy ensures that any development proposals that would result in the loss of a public house must be subject to an assessment of both existing use and the need for and value of the facility to the community. Where there is evidence that existing provision is not able to meet needs, we will work with partners to seek and where possible, enable new facilities.

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13 Movement and connectivity

- 13.1 Transport is fundamental to development in Enfield, but at the same time it has profound and personal impact on individual lives. In many cases, transport involves choice – whether to walk, cycle, take public transport or use a private car. However, choice in many situations could be limited by travel conditions, personal choice, inadequate investment or other local circumstances. Transport is a driver and a maker of economic development – as it connects individuals and communities, facilitates access to job opportunities and for businesses to connect to goods and markets, linking to London and the sub-regional marketplace.
- 13.2 Enfield is committed to meeting the Mayor of London's Transport Strategy objectives to deliver a transport network that improves the health and wellbeing of all Londoners and to achieve an 80% mode share for active and sustainable travel by 2041. To achieve this target, a significant shift towards walking, cycling and public transport use is needed over the next 20 years. Development will be expected to contribute to these aims by enhancing local active and public transport networks, and minimising need to travel through good design and location.

13.1 Promoting sustainable transport

DRAFT STRATEGIC POLICY SP	T1	Promoting sustainable transport
<p>1. Travel choice and sustainable transport connectivity will be improved throughout the borough and to other parts of London and beyond, including Hertfordshire and Essex, through a collaborative approach, in line with the objectives of the Mayor's Transport Strategy and Enfield Transport Plan. New development will therefore be expected to:</p> <ol style="list-style-type: none"> a. safeguard existing land and buildings where necessary to accommodate active travel (walking and cycling), public transport or related support functions and future access to future infrastructure projects (including the line of the planned Crossrail 2 route); b. deliver improvements to the transport network where they contribute towards Enfield's sustainable regeneration and development, promote sustainable modes of travel, reduce severance, improve safety and environmental quality and support business. c. be car-free (or offer a low level of parking provision) and support complementary measures, such as car clubs and contribute towards well-designed walking and cycling routes; and d. reduce traffic and promote safety of the transport network. <p>2. New and planned transport investment will be required to support the levels of planned growth within the borough over the plan period, as well as to substantially increase the proportion of journeys via walking, cycling and public transport. These include:</p> <ol style="list-style-type: none"> a. Ensuring that major development contributes to the delivery of four-tracking of the West Anglia mainline (between Tottenham Hale and Broxbourne) to improve frequency of train services to eight trains per hour; upgrades to the Piccadilly Line; more frequent rail services to at least four trains an hour peak and three trains an hour off-peak on the Enfield Town/Cheshunt services to and from Liverpool Street; more frequent rail services to at least four trains an hour at Meridian Water – 		

- including capacity improvements, accessibility, public realm or step-free access to mitigate impact of development or to unlock potential for growth;
- b. Where appropriate contribute to the delivery of new public transport infrastructure and services where it is located in areas of low public transport accessibility.
 - c. Safeguarding space to deliver future improvements to Underground, Overground and National Rail including the future inter-urban rail route through Enfield to serve London and wider south east (Crossrail 2).

Explanation

- 13.1.1 An effective, resilient and safe transport network is necessary to ensure equality of access to opportunities for Enfield's residents and facilitate growth in an efficient and sustainable way. The integration of land use and transport is an important consideration both at the strategic borough-wide and individual site level. The Local Plan aims to support delivery of the London Mayor's Transport Strategy by rebalancing the transport system away from car use and towards more sustainable transport modes. This policy sets out our approach to facilitate this 'modal shift' so that Enfield contributes to the achievement of the London Plan target for 80 per cent of all journeys in London to be made by walking, cycling or public transport by 2041.
- 13.1.2 While the borough has the London Underground Line, Overground, National Rail, bus and active travel networks, there is an uneven distribution of transport provision in the borough, particularly in terms of access to public transport. The borough is working proactively with key stakeholders including the Greater London Authority, Transport for London (TfL) and Network Rail along with landowners and development industry partners to deliver new and improved transport infrastructure to support changing demands of residents, businesses and visitors. To support the Council's plans for regeneration and growth, improvements includes safeguarding of land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Enfield's future transport network.
- 13.1.3 In addition, the borough is set to benefit from Crossrail 2, which will unlock development potential in the eastern part of the borough. Meanwhile, proposals within the legal safeguarding for Crossrail 2 at New Southgate will be required under the Department for Transport's Safeguarding Direction to consult TfL prior to submitting a planning application. However, safeguarding does not mean that the property or business will be affected from the proposed railway line. Proposals which are contrary to the safeguarding of strategic infrastructure improvement projects will be refused.
- 13.1.4 Part 2 of the policy sets out the new and planned transport schemes in Enfield. However, a wider programme of investments and interventions are also needed to address the distinct accessibility issues in different parts of the borough. This list will be updated at the next stage of plan preparations following further transport modelling and identification of mitigation measures, which will be linked to the Infrastructure Delivery Plan.
- 13.1.5 High quality public realm underpins the integrated approach to land use and transport. By improving the public realm and making places and streets well-connected, greener, safer and more we can increase the number of trips via walking, cycling and public transport, which in turn has the potential to lead to improved health outcomes.

- 13.1.6 The policy also forms part of our response to the climate emergency as a means to significantly reduce greenhouse gas emissions along with tackling the associated issues of poor air quality and noise.

DRAFT

13.2 Making active travel the natural choice

DRAFT POLICY DM	T2	Making active travel the natural choice
<p>1. Development will be expected to support the healthy streets approach. Priorities will be given to measures that encourage a shift to active transport modes and an increase in cycling and walking particularly journeys under 2 kilometres, along with public transport and high-quality public realm. Proposals will be expected to demonstrate:</p> <ol style="list-style-type: none"> a. improve walking access and routes to local services, including schools and retail locations, with new routes, networks and streets designed to meet regional and local guidance and standards, including the healthy streets indicators set out in Transport for London guidance; b. improve access to and, where appropriate, contribute to the delivery of the cycling and walking route network, including green chains and links as set out on the Policies Map; c. provide and ideally exceed minimum standards in respect of high quality short and long stay cycle parking provision on site or contribute to offsite provision where this is not feasible; d. promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and traffic-calming measures within residential areas and the wider pedestrian environment; and e. create or contribute to the creation of quieter neighbourhoods throughout the borough, through the removal of road traffic and prioritising active travel measures over car journeys. Streets should also include new pedestrian crossings and 20 mph speed limits, where appropriate; and where appropriate require contributions towards creating well-connected, high quality, convenient and safe network of cycling and walking routes to local destinations. 		

Explanation

- 13.2.1 The healthy streets approach, set out in the London Plan and Enfield Transport Plan, and aims to achieve a significant step-change away from car use to more sustainable transport modes such as walking, cycling and public transport.
- 13.2.2 Everyone should benefit from safe and convenient access to public transport, local services, community facilities, education, training and employment opportunities. Together these should contribute to making Enfield's neighbourhoods and streets safer, greener and less polluted, more legible and accessible to all.
- 13.2.3 Maintaining the current levels and high proportion of car journeys is not efficient or sustainable. Enfield faces the difficult challenge of shifting from private vehicles to more sustainable forms of transport (e.g. cycling and walking) in view of the deficit position of current networks and more spacious and lower density land use. Many of Enfield's streets are already heavily congested and the road network has limited capacity to absorb further increases in the number of vehicles. In response to this situation, we will seek to deliver a more efficient and effective use of land and road space through the use of walking, cycling and public transport.

- 13.2.4 Using the indicators of the healthy streets approach set out in the Transport for London's healthy streets toolkit, developers should demonstrate how their scheme (including the main access points) will positively interface with the street and help improve the amenity of the area. In particular, proposals should be developed around the needs for pedestrians, cyclists and public transport rather than just vehicles. Financial contributions may be sought, where necessary, to mitigate the impact of development on the surrounding streets. Interventions that prioritise safe movement on foot and by cycle and moderate the adverse impact of vehicles (e.g. reducing speeds) are necessary to realise the Mayor's modal shift and Vision Zero targets.
- 13.2.5 Cycle parking should be secure, well-lit, clearly signed and situated in convenient locations, preferably close to main entrances and public spaces.

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14. Environmental protection

Introduction

- 14.1 Most of the Borough has high environmental quality which needs protecting, and some areas that would benefit from improvements. Therefore, protection of the environment through maintaining or enhancing air quality, minimising or reducing nuisance which affects human senses (such as noise and odour), can protect health and safeguard residential amenity.
- 14.2 Whilst there is legislation to control emissions from polluting activities, the planning system has a complementary role in directing the location of development that may give rise to environmental protection problems. This can manifest itself either directly from the development or indirectly; for example, through the impact of potential traffic it generates
- 14.3 There are two strands to all environmental policy; to ensure new development proposals do not generate issues which unduly impact on the surrounding environment, and to ensure they are not the recipients of existing issues. Similarly, it is important that existing lawful uses do not become compromised by virtue of subsequent new development.
- 14.4 Environmental protection policies are linked with ELP's objectives to minimise impact of development on climate change and the environment, and requiring new development to provide environmental improvements. The borough is committed to protecting existing environmental quality and where possible reducing adverse effects on the local and natural environment as a result of changes in activities or from new development.

Agent of change principle

- 14.5 At the national level, the NPPF articulates how planning policies should contribute to and enhance the natural environment and development which causes adverse impacts should be prevented. Paragraph 181 introduces the "Agent of Change principle" and states both planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 14.6 The 'Agent of Change Principle' encapsulates the position that a person or business introducing a new land use is responsible for managing the impact of that change. Developers should consider when proposing residential development there could be a significant adverse effect on future occupiers of that development from any nearby source(s) of noise such as pre-existing entertainment venue(s). Where a potential significant adverse effect is identified, developers will need to factor into their planning applications suitable mitigation measures to avoid any significant adverse impacts on health and the quality of life for future occupiers.
- 14.7 The policy in this section of the plan applies to all forms of pollution including noise, vibration, light, odour, dust, as well as water and air pollution. Pollution can reduce the environmental quality of the borough, amenity, and negatively affect human health and

well-being. This policy aims to ensure that all forms of pollution are considered, controlled and mitigated against as part of all developments.

14.1 Strategic Policy SP ENV1: Local environmental protection

DRAFT STRATEGIC POLICY SP	ENV1	Local Environmental Protection
<p>New developments should contribute to the health and wellbeing of existing and future occupiers by mitigating the adverse negative impacts of noise and other pollution generating nuisances on the environment and on the quality of life of residents by applying the following principles:</p> <ol style="list-style-type: none"> 1. Air Quality <ol style="list-style-type: none"> a. All major developments will need to demonstrate that they are at least “air quality neutral”; b. Air quality assessments will be required of all major developments and developments in the Air Quality Focus Areas, identified in the Enfield Air Quality Action Plan. c. Development proposals should incorporate on-site measures to improve air quality. In cases where it can be demonstrated that on-site provision is impractical or inappropriate, off-site measures to improve local air quality may be acceptable, providing equivalent air quality benefits can be demonstrated. 2. Noise and vibration <ol style="list-style-type: none"> a. Proposals for new noise generating developments must demonstrate that measures will be implemented to mitigate the impacts on surrounding occupiers; and b. A noise assessment will be required to be submitted if the proposed development is a noise sensitive development and or an activity with the potential to generate noise. 3. Light pollution <ol style="list-style-type: none"> a. Proposals that include flood lighting or external lighting must mitigate the potential impacts from such lighting, and where appropriate, will need to submit details demonstrating external lighting is appropriate for its purpose; and b. Proposals must be designed to minimise the impact of light pollution on adjacent occupiers and natural habitats, biodiversity and on the ecology of watercourses. 4. Water Pollution <ol style="list-style-type: none"> a. New development that adversely affects water quality, including waterways, identified Source Protection Zones (SPZ) or Aquifers which pose an unacceptable risk to the quality of the water catchment, groundwater or surface water will not be permitted; and b. Proposals should reduce the runoff of particulates and other forms of biological and chemical pollution to waterways through sustainable drainage and pollution prevention methods such as incorporation of oil interceptors. 		

5. Land contamination

All development on land which is or may be affected by contamination and/or instability must be accompanied by detailed assessment to ensure that any risks are identified; including harm to human health and the environment, can be adequately addressed in order to make the development safe.

6. Waste and Hazardous Installations

Risk assessments will be required to ensure that appropriate safeguards are incorporated as part of the development of hazardous installations, and proposals for waste facilities, to adequately mitigate their impact on amenity, air quality, noise and other relevant environmental considerations by fully enclosing the facility.

Explanation**Air quality**

- 14.1.1 This policy applies to all forms of pollution including noise, vibration, light, odour, dust, as well as water and air pollution. Pollution can reduce the environmental quality of the borough, amenity, and negatively affect human health and well-being. There is also the potential for adverse impacts on flora and fauna. This policy aims to ensure that all forms of pollution are considered, controlled and mitigated against as part of all developments.

Air quality

- 14.1.2 Part IV of the Environment Act 1995 and Part II of the Environment (Northern Ireland) Order 2002, require local authorities in the UK to review air quality in their area and designate air quality management areas (AQMA's) if improvements are necessary. The NPPF sets out in further detail how planning policy should interplay with local authority requirements, making particular references to Air Quality Management Areas (AQMA's) and Clean Air Zones (paragraph 181). Specifically planning policies should sustain and contribute towards compliance with relevant limit values or national objectives, whilst being consistent with the Local Air Quality Action Plan.
- 14.1.3 Air pollution levels in large parts of Enfield exceed current EU and World Health Organisation (WHO) standards. Enfield air quality objectives have been externally verified and accepted by DEFRA and the GLA. Existing concentrations of nitrogen dioxide and particulates (PM10) are of considerable concern and pose a significant threat to human health. Air quality is a top environmental concern for Enfield and the Council seeks to tackle poor air quality in an integrated way.
- 14.1.4 Development that aims to meet air quality neutral standards will be strongly supported and larger scale developments in particular will be expected to be air quality positive in line with the London Plan. Innovative design solutions, urban greening and other mitigation strategies will also be encouraged to improve air quality in all developments. In accordance with the London Plan, air quality assessments will be required for major developments, developments associated with sensitive uses/receptors and where considerable demolition will occur.
- 14.1.5 Air quality assessments will also be required where there will be a significant increase in vehicular traffic and the use of more polluting technologies including the use of non-road mobile machinery (NRMM) in construction. This will help to identify any major sources of pollution, constraints placed on sites by poor air quality,

suitable land uses for sites, and design strategies that could improve air quality. Direct exposure to air pollution will be minimised through intelligent design of new development, and the plan will support on/off-site measures where they clearly demonstrate the delivery of air quality improvements in line with the London Plan.

Air Quality Management Areas (AQMAs)

- 14.1.6 To ensure effectiveness, the policy takes an evidence-based approach to determining geographic focus. Planning decision will be made in view of Enfield's Air Quality Management Area (AQMA) designated by the London Plan, these are areas which not only exceed air quality limits but are also locations with high human exposure. This approach directly correlates to Enfield's Air Quality Action Plan.

Noise and Vibration

- 14.1.7 Noise is an inherent part of everyday life. It contributes to the character of different places (its absence marks places of tranquility and its presence in areas of mixed activities contributes to vibrancy). However, high levels of noise can have adverse effects on human health, productivity and quality of life. Given the existing mix of land uses and activities and the need to make the most sustainable use of land, there is the potential for conflict between noise sensitive and noise generating developments.
- 14.1.8 In line with the London Plan Sustainable Design and Construction SPG, developments should minimise the adverse impacts of noise. Noise sensitive developments / land uses should not be located close to major sources of noise, such as road, rail, and certain industrial developments unless mitigation measures are used effectively to reduce noise levels.
- 14.1.9 Where a proposed development has the potential to negatively impact on a noise sensitive development or new noise sensitive development is proposed near major sources of noise, the Council will require a noise assessment to investigate noise levels and determine the effectiveness of mitigation measures. When assessing proposals, the Council will have regard to relevant noise exposure standards and internal noise standards which apply to particular uses.

Light pollution

- 14.1.10 Lighting can play a vital role in enhancing community safety, helping people find their way and allowing many commercial and recreational activities to be carried out at night. However, inappropriate lighting can cause great public nuisance and have a significant adverse effect on residential amenities or the character of the countryside. This policy seeks to prevent loss of amenity through glare and light spillage whilst ensuring that other benefits associated with lighting, such as facilitating opportunity for evening activities and increasing the perception and experience of safety and security, are realised.
- 14.1.11 Other adverse impacts include use of unnecessary amounts of energy and in some detrimental effects on road safety or on wildlife such as through disturbance to the ecosystems of nocturnal species. Care should be taken to ensure lighting only illuminates intended areas and does not affect or impact on its surroundings. Proposals for floodlighting should consider Sport England's lighting guidance and apply the standards and guidelines set out in the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light.

Water Pollution

- 14.1.12 Water pollution can come from multiple sources, harms the natural environment, and requires a multi-agency approach to tackle. The Council will work with the Environment Agency and Thames Water to ensure their technical advice is considered where new development proposals pose a risk to water quality. Improving water quality meets a number of key objectives:
- it increases the potential for the recreational use of Enfield's water resources;
 - it provides a better quality environment, for all and opportunities to enhance biodiversity; and
 - it also helps to maintain a good quality supply of drinking water.
- 14.1.13 Where a Water Framework Directive (WFD) assessment is required the developer will need to demonstrate there is no adverse ecological impact on the ability of the waterbody to meet its WFD targets.
- 14.1.14 Groundwater is a significant contributor towards our drinking water supply; supporting wetland ecosystems and surface water flows as part of the wider water cycle. There are a number of source protection zones and aquifers in the borough, these are areas of groundwater storage or sensitive areas of extraction where the risk to groundwater quality may need to be considered. The policy seeks to protect these areas. Maps showing the locations of Source Protection Zones in Enfield can be found at: <http://www.environment-agency.gov.uk>

Contaminated land

- 14.1.15 There are significant concentrations of industrial uses and infrastructure within the Borough, particularly in the Lee Valley. As well as contamination due to human activities, there may also be natural sources of contamination. Whilst modern pollution control measures are in place to prevent new contamination and reduce the impact of existing activities, there is the potential for contaminated land from previous land uses.
- 14.1.16 Where contaminated sites are identified through the planning system, developers will be required to carry out detailed site investigations, provide a risk assessment, remediation and management strategy considering:
- Whether the land in question is already affected by contamination through source-pathway-receptor pollutant linkages and how these linkages are represented in a conceptual model;
 - Whether the development proposed will create new linkages e.g. new pathways by which existing contaminants might reach existing or posed receptors and whether it will introduce new vulnerable receptors; and
 - What action is needed to break those linkages and avoid new ones, deal with any unacceptable risks and enable safe development and future occupancy of the site and neighbouring land.
- 14.1.17 The standard of remediation should ensure that the site is suitable for its proposed use, and that all unacceptable risks (to receptors such as living organisms, ecological systems – fauna/flora, property, landscape, amenity, controlled surface water and groundwater) have been addressed.

Waste and hazardous installations

- 14.1.18 As a result of the many industrial estates within Enfield, many sites have been used for activities which may have contaminated the soil in ways that could pose health problems for people who are exposed. Hazardous installations comprise a wide range of chemical process sites, fuel and chemical storage sites, and pipelines. It is important that any risks from new hazardous installations and development within the vicinity of existing installations are appropriately considered through the planning process.
- 14.1.19 Risk assessments will be required to ensure that appropriate safeguards are incorporated as part of the development. The Council will also take the opportunity to review existing planning consents granted for hazardous installations to ensure they reflect current conditions and the physical capacity of the site.
- 14.1.20 Should the degree of contamination be such that remedial action is required to safeguard future users or occupiers of the site or neighbouring land or protect any buildings or services from the hazards, then planning permission may be granted subject to conditions specifying the measures to be carried out. Conditions will also be imposed that require the developer to draw to the attention of the Council the presence of suspected contamination encountered during redevelopment. Where it is proposed to build on a contaminated site, particular attention should be paid to the requirements of the Building Regulations where they apply.

Have your say... on Chapter 13: Environmental protection

Policy ENV1: Local Environmental Protection

Do you agree with the draft policy? If not, what changes would you suggest?

15. Delivering and monitoring

Introduction

15.1 The timely provision of suitable and appropriate infrastructure is crucial to the wellbeing of the borough's resident population, those who visit, provide services and invest and work in the borough. Infrastructure has not always historically kept pace with development and there are some parts of the borough where infrastructure demands are currently near to, or at, full capacity. Fundamental to delivering the spatial strategy is ensuring that the necessary social, physical and green infrastructure is put in place to support the level of growth proposed and to serve the changes in the borough's demographic makeup that are expected to take place over the Plan period.

15.2 The definition of infrastructure is wide and includes a range of services and facilities provided by both public and private bodies. For the purpose of the ELP, the definition of infrastructure is that set out below:

Table 3: Definition of infrastructure

Transport infrastructure	Local and major transport, junctions, sustainable transport, parking
Blue and green infrastructure	Public open space, play space, Suitable Alternative Natural Greenspace (SANG)
Social infrastructure	Education, health, sports and leisure facilities, emergency services, libraries and community centres
Utilities and hard infrastructure	Electricity, gas, water, sewerage, waste, telecommunications and broadband, flood defences

15.1 Strategic Policy SP D1: Securing contributions to mitigate the impact of development

DRAFT STRATEGIC POLICY SP	D1	Securing contributions to mitigate the impact of development
<p>1. Where appropriate, new development proposals are required to:</p> <ol style="list-style-type: none"> a. pay contributions through the Enfield community infrastructure levy (based on the rates set out in the latest charging schedule) or equivalent to support the delivery of the borough's infrastructure, based on the spending priorities set out in the Infrastructure Delivery Plan; b. pay additional contributions through the Mayor of London community infrastructure levy to support the delivery of Crossrail or other strategic infrastructure; and c. enter into section 106 agreements to provide as follows (subject to viability): <p>Key priority:</p> <ol style="list-style-type: none"> i. Affordable housing. <p>Other priorities:</p> <ol style="list-style-type: none"> ii. Tackling climate change; iii. Parks and open space; iv. School and childcare places; v. Public transport and highway improvements (healthy streets); vi. Healthy facilities and services; vii. Training, skills and job brokerage; viii. Cultural facilities and heritage at risk; ix. Other site-specific mitigation (e.g. sustainable drainage systems). <p>2. Development will be required to meet all of the relevant policy and infrastructure requirements set out in the Local Plan in a timely fashion unless it can be clearly demonstrated that section 106 contributions would render development unviable. In such instances, applicants will be expected to explore all available options (including flexible trigger points or phased payment of contributions) to plug the viability gap and secure much needed contributions towards affordable housing and essential infrastructure. Contributions will also be sought towards softer interventions (including skills and training programmes and other non-financial obligations) to maximise the benefits of the scheme.</p> <p>3. Development will be expected to provide or deliver infrastructure provision on site to meet the demands it generates. Where this is evidenced as not possible (e.g. on viability grounds), contributions will be sought towards off-site provision to offset the impact of development.</p> <p>4. Where appropriate, review mechanisms will be put in place to defer or amend planning contributions (including in-kind provision) at agreed trigger points in the event that market conditions improve over the lifetime of the development (or sales values are higher than anticipated), especially in the case of multi-phased sites.</p>		

5. Planning applications will be refused where nil or reduced contributions would render the development unacceptable in planning terms (following consideration of alternative funding sources).

Explanation

- 15.1.1 This policy seeks to secure contributions from new development (otherwise known as 'planning obligations') to help fund improvements to infrastructure and service provision as well as maximise the benefits and opportunities arising from Enfield's growth. Developer contributions are necessary to ensure that sufficient infrastructure and key services are provided in a timely and efficient manner to meet the needs arising from new development.
- 15.1.2 In Enfield, there are two main types of contribution: the community infrastructure levy and section 106 agreements. The levy applies a standard charge to most new developments (as specified in the charging schedule) and will be used to fund infrastructure needed to support the future growth of the borough. Section 106 agreements are used to mitigate the impacts of development through the negotiation of planning applications.
- 15.1.3 The majority of the funding generated from developer contributions will be used to fund the delivery of projects identified through the Infrastructure Delivery Plan. Each year, we will publish an infrastructure funding statement setting out how much CIL and section 106 income has been collected, how it has been spent and future spending priorities in line with the Infrastructure Delivery Plan.
- 15.1.4 The Developer Contributions Supplementary Planning Document will provide detailed guidance on the use of the community infrastructure levy and section 106 agreements. Where appropriate, we will pool contributions from section 106 and CIL to facilitate the delivery of necessary infrastructure alongside other sources of funding.
- 15.1.5 This policy also aims to maximise contributions from development towards the delivery of affordable housing and infrastructure, based on the policy thresholds set out in this plan. Developers will be expected to test the quality and capacity of existing infrastructure in partnership with relevant providers and service delivery stakeholders and contribute towards the timely provision of improvements and/or additional capacity to meet the demands arising from new development.
- 15.1.6 As a general rule, direct provision through section 106 agreements will be made on site where practicable. Where this is not feasible, suitable off-site or financial contributions of an equivalent standard will be sought to address the needs arising from the development and is appropriately related to it, taking account of the availability and capacity of existing infrastructure and the accessibility of the site to public transport and local services. Applicants should also explore the opportunities to secure the provision of on-site infrastructure including publicly accessible open space and active travel connections within smaller developments (especially through the use of innovative design and technological solutions) to optimise the use of the site. Appendix C of the plan sets out the thresholds to calculate section 106 contributions through new development, in line with the priorities set out above.

- 15.1.7 In exceptional cases, a shortfall of contributions towards the provision of infrastructure or affordable housing may be justified on viability grounds (for instance, land and property values, have changed significantly since the adoption of the Local Plan). In such circumstances, applicants will need to provide clear and robust evidence through a detailed financial viability appraisal from suitably-qualified experts (as identified in our preferred list of consultants) to justify any deviation from the policies set out in this plan. The viability appraisal must also be independently tested at the applicant's expense⁴⁰.
- 15.1.8 Viability will be tested on a case-by-case basis. Where the scheme would be rendered unviable, the applicant will be expected to explore all available options to plug the viability gap and secure much needed contributions towards affordable housing and essential infrastructure as part of the negotiation process. Financial viability appraisals will need to demonstrate that:
- the policy requirements set out in the Local Plan (e.g. on-site affordable housing) would render the development unviable (due to unforeseen circumstances);
 - the wider benefits of the scheme would outweigh the loss of contributions; and
 - the potential opportunities to defer, reduce or phase contributions have been fully explored.
- 15.1.9 Where a departure from the policy requirements set out in the plan can be justified on viability grounds, an appropriate review mechanism (i.e. a reappraisal of financial viability) will be incorporated within the section 106 agreement to ensure that any uplift in the value of the land that occurs between the granting of planning permission and the completion of the development has been captured. Further details on the section 106 review process will be provided in the Developer Contributions Supplementary Planning Document.

⁴⁰ Financial viability appraisals will also be made publicly available on Enfield's planning register (without redaction) along with the other documents supporting the planning application.

15.2 Policy DM D2: Masterplans to achieve comprehensive development

DRAFT POLICY DM	D2	Masterplans to achieve comprehensive development
<ol style="list-style-type: none"> 1. Proposals must be accompanied by a masterplan where they form all or part of a site allocation. The site masterplan will be expected to set out how development will contribute to the delivery of the plan's vision and policies SS1 and SS2. It must also demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area. 2. The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of: <ol style="list-style-type: none"> a. an assessment of the site and its context to inform the overall development strategy; b. a detailed site-wide masterplan that responds positively to the spatial strategy for the borough, site specific development principles and guidelines, and other relevant planning policies; and c. a delivery strategy that identifies how the development will be implemented and managed over its lifetime, including land assembly and preparation, infrastructure requirements, development phasing and planning obligations and/or planning conditions, where appropriate. 3. Applicants must demonstrate that they have appropriately engaged and consulted with the local community, other relevant stakeholders, and those parties who control any other parts of the allocated site, through the masterplanning process. 		

Explanation

- 15.2.1 The majority of site allocations are comparatively large brownfield sites and can therefore add complexity in terms of their redevelopment. This may include situations of multiple land ownership, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. We consider that these constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.
- 15.2.2 To help ensure certainty of outcomes, masterplans must be submitted at the outline or full planning application stage. The masterplan should be informed by a baseline assessment of the site and its surroundings, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development.

- 15.2.3 The level of detail included in the masterplan should be proportional to the nature and scale of development proposed, along with site specific requirements. Depending on individual circumstances, matters to be addressed may include:
- historical and cultural context;
 - land uses, quantum and distribution of development;
 - layout and design;
 - access, circulation and parking;
 - open space and landscaping; and
 - infrastructure (including transport networks, community facilities and green spaces).
- 15.2.4 One of the key aims of the masterplan process is to ensure that landowners and/or developers are liaising with each other and made aware of the planning objectives for the site and wider area. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the borough. Sites that are designed and brought forward comprehensively through the masterplanning process will help to alleviate issues that may arise through piecemeal development, are more likely to maximise wider public benefits.

15.3 Policy DM D3: Infrastructure and phasing

DRAFT POLICY DM	D3	Infrastructure and phasing
<p>1. Planning applications should provide robust information on the expected phasing and delivery rates of the proposed development, including the proposed timetable, infrastructure delivery and maintenance arrangements. Applicants will need to demonstrate that sufficient infrastructure capacity exists or will be made available to support the development over its lifetime (taking account of existing deficits as well as the needs it will generate) in line with the priorities and phasing requirements set out in the Infrastructure Delivery Plan.</p>		

Explanation

- 15.3.1 Applicants will be expected to consult with relevant statutory and infrastructure providers at an early stage of the planning application process to demonstrate that sufficient capacity exists to accommodate the proposed development and determine the extent to which additional provision will be required to meet the demands arising from its construction and implementation, having regard to relevant evidence set out in strategies and latest up-to-date information set out in the Enfield Infrastructure Delivery Plan.
- 15.3.2 The Enfield Infrastructure Delivery Plan identifies the different types of infrastructure that will be required to meet future growth needs of the borough and how it will be delivered and phased to serve new development. This is a living document which will be updated on a regular basis as new information and evidence become available.

- 15.3.3 Site allocations will be the main mechanism through which infrastructure will be delivered in the borough. However, the long lead-in times associated with the delivery of infrastructure means that the site allocations will need to be carefully phased and planned to ensure new development comes forward in a timely manner alongside supporting infrastructure, particularly transport-related infrastructure.
- 15.3.4 In addition, appropriate measures will need to be put in place to secure the ongoing maintenance and management of infrastructure and services as part of new development. Where appropriate, contributions will be sought towards on-going revenue costs relating to the physical upkeep and management of infrastructure assets associated with the proposed development, such as publicly accessible open space, sustainable drainage systems and highways. Planning applications will be expected to explain how this infrastructure will be maintained and managed over time. Depending on the scale and nature of the proposed development, the developer could either transfer the ownership and responsibility of this infrastructure to a public body (e.g. London Borough of Enfield) or third party (e.g. a community-run trust) or choose to keep the land in private ownership to maintain and manage it (e.g. through a property management company). However, we may choose to not accept a transfer and in these circumstances the developer would be required to retain ownership and manage this infrastructure. Open spaces and community facilities (e.g. health centres and cultural hubs) should remain accessible to the public and should be maintained in perpetuity to an acceptable standard.

15.4 Policy DM D4: Monitoring and review

DRAFT POLICY DM	D4	Monitoring and review
<ol style="list-style-type: none"> 1. The policies and proposals set out in the Local Plan will be subject to review, in whole or in part, at least once every five years after its adoption. 2. In order to deliver the spatial vision and strategic objectives of the Local Plan, the Council will monitor the implementation of policies, proposals and infrastructure on an annual basis. Key indicators are set out in the Local Plan monitoring framework in Appendix C. 3. Where regular monitoring indicates that the delivery of housing and employment growth is significantly and persistently short of the targets set out in part 2, we will take appropriate remedial action to increase the supply of land and supporting infrastructure. This will involve: <ol style="list-style-type: none"> a. utilising our own land and powers (e.g. compulsory purchase orders and site acquisitions) to assist in the delivery of sites and associated infrastructure (including the direct provision of new housing and employment uses); b. securing additional funding from various sources (e.g. GLA, TfL and government bodies) to facilitate the timely delivery of sites and associated infrastructure and achieve greater densities than projected in the housing trajectory set out in Authority Monitoring Report; 		

- c. maintaining a register of suitable and deliverable sites (including small sites and self-build projects) to ensure a rolling five-year supply of housing on an annual basis;
- d. exploring opportunities which arise from development proposals to unlock housing and infrastructure delivery across the borough (including the pooling of contributions and the identification of new projects through the Infrastructure Delivery Plan);
- e. working with a range of partners and stakeholder to ensure sustainable growth and regeneration opportunities are fully explored, including optimising the use of previously developed land and new delivery vehicles and area-based masterplans, especially in opportunity areas and town centres
- f. supporting various initiatives such as neighbourhood plans, town centre partnerships, business networks and business-led and other neighbourhood management schemes in order to promote centres, attract inward investment, and co-ordinate and manage improvements to the public realm.

Explanation

- 15.4.1 The Local Plan will cover a 15-year period from 2024 to 2039. Plan reviews are required at least every five years to take account of changing circumstances, such as market conditions, infrastructure shortfalls, future updates or revisions to the London Plan, and the existence of unmet needs within wider housing and economic functional areas. The extent and timing of the review will depend on the extent to which the policies set out in the plan are working.
- 15.4.2 The delivery of the Local Plan will be continuously monitored through a framework of performance indicators and targets (see Appendix D of the plan). Where the policies are failing to deliver the growth targets set out in Chapter 2, we will take appropriate action to correct this. Some of the triggers that will instigate a review of the plan include the persistent under delivery of housing and employment growth and the inability to secure the timely provision of essential infrastructure.
- 15.4.3 Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, we will consider the need to review the strategic approaches or policies set out in this plan to ensure they remain relevant and up to date. This is particularly in respect of affordable housing and infrastructure requirements. For example, where land values increase as a result of strategic infrastructure investment, we will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site-by-site basis.

Have your say... on Chapter 15 Delivering and monitoring the plan

15.1 How best do you think the Local Plan can be effectively delivered in the face of limited resources?

15.2 The Council will continue to work in partnership with the private, public and voluntary sector plus neighbouring authorities to secure funding for key infrastructure projects?

15.3 Set out priorities for project delivery? What do think these priorities should be and how should any phasing be applied?

15.4 Increase the Community Infrastructure Levy tariffs to fund future projects?

15.5 Do you have any other issues/ comments?

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Appendix A

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List of evidence base

Design and character
Appropriate locations for tall buildings (LBE) 2021
Character of growth study (LBE) 2021
Characterisation study (Urban Practitioners) 2011
Homes for all
Local housing needs assessment – full report (Arc4 and AECOM) 2020
Local housing needs assessment – (Arc4 and AECOM) executive summary (2020)
Housing Numbers (Stantec and LBE) 2021
Topic Paper: Housing (LBE) 2021
Strategic Housing Land Availability Assessment (LBE) 2020
Strategic Housing Market Assessment (DCA) 2015
Housing and Employment Land Availability Assessment (LBE) 2021
Gypsy and Travellers Accommodation Assessment (Arc4 and AECOM) 2020
Economy
Employment Land Review (AECOM) 2018
Industry in Enfield (AECOM) 2017
Socio Economic Assessment (AECOM) 2017
Functional Economic Market Area Assessment (AECOM) 2020
Enfield Industrial Intensification (AECOM) 2020
Enfield Industrial Intensification and Industrial Sites Database (AECOM) 2020
Market Deliverability Study (Stantec and Grant Mills Wood) 2021
Topic Paper: Employment (Stantec and LBE) 2021
Town centres and high streets
Retail needs assessment (Litchfield) 2016
Retail needs assessment – update (Litchfield) 2018
Retail needs assessment – further update (Litchfield) 2021
Town centre health checks
Green and Blue Enfield
Stage 1 Green Belt and Metropolitan Open Land assessment (LUC) 2020
Stage 2 Green Belt and Metropolitan Open Land assessment (LUC) 2021
Blue and Green Infrastructure Strategy (LBE) 2021
Burial Needs Assessment – full report (Enzygo) 2020
Burial Needs Assessment – cremation and burial spaces (Enzygo) 2020
Movement and connectivity
Delivery and implementation
Place Making
Topic Paper: Place Making – Crews Hill (Hyas) 2021
Topic Paper: Place Making – Chase Park (Hyas) 2021
Other

Whole Plan Viability (HDH Planning) 2021

Integrated Impact Assessment Scoping Report (AECOM) 2020

Summary of findings – Integrated Impact Assessment (LUC) 2021

Appendix B

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Appendix B: Site Allocation Proformas

Appendix B: Site Proformas

Introduction

The following appendix contains site proformas for all the proposed allocated sites.

The site proformas are organised in order of each placemaking area as they appear in the plan, followed by those allocations which lie outside of the placemaking areas. The below table provides an index of all proposed site allocations.

Table B-1: Site Proforma Index

Site Allocation Reference	Site address	Proposed land use
HOUSING AND MIXED-USE SITES		
Enfield Town (PL1)		
SA1	St Anne's Catholic High School for Girls, Enfield	Housing
SA2	Palace Gardens Shopping Centre Enfield	Mixed Use
SA3	100 Church Street, Enfield	Housing
SA4	Enfield Town Station and the Former Enfield Arms, Genotin Road	Mixed Use
SA5	Enfield Civic Centre	Mixed Use
SA6	Southbury Road Superstore Area	Mixed use
SA7	Oak House, 43 Baker Street,	Housing
Southbury (PL2)		
SA8	Sainsburys, Baird Road	Mixed use
SA9	Colosseum Retail Park	Mixed use
SA10	Morrisons, Southbury Road	Mixed use
SA11	Southbury Leisure Park	Mixed use
SA12	Tesco store, Ponders End, 288 High Street, Enfield	Mixed use
Edmonton Green (PL3)		
SA13	Edmonton Green Shopping Centre	Mixed use
SA14	Chiswick Road Estate (Osward and Newdales)	Housing
Angel Edmonton (PL4)		
SA15	Joyce Avenue and Snells Park Estate	Housing
SA16	Public House 50-56 Fore Street London	Housing
SA17	Upton Road and Raynham Road	Housing
SA18	South-east corner of the North Middlesex University Hospital Trust of Sterling Way, London	Housing
Meridian Water (PL5)		
SA19	IKEA store; Tesco Extra, 1 Glover Drive; Meridian Water Willoughby Lane And Meridian Way	Mixed use
Southgate (PL6)		
SA20	ASDA Southgate, 130 Chase Side, Southgate	Mixed Use
SA21	Southgate Office Village 286 Chase Road London.	Mixed Use
SA22	M&S Food	Mixed Use
SA23	Minchenden Car Park and Alan Pullinger Centre, 1 John Bradshaw Road, Southgate N14 6BT	Housing
New Southgate (PL7)		
SA24	Arnos Grove Station Car Park	Housing
SA25	Site between North Circular Road and Station Road	Mixed Use
SA26	Station Road, New Southgate	Mixed Use
Crews Hill (PL9)		
SA27	Land at Crews Hill	Housing
Chase Park (PL10)		
SA28	Land at Chase Park	Housing

Site Allocation Reference	Site address	Proposed land use
SA29	Arnold House (66 Ridgeway)	Housing
Other proposed site allocations outside of the place making areas (urban areas)		
SA30	Claverings, Centre Way, London N9 0AH	Mixed use
SA31	Cockfosters Station Car Park (Parcel b) Cockfosters Road, Barnet	Housing
SA32	Sainsburys Green Lanes	Mixed use
SA33	Blackhorse Tower, Holbrook House And Churchwood House and 116 Cockfosters Road	Housing
SA34	241 Green Street Enfield	Mixed use
SA35	Land at former Wessex Hall Building	Housing
SA36	188-200 Bowes Road, London	Housing
SA37	Main Avenue Site	Housing
SA38	Land at Ritz Parade	Mixed Use
SA39	Travis Perkins Palmers Green, Bridge Drive, Broomfield Lane	Mixed Use
SA40	Land known as Brimsdown Sports Ground EN3 7LL, EN3 7QZ, EN3 7RN EN3 7RP	Mixed use
SA41	Albany Leisure Centre and Car Park and 55 Albany Road, Enfield	Housing
SA42	Fords Grove Car Park	Housing
SA43	Lodge Drive Car Park (incl. Depot), Palmers Green	Housing
Other proposed site allocations outside of the place making areas (outside urban areas)		
SA44	Land opposite Enfield Crematorium (known as The Dell). Great Cambridge Road	Mixed Use
SA45	Land between Camlet Way and Crescent West, Hadley	Housing
INDUSTRIAL SITES		
Southbury (PL2)		
SA46	Travis Perkins Crown Road	Industrial
SA47	Crown Road Lorry Park	Industrial
Meridian Water (PL5)		
SA48	Ravenside Retail Park	Industrial
Crews Hill (PL9)		
SA49	Land at 135 Theobalds Park Road	Industrial
Other sites outside the place making areas		
SA50	Land to the south of Millmarsh Lane, Brimsdown Industrial Estate	Industrial
SA51	6 Morson Road	Industrial
SA52	Montagu Industrial Estate	Industrial
SA53	Land West of Rammey Marsh	Industrial
SA54	Car Park Site, Wharf Road	Industrial
SA55	Land East of Junction 24	Industrial
SA56	Land to the North West of Innova Park	Industrial
ALL OTHER USES		
SA57	Land at Picketts Lock	Sporting / Leisure
SA58	Whitewebbs Golf Course, Beggar's Hollow, Enfield	Nature Recovery
SA59	Alma Road Open Space	Burial
SA60	Firs Farm Recreation Ground (Part)	Burial
SA61	Sloemans Farm	Burial
SA62	Church Street Recreation Ground	Burial
SA63	Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground, Hotspur Way, Whitewebbs Lane.	Sporting

Questions

In relation to the proposed site allocations:

- Have we identified all appropriate sites within the urban area? – To be considered appropriate sites must be available for development (with confirmation from the landowner), suitable (should not have any restrictive planning policy designations, and should not be residential gardens), and achievable (there should be a realistic prospect that the site can be viably delivered within the plan period)

If you think there are sites we should have considered that we have not– please put forward your site using call for sites submission form for us to be able to consider it. This is available at the following link: <https://new.enfield.gov.uk/services/planning/emerging-plans/#3>

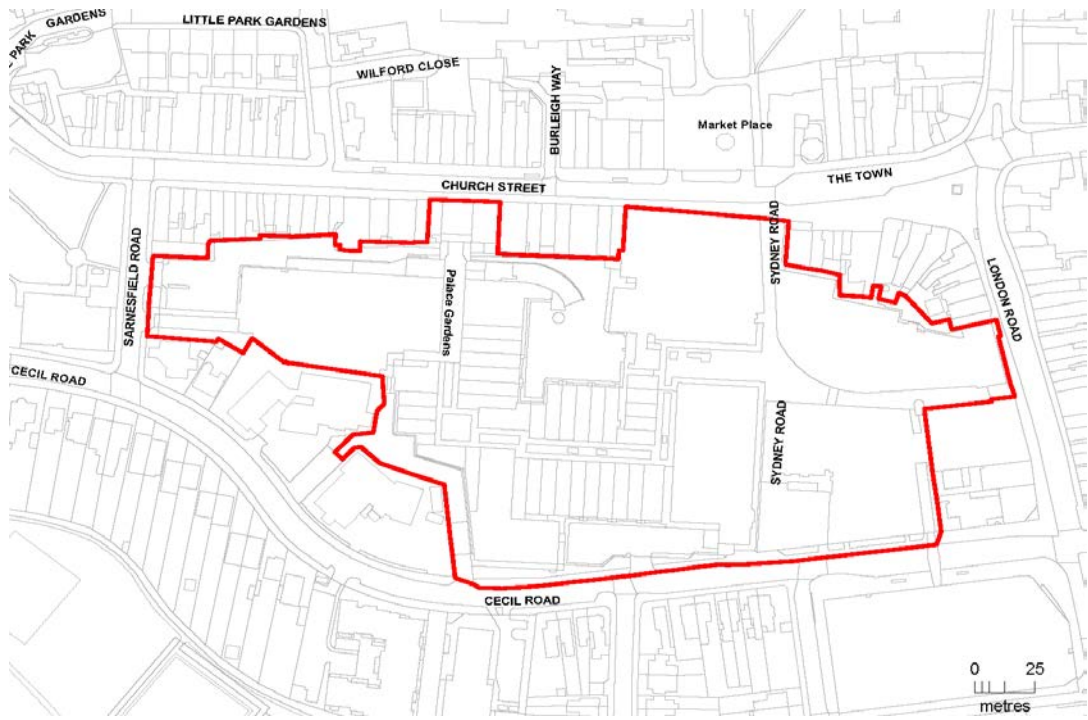
- For each site which have been identified for allocation are there any specific design principles or infrastructure requirements that you think we should include as these are developed further?

Housing and Mixed-Use Site Allocations

PL1: Enfield Town – Site Allocations

SA1: St Anne's Catholic High School for Girls, Enfield			
Existing Site Information			
Address	St Anne's Catholic High School for Girls, Enfield, EN2 6EL		
Site Area	1.76ha		
Existing Use(s)	School + Playing fields		
Current Ownership(s)	Single ownership		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	1a		
Heritage Considerations	Within the immediate setting of Enfield Town Conservation Area and locally listed church. Within wider setting of numerous designated and non-designated heritage assets. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Archaeological Priority Area Impacts	Within the immediate setting of APA 6: Enfield Town Centre and APA 7: Ermine Street Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site must deliver new homes and re-provided open space 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Residential Capacity Estimate	236 homes	236 homes	

PL1: Enfield Town – Site Allocations

SA2: Palace Gardens Shopping Centre			
			
Existing Site Information			
Address	Palace Gardens Shopping Centre Enfield, EN2 6SN		
Site Area	3.73ha		
Existing Use(s)	Shopping Centre		
Current Ownership(s)	Single freeholder		
Site Considerations			
Flood Zone	1		
PTAL	4-6a		
Heritage Considerations	Highly sensitive context. Within Enfield Town Conservation Area and the setting of numerous designated and non-designated heritage assets including, but not limited to grade I listed church. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Archaeological Priority Area Impacts	Within APA 6: Enfield Town Centre Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site must deliver new homes, new social infrastructure, and non-residential uses including town centre uses 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Residential Capacity Estimate	350 homes	350 homes	

PL1: Enfield Town – Site Allocations

SA3: 100 Church Street			
Existing Site Information			
Address	100 Church St, Enfield, EN2 6BQ		
Site Area	0.28ha		
Existing Use(s)	The site is currently used by Metaswitch for office (Use Class B1) purposes.		
Current Ownership(s)	Single ownership		
Site Considerations			
Flood Zone	1		
PTAL	5		
Heritage Considerations	Within Enfield Town Conservation Area and setting of numerous designated and non-designated heritage assets. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within the setting of APA 6: Enfield Town Centre. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide approximately 56 homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Growth Scenario	Baseline		Medium
Spatial Strategy	Urban Area Only		Urban Area + Green Belt
Residential	56 homes		56 homes

PL1: Enfield Town – Site Allocations

SA4: Former Enfield Arms & Enfield Town Station			
Existing Site Information			
Address	Former Enfield Arms Southbury Road & Enfield Town Station, Enfield, Genotin Rd		
Site Area	0.57ha		
Existing Use(s)	Station and vacant public house		
Current Ownership(s)	Multiple ownerships		
Site Considerations			
Flood Zone	1		
PTAL	6		
Heritage Considerations	Immediately adjacent to Enfield Town Conservation Area and in close proximity to numerous designated and non-designated heritage assets. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Immediately adjacent to APA 6: Enfield Town Centre Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes and a renewed station entrance and public realm 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated Capacity by Proposed Land Use			
Growth Scenario	Baseline		Medium
Spatial Strategy	Urban Area Only		Urban Area + Green Belt
Mixed Use	100 homes + station and associated uses		100 homes + station and associated uses

PL1: Enfield Town – Site Allocations

SA5: Enfield Civic Centre			
Existing Site Information			
Address	Civic Centre Silver Street Enfield EN1 3XA		
Site Area	1.41ha		
Existing Use(s)	Offices and car park		
Current Ownership(s)	Single ownership		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Civic Centre included on Local Heritage List. Within the immediate setting of numerous Listed Buildings as well as the Enfield Town Conservation Area. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within the setting of APA 6: Enfield Town Centre. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and re-provided office floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Growth Scenario	Baseline		Medium
Spatial Strategy	Urban Area Only		Urban Area + Green Belt
Mixed Use	150 homes + office floorspace		150 homes + office floorspace

PL1: Enfield Town – Site Allocations

SA6: Southbury Road Superstore Area			
Existing Site Information			
Address	Tesco Superstore. Savoy Parade, Southbury Road, Enfield, EN1 1NW		
Site Area	1.74ha		
Existing Use(s)	Retail food store and car park		
Current Ownership(s)	Single ownership		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within the immediate setting of the Enfield Town Conservation Area as well as the setting of numerous designated and non-designated heritage assets. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required.		
Impacts an Archaeological Priority Area	In close proximity to the Ermine Street Archaeological Priority Area and Enfield Town Centre Archaeological Priority Area. Heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	350 homes + re-provision of existing non-residential floorspace	350 homes + re-provision of existing non-residential floorspace	

PL1: Enfield Town – Site Allocations

SA7: Oak House, 43 Baker Street			
PARSONAGE LANE			
BAKER STREET			
FIR TREE WALK			
CHURCH LANE			
PORTCULLIS LODGE ROAD			
CHURCHBURY LANE			
20 metres			
Existing Site Information			
Address	Oak House, 43 Baker Street, EN1 3ET.		
Site Area	0.24ha		
Existing Use(s)	Residential		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within the immediate setting of the Enfield Town Conservation Area as well as the setting of numerous designated and non-designated heritage assets. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required.		
Impacts an Archaeological Priority Area	In close proximity to the Ermine Street Archaeological Priority Area and Enfield Town Centre Archaeological Priority Area. Heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Residential Capacity Estimate	55 homes	55 homes	

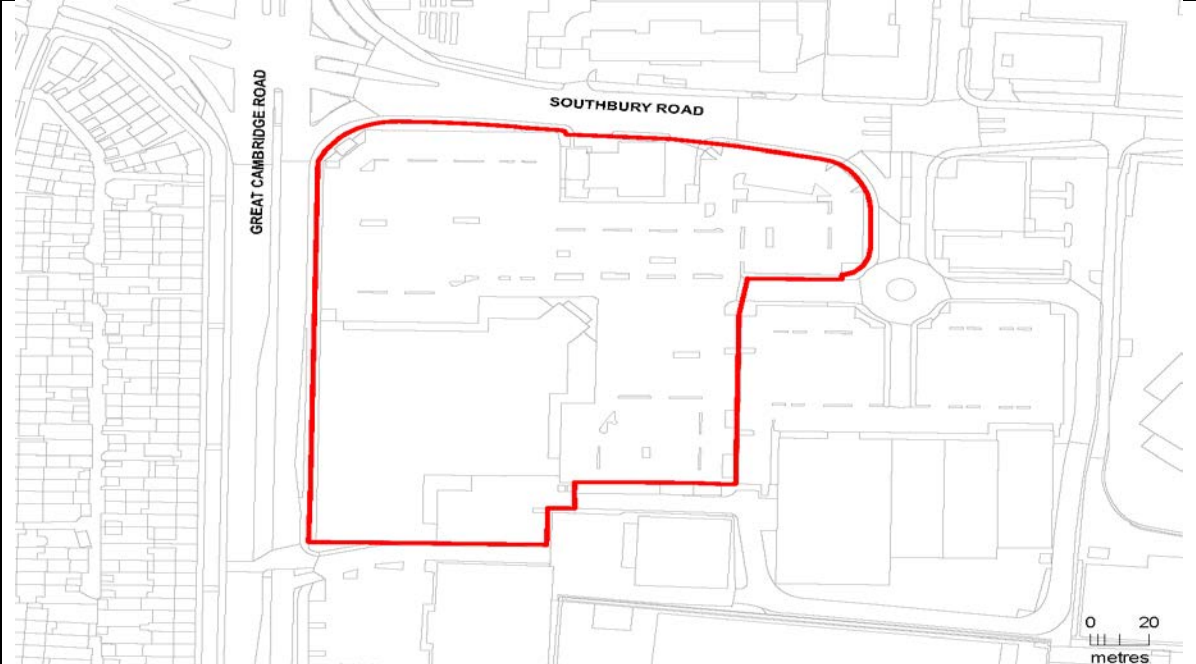
PL2: Southbury – Site Allocations

SA8: Sainsburys, Baird Road			
Existing Site Information			
Address	Sainsburys Crown Road, EN1 1TH		
Site Area	3.21ha		
Existing Use(s)	Supermarket + car park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts an Archaeological Priority Area	Within APA 7: Ermine Street Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes and employment floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	1041 homes + at least 20,685sqm industry and logistic space	1041 homes + at least 20,685sqm industry and logistic space	

PL2: Southbury – Site Allocations

SA9: Colosseum Retail Park			
Existing Site Information			
Address	Colosseum Retail Park, EN1 3FD		
Site Area	4.35ha		
Existing Use(s)	Large format retail		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts an Archaeological Priority Area	Within APA 7: Ermine Street Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	1,587 homes + non-residential floorspace	1,587 homes + non-residential floorspace	

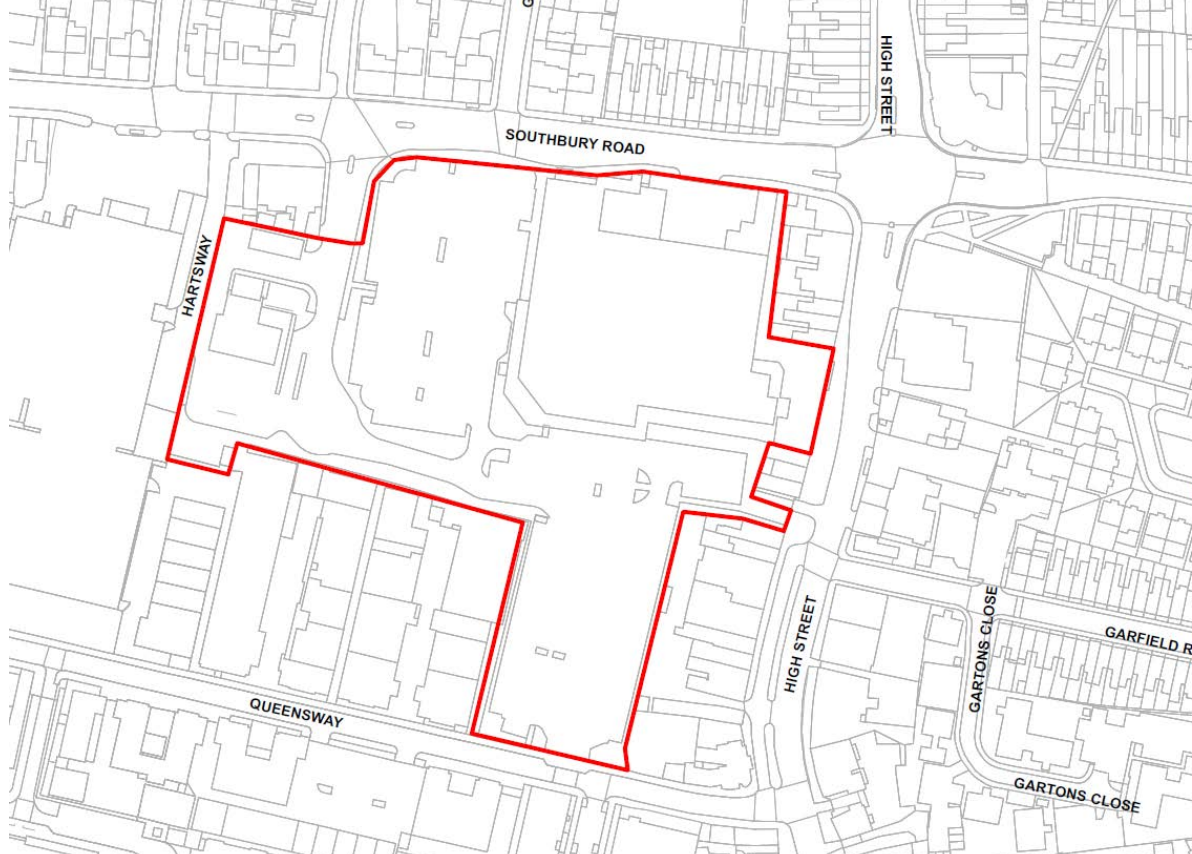
PL2: Southbury – Site Allocations

SA10: Morrisons, Southbury Road			
			
Existing Site Information			
Address	Morrisons, Southbury Road EN1 1TW		
Site Area	2.75ha		
Existing Use(s)	Supermarket + car park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts an Archaeological Priority Area	Within APA 7: Ermine Street Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	892 homes + non-residential floorspace	892 homes + non-residential floorspace	

PL2: Southbury – Site Allocations

SA11: Southbury Leisure Park			
Existing Site Information			
Address	Southbury Leisure Park, Enfield EN1 1YQ		
Site Area	2.95ha		
Existing Use(s)	Leisure park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts an Archaeological Priority Area	Within APA 7: Ermine Street Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	450 homes + non-residential floorspace	450 homes + non-residential floorspace	

PL2: Southbury – Site Allocations

SA12: Tesco, Ponders End			
			
Existing Site Information			
Address	Southbury Leisure Park, Enfield EN1 1YQ		
Site Area	2.95ha		
Existing Use(s)	Leisure park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation areas or listed buildings.		
Impacts an Archaeological Priority Area	In part within APA 10: Southbury Road Green – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	450 homes + non-residential floorspace	450 homes + non-residential floorspace	

PL3: Edmonton Green – Site Allocations

SA13: Edmonton Green Shopping Centre			
Existing Site Information			
Address	Edmonton Green Shopping Centre and adjoining land		
Site Area	10ha		
Existing Use(s)	Large shopping centre, covered market, leisure centre, library, health centre, community centre, hotel, existing homes bus station, and over 1,000 car parking spaces.		
Site Considerations			
Flood Zone	Mainly Flood Zone 1, although the northern part of Hertford Road is Flood Zone 2.		
PTAL	6a-4		
Heritage Considerations	Within immediate setting of four conservation areas as well as numerous other designated and non-designated heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	In part within APA 15: Lower Edmonton Green – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	1173 homes + non-residential floorspace	1173 homes + non-residential floorspace	

PL3: Edmonton Green – Site Allocations

SA14: Chiswick Road Estate			
Existing Site Information			
Address	Chiswick Road Estate (Osward and Newdales) N9 7AN		
Site Area	2.37ha		
Existing Use(s)	Housing Estate		
Site Considerations			
Flood Zone	Flood zone 1/2		
PTAL	5		
Heritage Considerations	<p>Within the immediate setting of The Crescent Conservation Area and associated Listed Building; locally listed Baptist church; Fore Street Conservation Area; and, Church Street Conservation Area.</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	<p>Within APA 15: Lower Edmonton</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development of the site should provide new homes through infill development 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	272 homes	272 homes	

PL4: Angel Edmonton – Site Allocations

SA15: Chiswick Road Estate			
Existing Site Information			
Address	Joyce Avenue & Snells Park Estate N18 2SY		
Site Area	9.94ha		
Existing Use(s)	Housing Estate		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within immediate setting of Fore Street Conservation Area and North Tottenham High Road Conservation Area as well as numerous other heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	In part within APA 20: Upper Edmonton. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development of the site should provide new homes and supporting social infrastructure including community / health uses and re-provided open space. Affordable workspace will be encouraged. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	1217 homes + social infrastructure	1217 homes + social infrastructure.	


PL4: Angel Edmonton – Site Allocations

SA16: 50-56 Fore Street			
Existing Site Information			
Address	Public House 50-56 Fore Street N18 2SS		
Site Area	0.19ha		
Existing Use(s)	Pub		
Site Considerations			
Flood Zone	1		
PTAL	5		
Heritage Considerations	Within immediate setting of Fore Street Conservation Area and designated and non-designated heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA 20: Upper Edmonton. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Residential Capacity Estimate	68 homes		68 homes

PL4: Angel Edmonton – Site Allocations

SA17: Upton and Raynham			
Existing Site Information			
Address	Upton Road And Raynham Road N18 2JU		
Site Area	1.92ha		
Existing Use(s)	Residential		
Site Considerations			
Flood Zone	1		
PTAL	0		
Heritage Considerations	Within setting of Fore St Conservation Area and wider setting of designated and non designated heritage assets. This site includes non designated C20th housing of heritage significance. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within the setting of APA 20: Upper Edmonton Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation require		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Housing Capacity Estimate	198 homes	198 homes	

PL4: Angel Edmonton – Site Allocations

SA18: South-east corner of the North Middlesex University Hospital			
			
Existing Site Information			
Address	South-east corner of the North Middlesex University Hospital Trust of Sterling Way, London, N18 1QX		
Site Area	1.37ha		
Existing Use(s)	NHS trust facilities and services.		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Includes a remnant of Union Workhouse Hospital Wing which is a non-designated heritage asset. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development of the site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Housing Capacity Estimate	400 homes	400 homes	

PL5: Meridian Water – Site Allocations

SA19: Meridian Water West Bank			
Existing Site Information			
Address	IKEA store; Tesco Extra, 1 Glover Drive; Meridian Water Willoughby Lane And Meridian Way		
Site Area	38.62ha		
Existing Use(s)	Mixture of uses		
Site Considerations			
Flood Zone	Flood zone 1 but close to Flood zone 2&3		
PTAL	2		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and non-residential uses including social and community infrastructure 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	5000 homes and non-residential uses including social and community infrastructure	5000 homes and non-residential uses including social and community infrastructure	

PL6: Southgate – Site Allocations

SA20: ASDA Southgate			
Existing Site Information			
Address	ASDA Southgate, 130 Chase Side, Southgate, N14 5PH		
Site Area	1.651		
Existing Use(s)	A1 Retail, car park		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	<p>Within the immediate setting of a Listed Building as well as within the wider setting of the Southgate Circus Conservation Area and associated heritage assets.</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	<p>Within setting of APA 25: Grovelands Park and Southgate Green – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	165 homes + non-residential uses	165 homes + non-residential uses	

PL6: Southgate – Site Allocations

SA21: Southgate Office Village			
Existing Site Information			
Address	Southgate Office Village 286 Chase Road London.		
Site Area	0.55 ha		
Existing Use(s)	B1 use class		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within the immediate setting of Southgate Circus Conservation Area and wider setting of numerous designated and non-designated heritage assets including Grade II* Station. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development should provide new homes and re-provided office space 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	9 homes, with expanded community facilities including re-provided library	9 homes, with expanded community facilities including re-provided library	

PL6: Southgate – Site Allocations

SA22: M&S Food, Southgate			
Existing Site Information			
Address	M&S Food, N14 6AQ		
Site Area	0.459ha		
Existing Use(s)	Food store		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Southgate Circus Conservation Area and wider setting of other designated and non-designated heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	In part within APA 25: Grovelands Park and Southgate Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Mixed Use Capacity Estimate	150 homes with mixed use floorspace		150 homes with mixed use floorspace

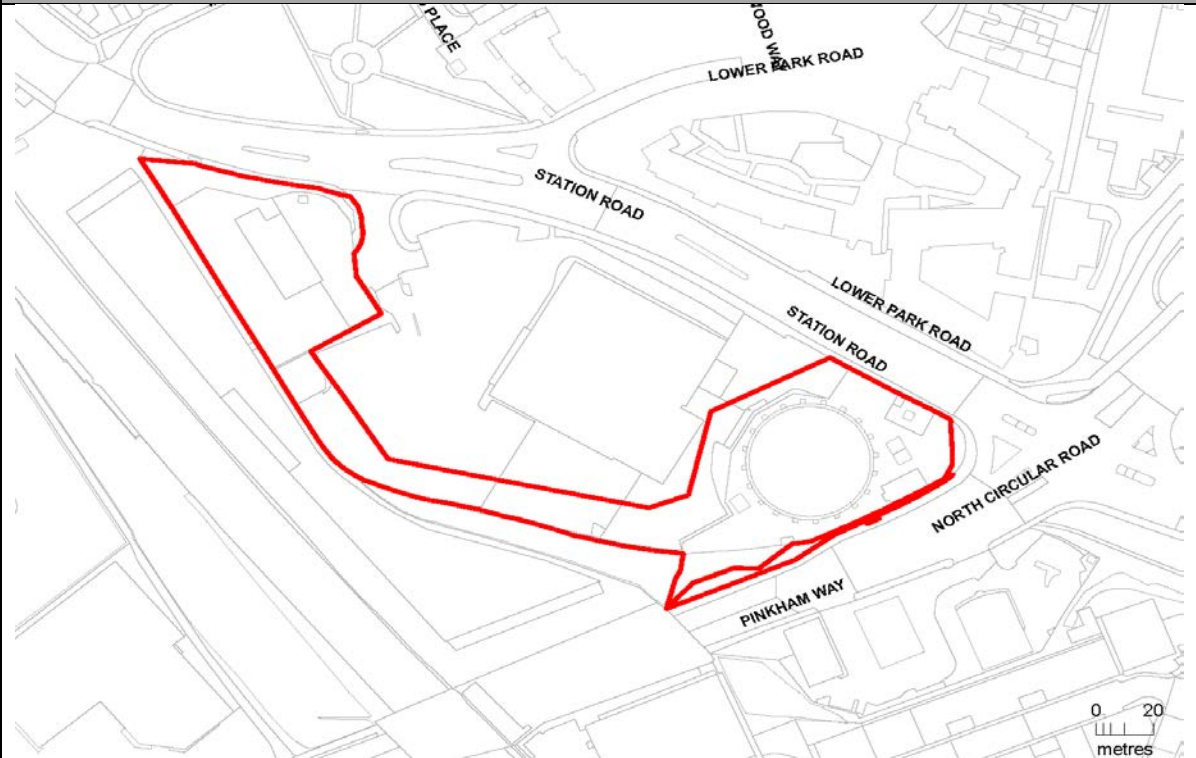
PL6: Southgate – Site Allocations

SA23: Minchenden Car Park & Alan Pullinger Centre			
Existing Site Information			
Address	Alan Pullinger Centre, 1 John Bradshaw Road, Southgate N14 6BT & Minchenden Car Park, N14 6BT		
Site Area	0.11ha		
Existing Use(s)	Youth Centre & Car Park		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Southgate Circus Conservation Area and numerous designated and non-designated heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	Approximately 48 homes	Approximately 48 homes	

PL7: New Southgate – Site Allocations

SA24: Arnos Grove Station Car Park			
Existing Site Information			
Address	Arnos Grove Station Car Park, N11 1AN		
Site Area	1.08ha		
Existing Use(s)	Car Park		
Site Considerations			
Flood Zone	1		
PTAL	6a		
Heritage Considerations	Within setting of Grade II* Listed Building. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development should provide new homes and may provide non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	X	-	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Mixed Use Capacity Estimate		Approximately 162 homes	Approximately 162 homes


PL7: New Southgate – Site Allocations

SA25: Former Gasholder, New Southgate			
			
Existing Site Information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
Existing Use(s)	Sui Generis/B8 Decommissioned gasworks		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Grade II* Listed Building. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide new homes and non-residential floorspace 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Mixed Use Capacity Estimate	Approximately 230 homes		Approximately 230 homes

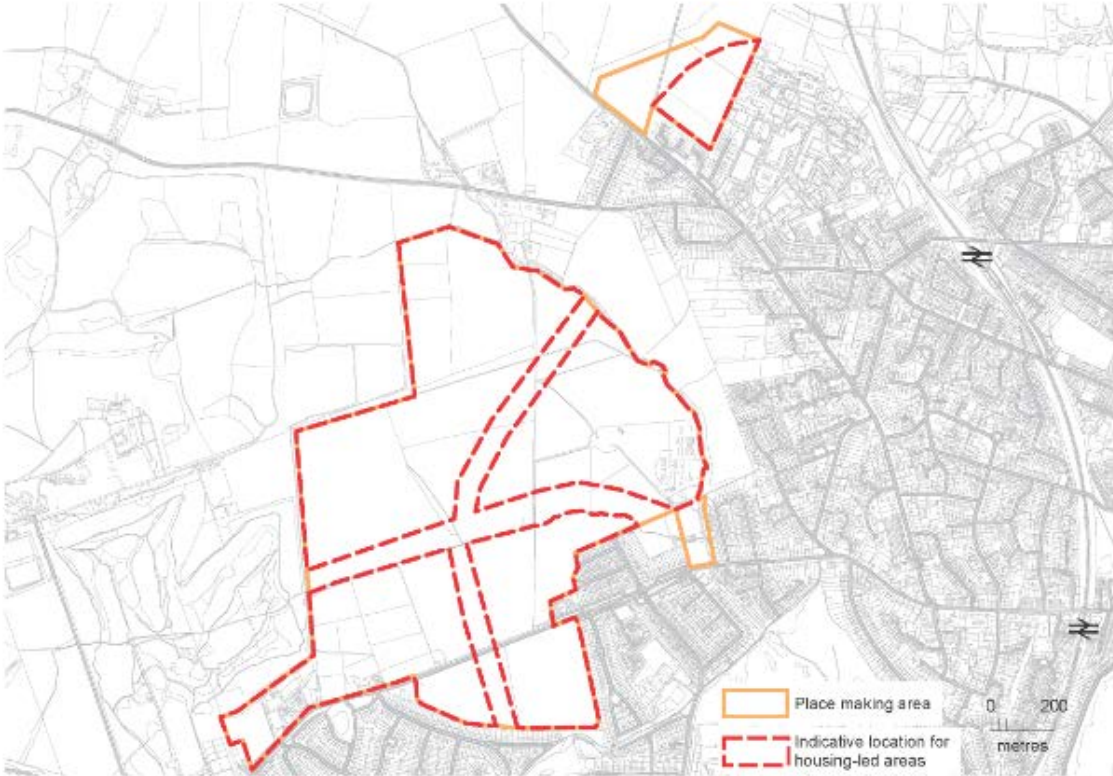
PL7: New Southgate – Site Allocations

SA26: Homebase, New Southgate			
Existing Site Information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
Existing Use(s)	Sui Generis/B8 Decommissioned gasworks		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Mixed Use Capacity Estimate	Approximately 203 homes		Approximately 203 homes

PL9: Crews Hill – Site Allocations

SA27: Land at Crews Hill			
			
Existing Site Information			
Address	Land at Crews Hill		
Site Area	82.40ha		
Existing Use(s)	Mix of uses including paddocks, storage and other uses.		
Site Considerations			
Flood Zone	1-3		
PTAL	1a-1b		
Heritage Considerations	Amber - A number of nationally listed heritage assets within the proposed site allocation. heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Amber - Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill. Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide new homes, associated community and social infrastructure, and enhanced open space Must retain the existing riding school 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Mixed Use Capacity Estimate	n/a		Approximately 3000 homes

PL10: Chase Park – Site Allocations

SA28: Land at Chase Park			
			
Existing Site Information			
Address	Vicarage Farm, Land between Hadley Road & Enfield Rd, EN2, Bramley Road, London, N14 4UW		
Site Area	59.74ha		
Existing Use(s)	Mix of uses including equestrian, fields and other uses.		
Site Considerations			
Flood Zone	1-3		
PTAL	1a-1b		
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide new homes and associated non-residential uses including social infrastructure 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Mixed Use Capacity Estimate	n/a	Approximately 3000 homes	

PL10: Chase Park – Site Allocations

SA29: Arnold House			
Existing Site Information			
Address	66 Ridgeway, EN2 8JA.		
Site Area	0.903ha		
Existing Use(s)	Existing building and Overgrown field		
Site Considerations			
Flood Zone	1		
PTAL	0		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Mixed Use Capacity Estimate		36 homes – only on area on previously developed land.	Approximately 62 homes

Outside of the Placemaking Areas – Site Allocations

SA30: Claverings Industrial Estate			
Existing Site Information			
Address	Claverings, Centre Way, London N9 0AH		
Site Area	2.41ha		
Existing Use(s)	Claverings Industrial Estate comprises of approximately 40 small offices, light industrial, warehouse and trade units, built circa 1951 as flatted factories.		
Site Considerations			
Flood Zone	Flood zone 2		
PTAL	1b		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should: Deliver an exemplar industrial co-location scheme. Ensure as a minimum no net loss of non-residential floorspace. Mixed use employment including new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Mixed Use Capacity Estimate		TBC + 587 homes of Mixed use	TBC + 587 homes of Mixed use

Outside of the Placemaking Areas – Site Allocations

SA31: Cockfosters Station Car Park			
Existing Site Information			
Address	Cockfosters Station Car Park (Parcels a & b) Cockfosters Road		
Site Area	1.15ha		
Existing Use(s)	Car park		
Site Considerations			
Flood Zone	1		
PTAL	6a		
Heritage Considerations	<p>Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.</p> <p>Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	<p>Within immediate setting of APA 2: Enfield Chase and Camlet Moat Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development of the site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	316 homes	316 homes	

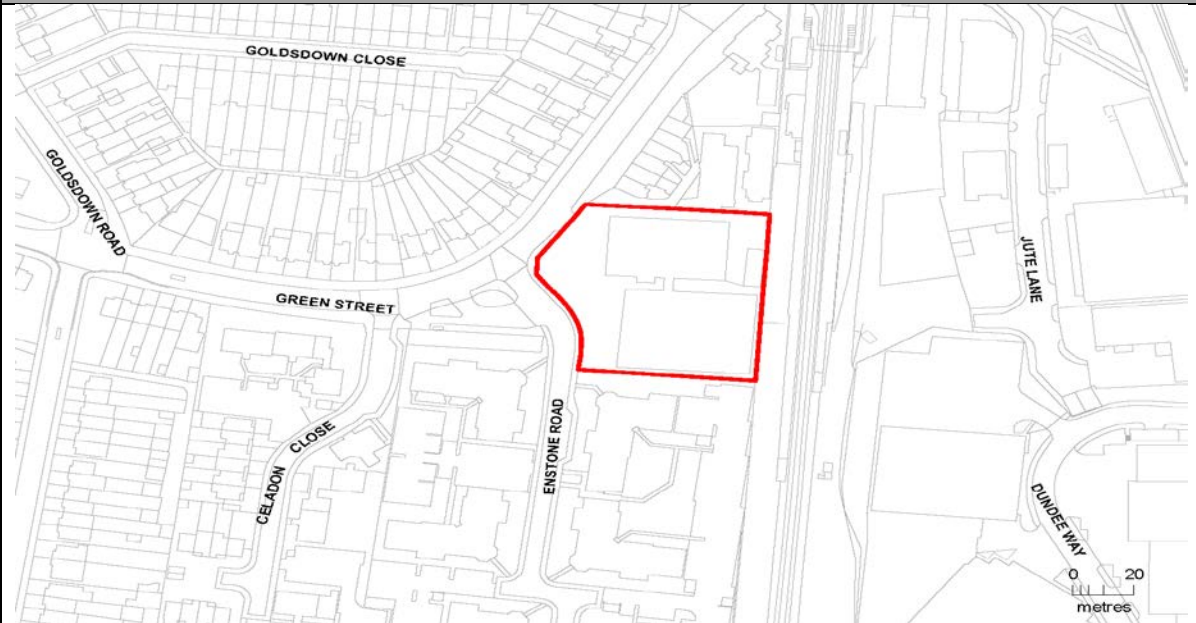
Outside of the Placemaking Areas – Site Allocations

SA32: Sainsburys, Green Lanes			
Existing Site Information			
Address	Sainsburys Green Lanes, N21 3RS		
Site Area	2.2		
Existing Use(s)	Supermarket + car park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Adjacent to a Grade II Listed Building and within the setting of other non-designated heritage assets. Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Development of the site should provide new homes and non-residential floorspace that is compatible with new and existing nearby residential uses. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	299 homes + at least 13,325 sqm of non-residential floorspace	299 homes + at least 13,325 sqm of non-residential floorspace	

Outside of the Placemaking Areas – Site Allocations

SA33: Blackhorse Tower, Cockfosters Road			
Existing Site Information			
Address		Blackhorse Tower, Holbrook House And Churchwood House. 116 Cockfosters Road, EN4 0DY	
Site Area		1.25ha	
Existing Use(s)		Non-residential	
Site Considerations			
Flood Zone		1	
PTAL		3	
Heritage Considerations		<p>Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.</p> <p>Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required</p>	
Impacts an Archaeological Priority Area		<p>Within immediate setting of APA 2: Enfield Chase and Camlet Moat</p> <p>Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required</p>	
Proposal			
Land Use Requirements		<ul style="list-style-type: none"> Development of the site should provide new homes and non-residential floorspace that is compatible with new and existing nearby residential uses. 	
Implementation			
Timeframe for Delivery		0-5 years	5-10 years
		X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Capacity Estimate	200 homes		200 homes

Outside of the Placemaking Areas – Site Allocations

SA34: 241 Green Street			
			
Existing Site Information			
Address	241 Green Street Enfield, EN3 7HQ		
Site Area	0.45ha		
Existing Use(s)	Employment		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	X	-	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	92 homes + employment space re-provision	92 homes + employment space re-provision	

Outside of the Placemaking Areas – Site Allocations

SA35: Land at Former Wessex Hall Building			
Existing Site Information			
Address	Land at former Wessex Hall Building, EN3 7TU		
Site Area	0.38ha		
Existing Use(s)	Vacant Land		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	X	-	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	92 homes + employment space re-provision	92 homes + employment space re-provision	

Outside of the Placemaking Areas – Site Allocations

SA36: 188-200 Bowes Road			
Existing Site Information			
Address	188-200 Bowes Road, London, N11 2JH		
Site Area	0.48ha		
Existing Use(s)	Mixture of uses		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should deliver new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	86 homes	86 homes	

Outside of the Placemaking Areas – Site Allocations

SA37: Main Avenue Estate			
Existing Site Information			
Address	Main Avenue Site		
Site Area	4.49ha		
Existing Use(s)	Residential		
Site Considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	<p>Within the setting of numerous non-designated heritage assets. Value of existing twentieth century housing estate will need further research.</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	<p>Within APA 7: Ermine Street</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should deliver new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	82 homes	86 homes	

Outside of the Placemaking Areas – Site Allocations

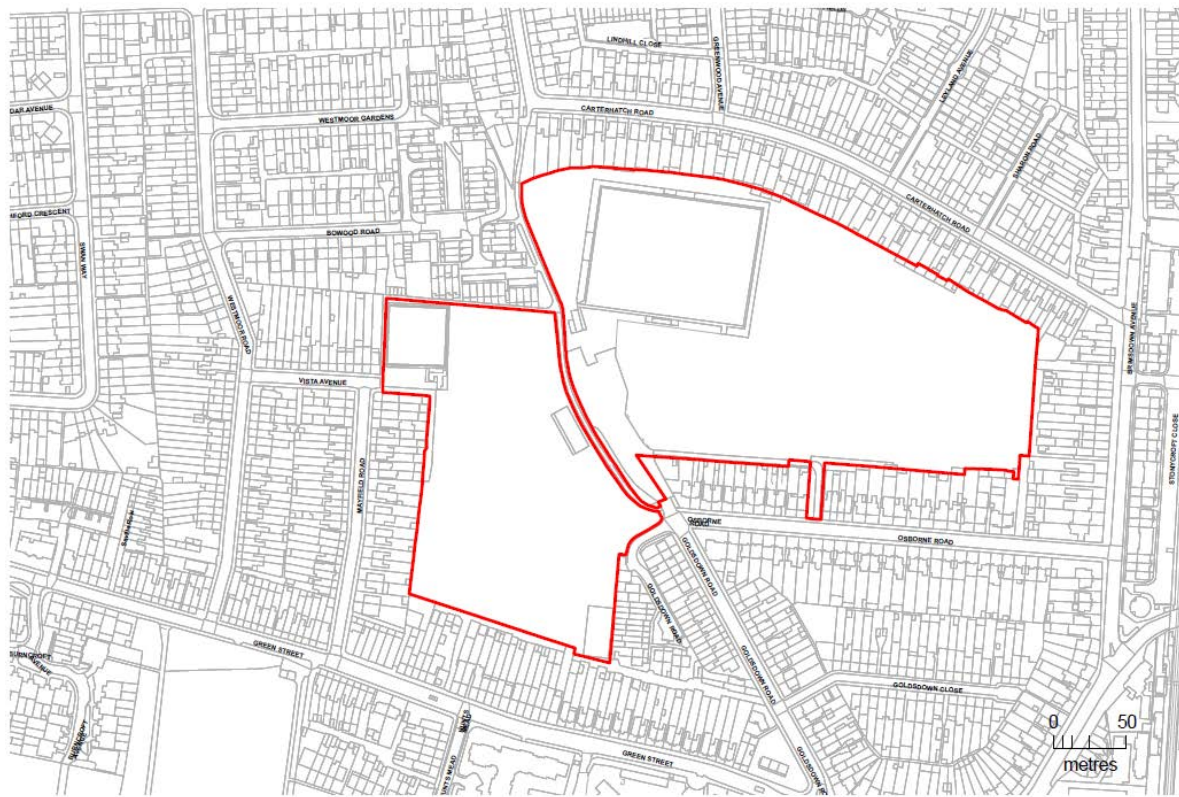
SA38: Land At Ritz Parade			
Existing Site Information			
Address	Land at Ritz Parade		
Site Area	0.65ha		
Existing Use(s)	Commercial / retail		
Site Considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Existing building is a locally listed building. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should deliver new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Capacity Estimate	79 homes		79 homes

Outside of the Placemaking Areas – Site Allocations

SA39: Travis Perkins, Palmers Green			
Existing Site Information			
Address	Travis Perkins Palmers Green, Bridge Drive, Broomfield Lane, N13 4EU		
Site Area	0.62ha		
Existing Use(s)	Builders Merchant		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	3		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should deliver new homes and non-residential space 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	76 homes and at least 3,200 sqm of employment floorspace alongside a reprovided builders merchant.	76 homes and at least 3,200 sqm of employment floorspace alongside a reprovided builders merchant.	

Outside of the Placemaking Areas – Site Allocations

SA40: Brimsdown Sports Ground



Existing Site Information

Address	Land known as Brimsdown Sports Ground EN3 7LL, EN3 7QZ, EN3 7RN
Site Area	8.06ha
Existing Use(s)	SG, C3, F.2, D2

Site Considerations

Flood Zone	1
PTAL	1a
Heritage Considerations	None
Impacts an Archaeological Priority Area	None

Proposal

Land Use Requirements	<ul style="list-style-type: none"> The site could be appropriate to provide renewed community uses alongside a limited amount of other enabling uses. Any net loss of open space would need to be supported by a masterplan approach
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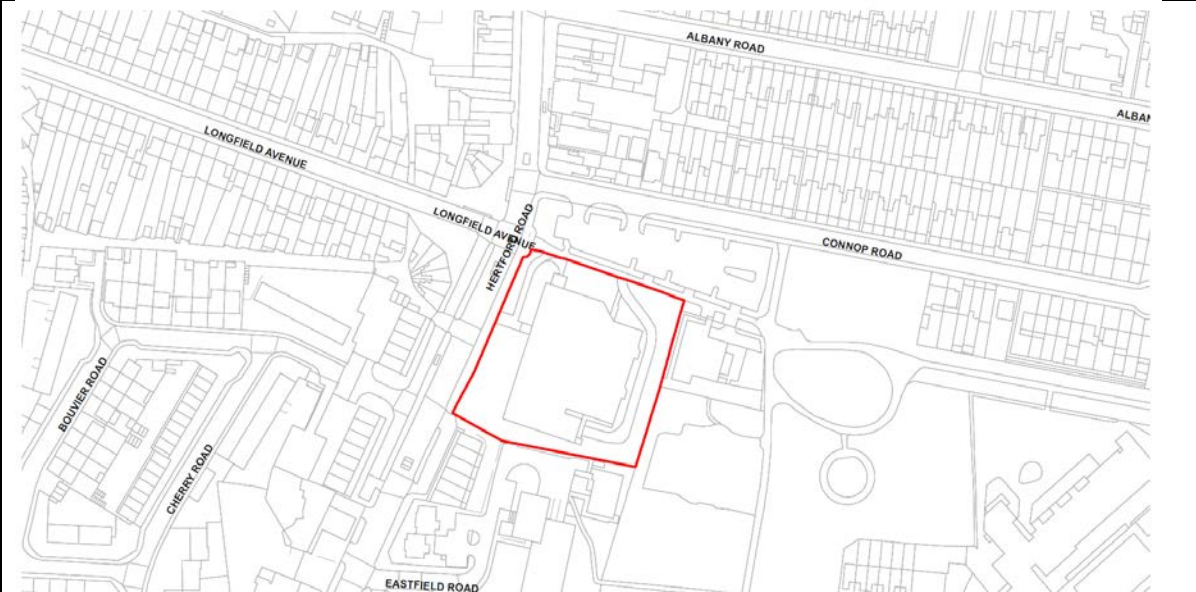
Implementation

Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-

Estimated capacity by proposed Land Use

Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt
Capacity Estimate	Community uses	Community uses

Outside of the Placemaking Areas – Site Allocations

SA41: Albany Leisure Centre			
			
Existing Site Information			
Address	Albany Leisure Centre and Car Park, 55 Albany Road, EN3 5XH		
Site Area	0.63ha		
Existing Use(s)	Site is currently a leisure centre		
Site Considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	<p>Within the wider setting of numerous designated and non-designated heritage assets.</p> <p>Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide approximately 30 extra care homes The site must offer community floorspace at ground floor level with retention/renewal of the existing leisure centre 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	Community uses + 30 homes	Community uses + 30 homes	

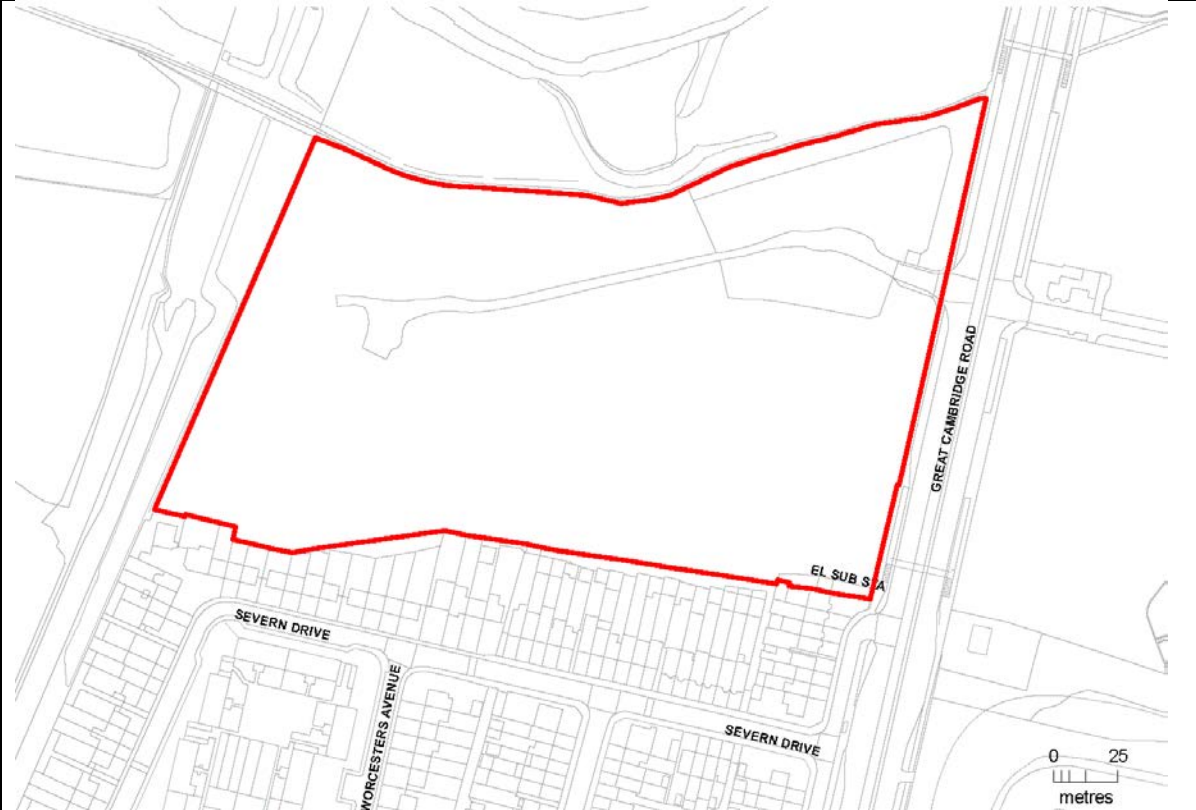
Outside of the Placemaking Areas – Site Allocations

SA42: Fords Grove Car Park			
Existing Site Information			
Address	Fords Grove Car Park		
Site Area	0.24ha		
Existing Use(s)	Car Park		
Site Considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within the setting of Palmers Green junction which includes numerous non-designated heritage assets. Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Capacity Estimate		24 homes	24 homes

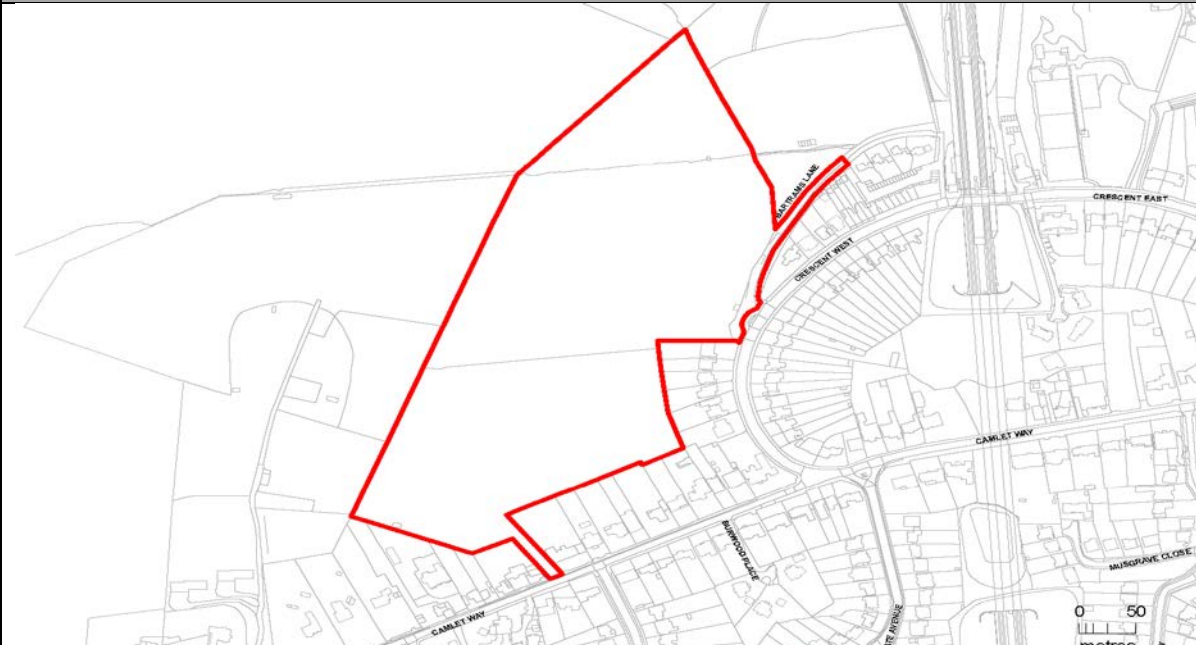
Outside of the Placemaking Areas – Site Allocations

SA43: Lodge Drive Car Park, Palmers Green			
Existing Site Information			
Address	Lodge Drive Car Park (incl. Depot), N13 5LB,		
Site Area	0.6ha		
Existing Use(s)	Car Park		
Site Considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within the setting of The Lakes Estate Conservation Area and numerous other designated and non-designated heritage assets.		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Capacity Estimate		50 homes	50 homes

Outside of the Placemaking Areas (non-urban sites) – Site Allocations

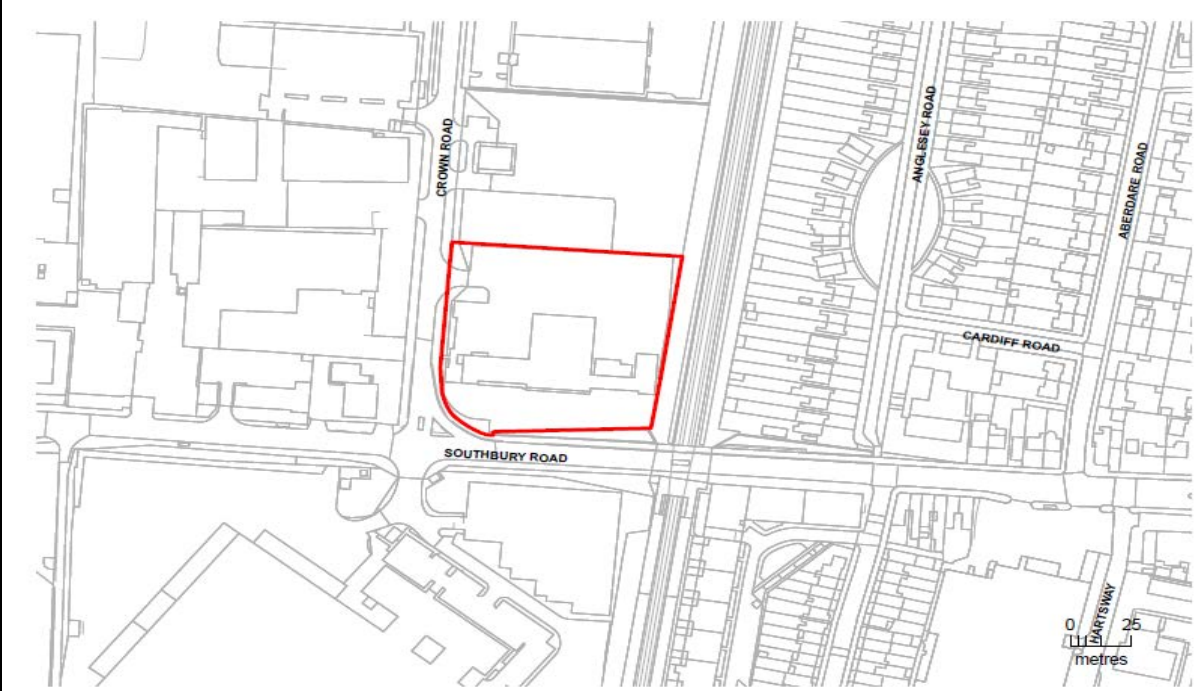
SA44: Land Opposite Enfield Crematorium			
			
Existing Site Information			
Address	Land opposite Enfield Crematorium (aka The Dell). Great Cambridge Road, EN1 4DS		
Site Area	4.07ha		
Existing Use(s)	Vacant scrubland		
Site Considerations			
Flood Zone	1		
PTAL	1b		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	270 homes	270 homes	

Outside of the Placemaking Areas (non-urban sites) – Site Allocations

SA45: Land Between Camlet Way and Crescent Way			
			
Existing Site Information			
Address	Land between Camlet Way and Crescent West, Hadley		
Site Area	11.05ha		
Existing Use(s)	Pasture / Grazing land		
Site Considerations			
Flood Zone	1		
PTAL	1		
Heritage Considerations	Immediately adjacent to Hadley Wood CA. Within immediate setting of Grade II Listed Buildings. Within wider setting of numerous other heritage assets including, but not limited to: Wrotham Park Registered Park and Garden and the Battle of Barnet Registered Battlefield and non-designated heritage assets. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA2: Enfield Chase and Camlet Moat Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	160 homes	160 homes	

Industrial Site Allocations

PL2: Southbury – Site Allocations

SA46: Travis Perkins, Crown Road			
			
Existing Site Information			
Address	46 Crown Rd, Enfield, EN1 1TH		
Site Area	0.78ha		
Existing Use(s)	Travis Perkins (Sui Generis)		
Site Considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Existing Building is Grade II Listed Building. Red – significant heritage constraints; heritage impact assessment required; no/little opportunity to develop		
Impacts an Archaeological Priority Area	In close proximity to APA 10: Southbury Road Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should provide: <ul style="list-style-type: none"> ○ approximately 2763 sqm of industrial floorspace (such as industry, logistics and related sui generis uses alongside a reprovided builders merchant. ○ New homes 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	2763 sqm industrial floorspace and 141 new homes	2763 sqm industrial floorspace and 141 new homes	

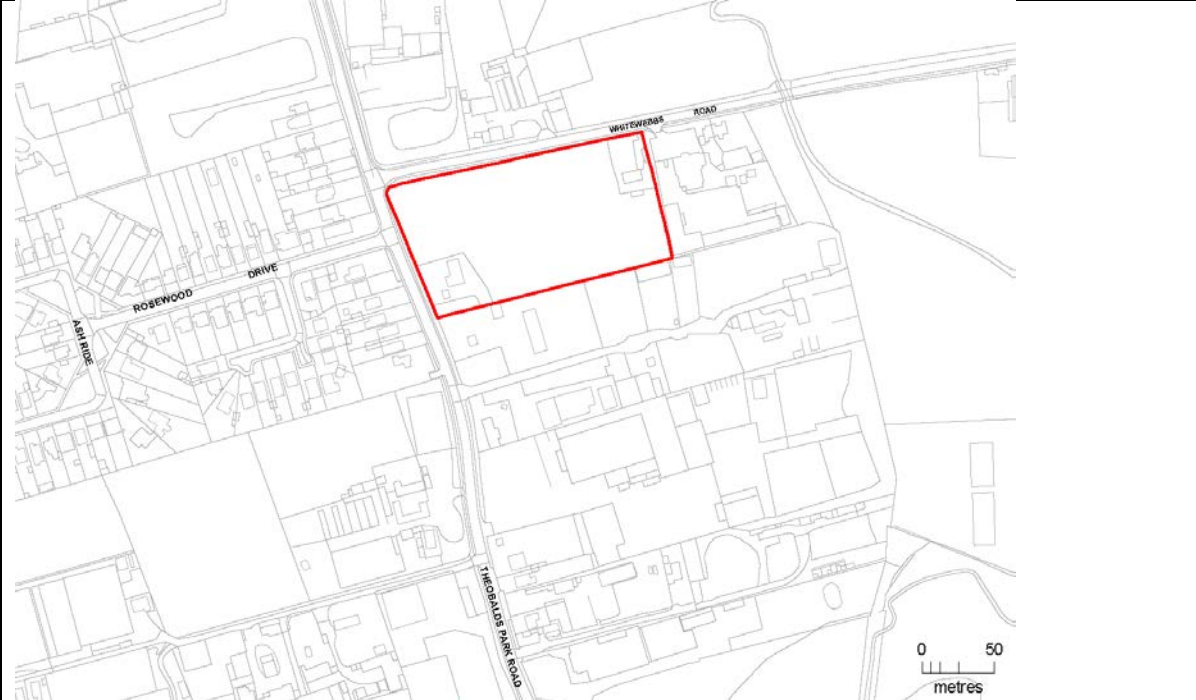
PL2: Southbury – Site Allocations

SA47: Crown Road Lorry Park			
Existing Site Information			
Address	Crown Road Lorry Park, Crown Road, Enfield EN1 1TH		
Site Area	0.7ha		
Existing Use(s)	Lorry park and car compound		
Site Considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within immediate setting of Grade II Listed Building.		
Impacts an Archaeological Priority Area	Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide an additional 4,530 sq m of employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	4530sqm industrial floorspace	4530sqm industrial floorspace	

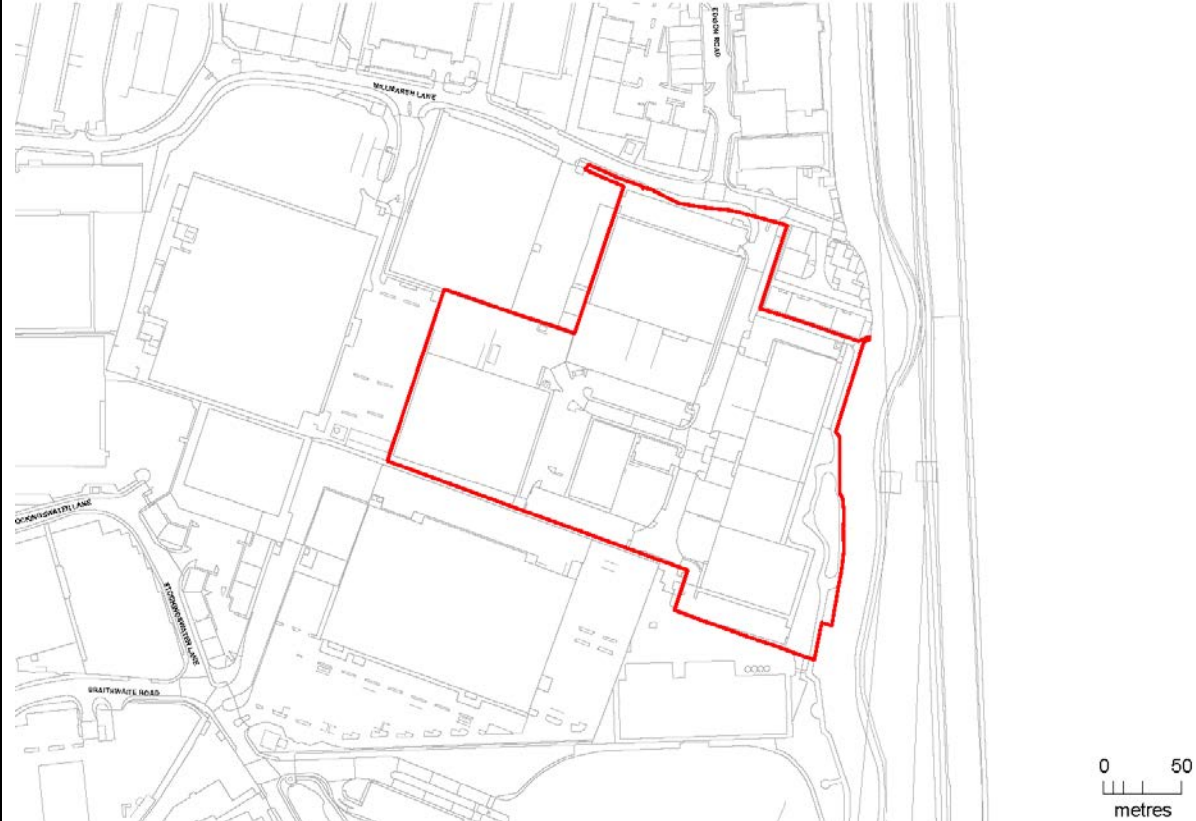
PL5: Meridian Water – Site Allocations

SA48: Ravenside Retail Park			
Existing Site Information			
Address	Ravenside Retail Park		
Site Area	3.7ha		
Existing Use(s)	Retail Park		
Site Considerations			
Flood Zone	1-3		
PTAL	1-2		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	No		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should: <ul style="list-style-type: none"> ○ Seek to provide a multi-story industrial and logistics hub, working with stakeholders to deliver an innovative industry-leading scheme. ○ Deliver a minimum of 21,700 sq m of new industrial/ logistics floorspace. ○ Successfully address any highways impacts and mitigate flood risk 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
		x	
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy		Baseline / Urban Area only	Medium / Urban area + Green Belt
Capacity Estimate		Approx 21,645 sq m of Industrial	Approx 21,645 sq m of Industrial

PL9: Crews Hill – Site Allocations

SA49: 135 Theobalds Park Road			
			
Existing Site Information			
Address	Land at 135 Theobalds Park Road, Crews Hill, Enfield, EN2 9BB		
Site Area	1.55ha		
Existing Use(s)	Residential dwelling, detached barn, and former horticultural		
Site Considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	No		
Impacts an Archaeological Priority Area	No		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should: <ul style="list-style-type: none"> ○ Deliver employment (light and general industrial, storage and distribution, and related sui generis) floorspace. ○ Provide retail floorspace commensurate to its out-of-centre location. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	-	Up to 3,251 sqm of industrial/employment.	

Other sites outside the placemaking areas – Site Allocations

SA50: Land to the South of Millmarsh Lane			
			
Existing Site Information			
Address	Land to the south of Millmarsh Lane, Brimsdown Industrial Estate,		
Site Area	5.09ha		
Existing Use(s)	Industrial and warehousing (B2 and B8)		
Site Considerations			
Flood Zone	1		
PTAL	0		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	No		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment of the site should provide a minimum of 32,500 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	X	X	

Other sites outside the placemaking areas – Site Allocations

SA51: 6 Morson Road			
Existing Site Information			
Address	6 Morson Road, Enfield EN3 4NQ		
Site Area	0.5ha		
Existing Use(s)	Concrete production facility.		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	1b		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	No		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new employment use This should include a minimum of 2,600 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	2600sqm industrial	2600sqm industrial	

Other sites outside the placemaking areas – Site Allocations

SA52: Montagu Industrial Estate			
Existing Site Information			
Address	Montagu Ind Est, Montagu Road, Edmonton N18 3PP		
Site Area	5.67ha		
Existing Use(s)	Industrial estate		
Site Considerations			
Flood Zone	1-3		
PTAL	1a		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Provide a minimum of 38,600 sq m of employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace, to deliver a net increase of 6,615 sq m of employment floorspace. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	X	-	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Capacity Estimate	Approx 6,613 sq m of Industrial		Approx 6,613 sq m of Industrial


Other sites outside the placemaking areas – Site Allocations

SA53: Land West of Ramney Marsh			
Existing Site Information			
Address	Ramney Marsh Mollison Avenue,		
Site Area	12.01ha		
Existing Use(s)	Open land		
Site Considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> Redevelopment should provide at least 70,200 sq m of new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Capacity Estimate	-		Approx. 70,200sqm of industrial

Other sites outside the placemaking areas – Site Allocations

SA54: Car Park Site, Wharf Road			
Existing Site Information			
Address	Car Park Site at Wharf Road, Enfield, EN3 4TA		
Site Area	0.8ha		
Existing Use(s)	Car Park		
Site Considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	No listed buildings on site.		
Impacts an Archaeological Priority Area	Within APA4: Lea Valley West Bank		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should: <ul style="list-style-type: none"> ○ Provide at least 5,115 sq m of new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. ○ Mitigate flood risk. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	At least 5,115 sq m of new employment	At least 5,115 sq m of new employment	

Other sites outside the placemaking areas – Site Allocations

SA55: Land East of Junction 24			
			
Existing Site Information			
Address	Junction 24 (Part New Cottage and Holly Hill Farm) EN6 5QS		
Site Area	11.08ha		
Existing Use(s)	Agricultural land		
Site Considerations			
Flood Zone	1		
PTAL	0		
Heritage Considerations	Within wider setting of locally listed building. Green – heritage constraints; potential to develop; usual methodology for assigning indicative density may not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA 2: Enfield Chase and Camlet Moat Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment of the site should: <ul style="list-style-type: none"> ○ Provide a minimum of 30,550 sq m employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace within LB Enfield. ○ Seek to deliver the redevelopment of the wider site (in LB Hertsmere) to provide a coordinated employment offer. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	-	30,550sqm employment space	

Other sites outside the placemaking areas – Site Allocations

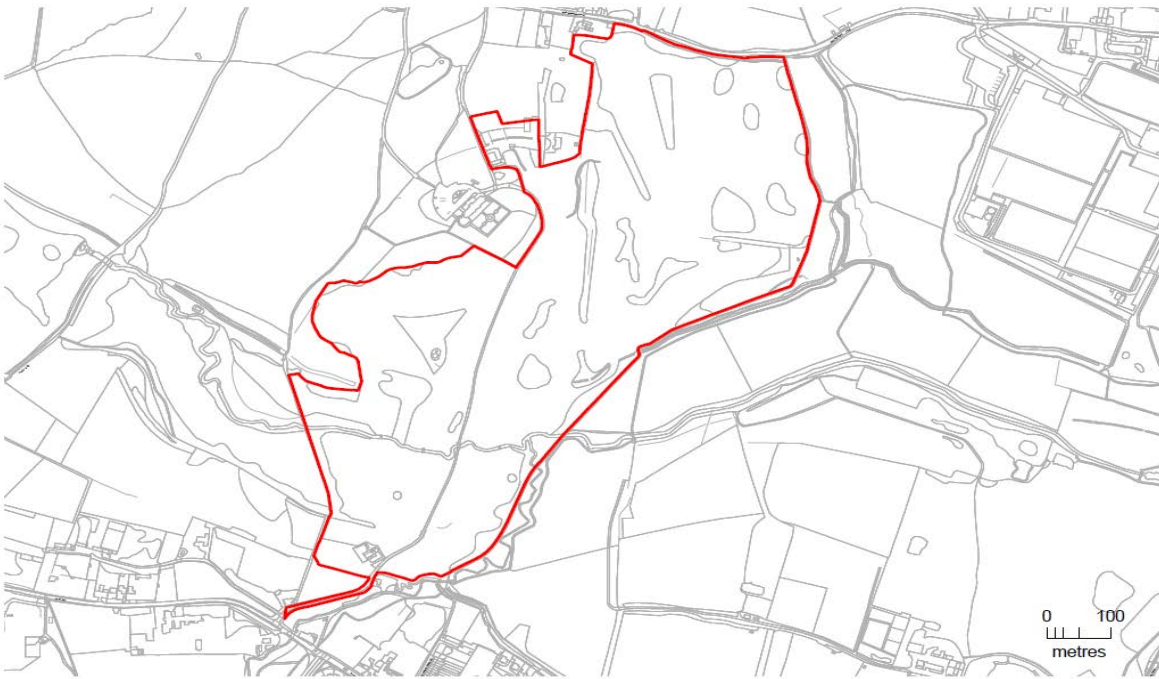
SA56: Land to the North West of Innova Park			
Existing Site Information			
Address	Land to North West of Innova Park, EN3 7XY		
Site Area	3.2ha		
Existing Use(s)	Unused		
Site Considerations			
Flood Zone	1		
PTAL	1b		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> • Redevelopment should: <ul style="list-style-type: none"> ○ Provide at least 16,445 sq m of new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. ○ Address highways impacts of development. ○ Mitigate flood risk 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	Approx 16,445 sq m of Industrial	Approx 16,445 sq m of Industrial	

Other Site Allocations

Other Site Allocations

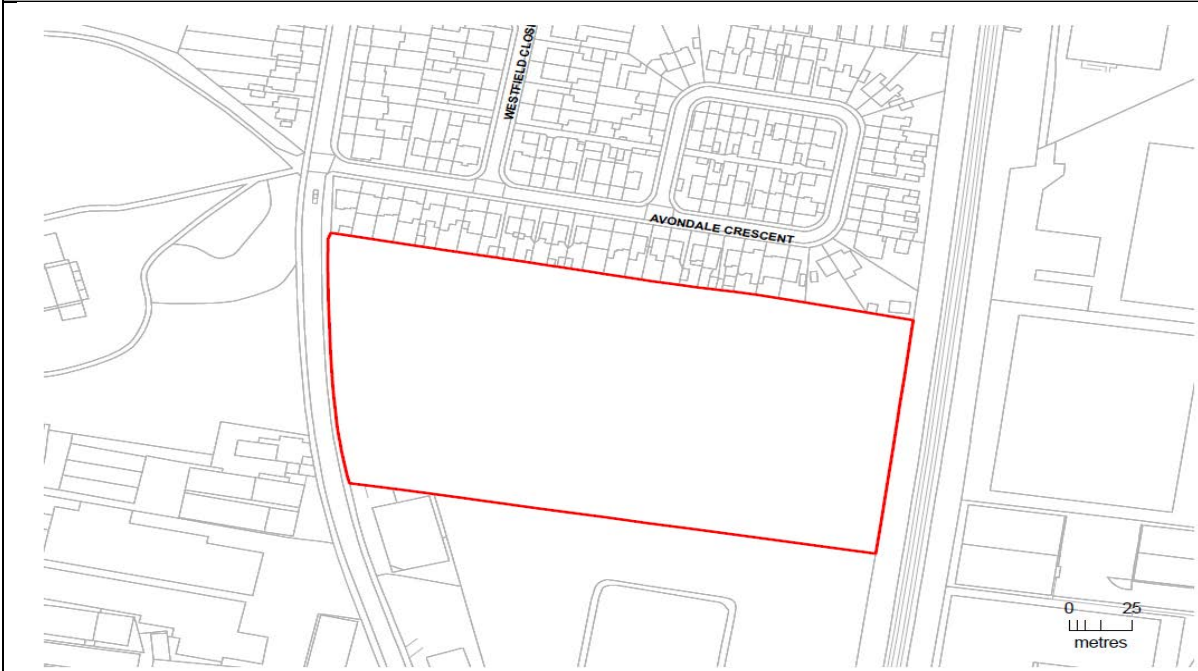
SA57: Land at Picketts Lock			
Existing Site Information			
Address	Land at Picketts Lock, N9 0AS		
Site Area	6.5ha		
Existing Use(s)	Cinema and adjacent land including car park		
Site Considerations			
Flood Zone	1		
PTAL	1b		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide new sports, leisure and recreation facilities 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	Sports, leisure and recreation facilities only	Sports, leisure and recreation facilities only	

Other Site Allocations

SA58: Whitewebbs Golf Course			
			
Existing Site Information			
Address	Whitewebbs Golf Course, Beggar's Hollow, Enfield, EN2 9JN		
Site Area	43ha		
Existing Use(s)	Golf Course		
Site Considerations			
Flood Zone	1		
PTAL	1		
Heritage Considerations	<p>Within locally listed landscape and setting of Forty Hill Conservation Area, Clay Hill Conservation Area, Forty Hill Registered Park and Garden as well as numerous other designated and non-designated heritage assets.</p> <p>Red - significant heritage constraints; heritage impact assessment required; no/little opportunity to develop</p>		
Impacts an Archaeological Priority Area	<p>Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill as well as the setting of Scheduled Monuments. Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide nature recovery uses 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	-	X
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	X	X	

Other Site Allocations

SA59: Alma Road Open Space

**Existing Site Information**

Address	Alma Road Open Space
Site Area	2.648ha
Existing Use(s)	Open space

Site Considerations

Flood Zone	1
PTAL	3
Heritage Considerations	None
Impacts an Archaeological Priority Area	None

Proposal

Land Use Requirements	<ul style="list-style-type: none"> The site should provide new cemetery uses
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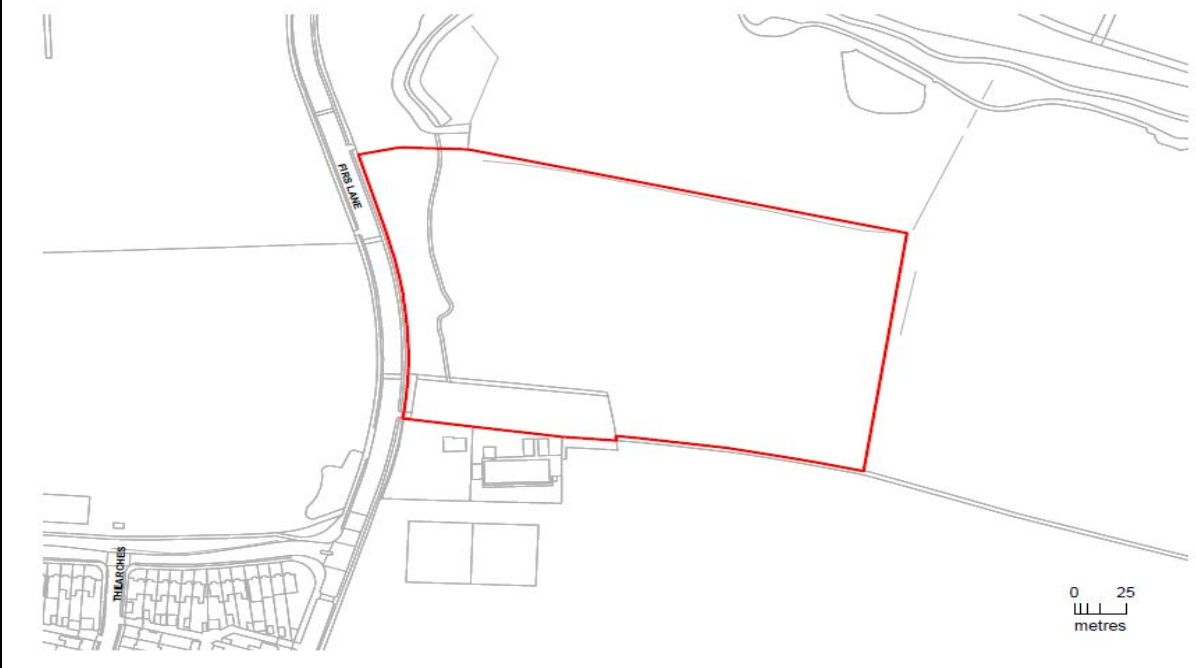
Implementation

Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-

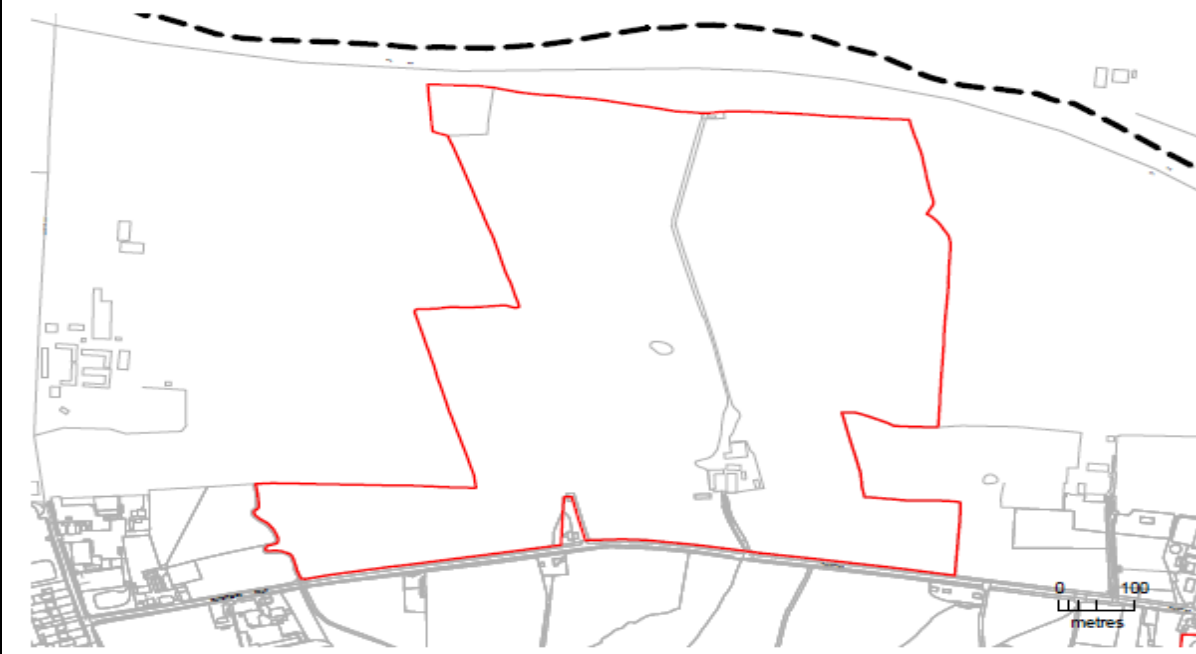
Estimated capacity by proposed Land Use

Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt
Capacity Estimate	Cemetery	Cemetery

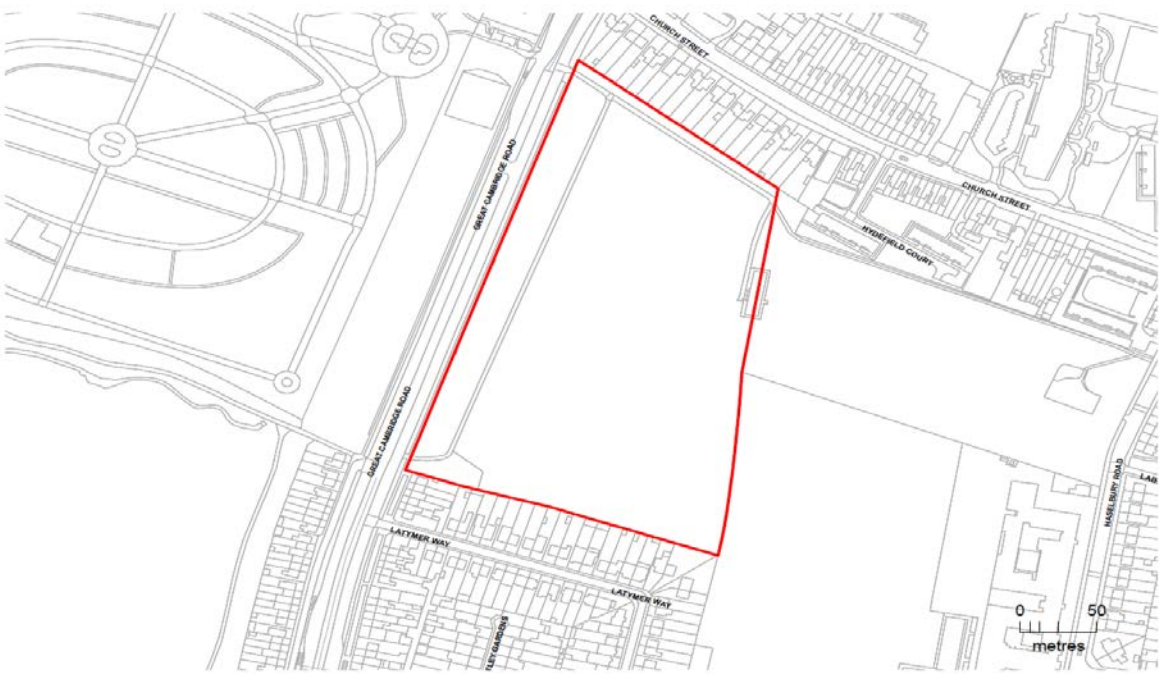
Other Site Allocations

SA60: Firs Farm Recreation Ground			
			
Existing Site Information			
Address	Firs Farm Recreation Ground (Part)		
Site Area	3.669ha		
Existing Use(s)	Playing fields and car park		
Site Considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide a new crematorium use 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	Crematorium	Crematorium	


Other Site Allocations

SA61: Sloemans Farm			
			
Existing Site Information			
Address	Sloemans Farm, EN2 9HW		
Site Area	47.32ha		
Existing Use(s)	Agricultural land		
Site Considerations			
Flood Zone	1		
PTAL	0		
Heritage Considerations	<p>Adjacent to locally listed landscape and within wider setting of additional heritage assets including, but not limited to, a group of Grade II Listed Buildings to the east.</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Impacts an Archaeological Priority Area	<p>Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill</p> <p>Amber – heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required</p>		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide natural burial uses 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only		Medium / Urban area + Green Belt
Capacity Estimate	Natural burial uses		Natural burial uses

Other Site Allocations

SA62: Church Street Recreation Ground			
			
Existing Site Information			
Address	Church Street Recreation Ground		
Site Area	4.43ha		
Existing Use(s)	Open space		
Site Considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	None		
Impacts an Archaeological Priority Area	No		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide a crematorium 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	X	X	

Other Site Allocations

SA63: Land at Tottenham Hotspurs Football Club Training Ground			
			
Existing Site Information			
Address	Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground, Hotspur Way, Whitewebbs Lane.		
Site Area	42.5ha		
Existing Use(s)	Existing football club training centre and surrounding land, including golf course.		
Site Considerations			
Flood Zone	1-2		
PTAL	1a-1b		
Heritage Considerations	In close proximity to many designated heritage assets. Amber - Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Impacts an Archaeological Priority Area	Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill Heritage constraints; potential to develop; usual methodology for assigning indicative density will not apply; heritage impact assessment required; mitigation required		
Proposal			
Land Use Requirements	<ul style="list-style-type: none"> The site should provide professional sport, recreation and community sports/leisure uses, including ancillary related facilities. 		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
	-	X	-
Estimated capacity by proposed Land Use			
Growth Scenario / Spatial Strategy	Baseline / Urban Area only	Medium / Urban area + Green Belt	
Capacity Estimate	X	X	

Appendix C

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APPENDIX C

Type of development	Key priority	Developer contributions formula	Relevant policy
RESIDENTIAL – 1-9 units and site area under 0.5 hectares (borough wide)	Affordable Housing	50% affordable housing onsite where capable of providing onsite affordable housing OR A payment of £X per unit (Number of units X £X)	SP5 Delivering genuinely affordable housing. Amount per unit to be added based on discussions with consultants.
RESIDENTIAL – 1-9 units & loss of employment uses/jobs/land (borough wide)	Business, Employment and Skills	<u>Loss of jobs</u> £3,500 per job loss calculated at the time of submission No. of jobs lost x £3,500 = total payable	DM16: Local jobs, skills and local procurement
RESIDENTIAL – 10-49 units or more than 1000sqm floorspace (borough wide)	Affordable Housing	35% affordable housing onsite where capable of providing onsite affordable housing OR A payment of £X per unit (Number of units X £X)	SP5 Delivering genuinely affordable housing. Amount per unit to be added based on discussions with consultants.
	Tackling Climate Change	<u>Carbon Fund contributions</u> CO ² emitted from the development per year (in tonnes) x £95 (price per tonne) X 30 (years). 0% – 35% - Mandatory planning obligation 35% – 50% - Allowable Solutions with a price of £500 per tonne – Band A 50% – 70% - Allowable Solutions with a price of £300 per tonne – Band B 70% – 100% - Allowable Solutions with a price of £95 per tonne – Band C	DM33: Energy infrastructure, heat and carbon emissions

		<p>CO² emitted from the development per year before any mitigation = A CO² emitted from the development per year after mitigation = B</p> <p>Payment into Allowable Solutions Fund for residual carbon emissions after mitigation to be:</p> <p>Band A Payment: $(B/A - 0.5) \times A \times \text{£}500$ (price per tonne) X 30 (years) if figure is negative or zero, no payment required. If $(B/A - 0.5)$ is negative do not include in Band B and Band C calculation</p> <p>Band B Payment: $(B/A - 0.3) - (B/A - 0.5) \times A \times \text{£}300$ (price per tonne) X 30 (years) if figure is negative or zero, no payment required. If $(B/A - 0.3)$ is negative do not include in Band C calculation</p> <p>Band C Payment: $(B/A) - (B/A - 0.3) - (B/A - 0.5) \times A \times \text{£}95$ (price per tonne) X 30 (years)</p>	
	School and childcare places	<p>£2535 per dwelling</p> <p>No. of units being created x £2535 = total payable</p>	DM44: Education and specialise needs infrastructure
	Training, skills and job brokerage	<p>Submission of an Employment & Skills Strategy showing;</p> <ul style="list-style-type: none"> ➤ 30% of workforce as local labour ➤ 1 apprenticeship/trainee per £3m of contract value to be employed for over 52 weeks <p><u>Shortfall of apprentices</u></p>	DM16: Local jobs, skills and local procurement

		London Living Wage (10.85) x 36 (hours worked a week) x 2 (incentive to fulfil obligation) x 52 (apprentice for full year) + 10% admin fee	
RESIDENTIAL – 50+ units (borough wide)	Affordable Housing	35% affordable housing onsite where capable of providing onsite affordable housing OR A payment of £X per unit (Number of units X £X)	SP5 Delivering genuinely affordable housing. Amount per unit to be added.
	Tackling Climate Change	As above.	
	Parks and open space	<u>Open space</u> An open space payment towards an open space in the vicinity of / impacted by the development will be required where onsite standards are not met. Indicative cost calculation: Residential Open Space Shortfall = Residential yield x Xsqm (target for open space provision) – communal amenity space onsite Then: Calculate the Residential Open Space payment = Open Space Shortfall X £X (cost of provision) <u>Playspace</u> Where play space cannot be provided on site, but open space is provided a discounted contribution will be sought for play space to reflect that onsite open space contributes to informal play space. Indicative cost calculation Play Space Shortfall = Child yield x 10sqm X X (build cost and 5 year repair charge) X 0.5 (50% discount factor)	DM27 Open space, sport and leisure facilities
	School and childcare places	As above	

	Healthy facilities and services	<p>The HUDU formula will be use for the calculation for financial contributions:</p> <p>https://www.healthyurbandevlopment.nhs.uk/our-services/delivering-healthy-urban-development/hudu-model/.</p> <p>Health Impact Assessments will be used to identify and implement measures to mitigate adverse impacts. This analysis and assessment of costs will be calculated by Enfield and CCG analysis of demand and supply and the NHS strategy for health care provisions/ estate planning.</p>	DM40: Improving health and wellbeing of Enfield's diverse communities
	Training, skills and job brokerage	As above	

Appendix D

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Key performance indicators

The following key indicators will be monitored along with commentary on other key social, economic and environmental changes that impact on plan delivery and the delivery context as part of the authority monitoring report. Informed by the strategy in the local plan they are grouped into **seven themes:**

- Design and heritage
- Housing
- Employment
- Retail and town centres
- Environment
- Infrastructure
- Place

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
Design and heritage				
1.	% of appeals allowed on design grounds	SS1: Spatial growth and strategy SS2: Making good places DE1: Delivering a well-designed, high quality and resilient environment	N/A	<ul style="list-style-type: none"> • Appeals • Records from Design Review Panel
2.	Number of designated or non-designated assets: <ul style="list-style-type: none"> • Lost • Subject to harm 	SS1: Spatial growth and strategy SS2: Making good places DE1: Delivering a well-designed, high quality and resilient environment DE4: Putting heritage at the heart of placemaking DE10: Conserving and enhancing heritage assets	N/A	<ul style="list-style-type: none"> • Planning database • Heritage at risk register
3.	Any others?			<ul style="list-style-type: none"> •
Housing				
4.	Net and gross number of new homes completed, started and permitted within the monitoring period	SS1: Spatial growth and strategy H1: Housing development sites	12,460 homes between 2019-2029 including a small sites target as set out in the London Plan	<ul style="list-style-type: none"> • Planning database • On-site monitoring
5.	Capacity for additional housing from developable sites for years 0-5, 5-10 and 10+ of the borough's housing trajectory including small sites	SS1: Spatial growth and strategy H1: Housing development sites	Housing completions including on small sites, measured against London Plan small sites target (set out in the London Plan) annually, and as a proportion of overall housing completions To demonstrate five-year housing land	<ul style="list-style-type: none"> • GLA 2017 SHLAA • Enfield's SHLAA and HELAA

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
			supply on a rolling basis and a fifteen year housing trajectory	
6.	<p>Total number of completed, started and permitted within the monitoring period classified as affordable by unit size, including a breakdown by:</p> <ul style="list-style-type: none"> • Low cost rent (social rent or affordable rent) • Intermediate (London Living Rent or Shared Ownership) • Market 	<p>H1: Housing development sites H2: Affordable housing</p>	<p>Positive trend in percentage of housing completions that are for genuinely affordable housing, measured against the borough wide strategic target of 50%</p>	<ul style="list-style-type: none"> • Planning database • Enfield's Regeneration and Housing team
7.	<p>Affordable housing planning contributions</p>	<p>H1: Housing development sites H2: Affordable housing D1: Securing contributions to manage and mitigate the impact of development</p>	<p>Planning contributions secured towards affordable housing on schemes of less than 10 units, measured annually</p>	<ul style="list-style-type: none"> •
8.	<p>Percentage of units approved and completed which are:</p> <ul style="list-style-type: none"> • M4(2): accessible and adaptable dwellings compliant and • M4(3) wheelchair user dwellings compliant 	<p>H1: Housing development sites H3: Housing mix and type H5: Supported and specialist housing H6: Community-led housing H7: Build to rent H8: Large scale purpose built shared housing H9: Student accommodation</p>	<p>N/A</p>	<ul style="list-style-type: none"> • Planning database

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
9.	Number of beds provided as part of specialist housing schemes completed and permitted within the monitoring period	H1: Housing development sites H8: Large scale purpose built shared housing	GLA target for older persons housing: 70 units per annum between 2017-2029	<ul style="list-style-type: none"> Planning database Enfield's Regeneration and Housing team
10.	Total number of Build-to-Rent units completed and permitted within the monitoring period	H1: Housing development sites H7: Build to rent	N/A	<ul style="list-style-type: none"> Planning database
11.	Number of student beds completed and permitted within the monitoring period and the proportion of which are considered affordable	H1: Housing development sites H9: Student accommodation	N/A	<ul style="list-style-type: none"> Planning database
Employment				
12.	Net gain and loss (sq.m) of SIL and LSIS within the borough (approved and completed)	E1: employment and growth E3: Protecting employment locations and managing change E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites	Positive trend in supply towards a target of 50ha	<ul style="list-style-type: none"> Planning database VOA database On-site
13.	Total affordable employment floorspace proposed and the proportion of overall employment space	E1: employment and growth E3: Protecting employment locations and managing change E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites E7: Providing for workspaces	N/A	<ul style="list-style-type: none"> Planning database
14.	Number of new hotel rooms and floorspace granted planning permission and	SS1: Spatial growth and strategy E2: Promoting inclusive business and job growth CL3: Visitor accommodation	N/A	<ul style="list-style-type: none"> Planning database

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
	completed in the monitoring year			
Retail and town centres				
15.	Increase in supply of retail floorspace, measured against the target of XXX net additional sqm over the plan period (comprising -XX sqm comparison and +XXX sqm convenience goods)	TC1: Promoting town centres TC2: Encouraging vibrant and resilient town centres TC6: Managing the clustering of town centre uses		•
16.	Reduction and stabilisation of town centre vacancy rates in major and district town centres, towards a target of XXX vacancy rates for each centre	TC1: Promoting town centres TC2: Encouraging vibrant and resilient town centres TC6: Managing the clustering of town centre uses		•
17.	No net loss of cultural infrastructure	CL1: Promoting culture and creativity		•
18.	No net loss of public houses	CL6: Protecting and attracting public houses		•
Environment				
19.	Total amount of new publicly accessible open space, new parks (part of large scale development) and play space	BG1: Enfield's blue and green infrastructure network DM BG6: Protecting open space	N/A	• Enfield's Parks team
20.	Net area of designated SINCS through permitted schemes	BG2: Protecting nature conservation sites BG3: Biodiversity net gain, rewilding and offsetting	N/A	• Planning database
21.	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain	BG2: Protecting nature conservation sites BG3: Biodiversity net gain, rewilding and offsetting	N/A	• Planning database

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
22.	A positive trend in approved major applications demonstrating that they meet at least air quality neutral standard for emissions	SE1: Responding to the climate emergency ENV1: Local environmental protection		•
Infrastructure				
23.	No net loss of community infrastructure	SC1: Improving health and wellbeing of Enfield's diverse communities SC2: Protecting and enhancing social and community infrastructure SP CL4: Promoting sporting excellence DM CL5: Sport and recreation		
24.	Number of permitted and completed major schemes designed to achieve the net zero carbon target	SP19: Responding to the climate emergency SP22: Securing contributions to manage and mitigate the impact of development in Enfield SE5: Greenhouse gas emissions and low carbon energy supply		
25.	Total sum of Carbon Offset Funds secured and received through S106 Agreements	SP19: Responding to the climate emergency SP22: Securing contributions to manage and mitigate the impact of development in Enfield SE5: Greenhouse gas emissions and low carbon energy supply	N/A	• S106 monitoring database
26.	Increasing modal share walking, cycling and public transport	T1: Promoting sustainable transport T2: Making active travel attractive and the natural choice	Meeting the Mayor's target of 80% by 2041	•
27.	Number of car-free developments permitted	T1: Promoting sustainable transport T2: Making active travel attractive and the natural choice	N/A	• Planning database
Places				
28.	Allocated sites committed	SS1: Spatial growth and strategy SP2: Sustainability and place making		•

Number	Key performance indicators	Policies in the plan	Target	Source of monitoring information
		SS2: Making good places		
29.	Allocated sites delivered	SS1: Spatial growth and strategy SP2: Sustainability and place making SS2: Making good places PL1: Enfield Town PL2: Southbury PL3: Edmonton Green PL4: Angel Edmonton PL5: Meridian Water PL6: Southgate PL7: New Southgate PL8: London National Park City PL9: Crews Hill PL10: Chase Park		<ul style="list-style-type: none"> •

Acronym buster and glossary

Terms	Description
Accessibility	The ability of people to move around an area and to reach places and facilities. This includes pensioners and disabled people, those with young children and those encumbered with luggage or shopping.
Adoption	Development Plan Documents and the Statement of Community Involvement are described as being adopted when they have been through an independent examination. When they are adopted by the Enfield Council they come into force. Supplementary Planning Documents are adopted by Enfield Council but do not have to go through independent examination first.
Affordable housing	<p>Housing for sale or rent, for those whose needs are not met by market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <ul style="list-style-type: none"> • Affordable housing for rent- meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent) • Starter homes- Generally a starter home is a compact house or flat specifically designed and built to meet the requirements of young people buying their first home per Sections 2 and 3 of the Housing and Planning Act 2016 . • Discounted market sales housing- is that sold at a discount of at least 20% below local market value. Eligibility is based on local incomes and local house prices and provisions should be in place to ensure housing remains at a discount for future eligible households. • Other affordable routes to home ownership- this includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent)
Affordable workspace	Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.
Agent of change	The principle that places the responsibility of mitigating the impact of nuisances from existing nuisance generating uses on the proposed new development.
Air Quality Management Area	An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will not be met.
Amenity	The features of an area, place, open space, building or habitable room that contribute to its attractiveness and comfort. Harm can be caused to amenity

	though excessive overlooking or enclosure, loss of privacy, loss of outlook and loss of daylight and sunlight. The degree of harm will always be assessed on a case by case basis.
Amenity space	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Area of nature deficiency	Areas where people have to walk more than one kilometre to reach a publically accessible Metropolitan or Borough Site of Importance for Nature.
Article 4 Direction	A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.
Area Action Plan (AAP)	A Development Plan Document which sets out a strategy for the future planning of areas with a concentration of proposals for where changes are envisaged.
Authority Monitoring Report (AMR)	This requirement for a local authority to produce an Authority Monitoring Report (AMR) is set out in Section 113 of the Localism Act 2011. The Act requires every local authority to produce a set of reports containing information on the implementation of the Local Development Scheme, the progress and effectiveness of the Local Plan and the extent to which planning policies set out in the Local Plan documents are being achieved.
Biodiversity	Refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.
Biodiversity Action Plan	A strategy prepared for a local area aimed at addressing threatened species and habitats and is designed to protect and restore biological systems.
Biodiversity offsets	Measures to improve existing or create replacement habitat where there are unavoidable impacts on wildlife habitats resulting from development or change of land use.
Build to rent	Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control
BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM)– The standard for assessing the sustainability and environmental performance of buildings.
Brownfield land /sites	Previously developed land/sites which are or were occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
Carbon dioxide (CO2)	Principal greenhouse gas related to climate change.
Climate change	Regional or global-scale changes in historical climate patterns arising from natural and/or man-made causes that produce an increasing mean global surface temperature
Commercial waste	Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.
Community	A 'Community' includes all individuals, groups and organisations that live, work and operate within specific geographic areas.

Community Infrastructure Levy (CIL)	A levy allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.
Community facilities?	Buildings which enable a variety of local activity to take place including, but not limited to, the following: <ul style="list-style-type: none"> • Schools and other educational facilities • Libraries and community centres • Doctors surgeries, medical centres and hospitals • Museums and art galleries • Child care centres • Sport and recreational facilities • Youth clubs • Playgrounds • Places of worship • Emergency services <p>Some community activities can also be provided via privately run facilities (e.g. pubs and shops).</p>
Comparison retail/shopping	These refer to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.
Conservation area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under section 69 s69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Conservation area appraisal	A document defining the special architectural and historic interest which warrants the designation of the conservation area.
Convenience retail/shopping	These refer to shopping for everyday essential items like food, drink, newspapers and confectionery
Core Strategy	A development plan document which sets out the long term spatial vision and strategic objectives of the planning framework for an administrative area. It identifies where new development will take place, its type and scale, protects what is valued about the area and includes the policies needed to deliver the vision and objectives. It is prepared in line with the sustainable community strategy.
Creative and digital industries	Industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property (IP) rights. Potential businesses in the following sectors: visual arts; fashion; architecture; information technology; photography; health tech; museums, galleries and libraries; software and applications; visual effects; broadcasting; publishing; games; design; film and tv; creative tech; performing arts; crafts; advertising and media; music; and animation.
Crossrail 2	Crossrail 2 (formerly known as the safeguarding Chelsea- Hackney Line) will link north east and south-west London. The route alignment is currently being considered by TfL

Development	“The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land.” (Town & Country Planning Act (1990) Part III Section 55).
Developer contributions	This term refers to planning obligations delivered through section 106 agreements, section 38 agreements and section 278 Agreements, as well as money collected through the community infrastructure levy (CIL). These tools are used to secure financial and non-financial contributions (including affordable housing and employment, business and skills provision) or other works to provide infrastructure to support and mitigate the impact of development. However, developments cannot be double charged (section 106 and CIL) to fund the same item of infrastructure.
Development Plan	At a local level the development plan sets out the local planning authority’s policies and proposals for the development and use of land and buildings in the authority’s area and forms the basis for decisions on planning applications. This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents	These include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.
Decentralised energy	The local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production. CHP is often used in District Heating systems, with the heat generated as a by-product of electricity generation being pumped into homes, either as hot water or as steam, through networks of reinforced pipes.
DEFRA biodiversity metric	An effective tool of accounting for the impacts of a proposal on biodiversity and demonstrating that a net gain will be delivered. It also provides flexibility and encourages projects to consider biodiversity from the outset. Use of the metric rewards schemes that minimise their impacts but also gives options to developers in terms of whether necessary mitigation is delivered on or off site. A minimum 10% net gain will be expected unless national standards increase this in the future. In order to properly inform applications, surveys will be required in line with the latest British Standard (BS42020 2013 or its replacement).
Duty to cooperate	The Localism Act (2011) places a ‘duty to cooperate’ on all local authorities and a number of other public bodies which requires on-going, constructive and effective engagement to develop strategic policies and consider joint approaches to plan making.

Early education and care facilities	The terms refer to places where a number of children under five years of age are brought together during part or all of a working day on a regular basis where they can play, learn and receive care (e.g. primary school nurseries, children's centres, pre-school and 'wrap-around' childcare). In the case of further and higher education developments, applicants will be expected to provide evidence of the relevant certification from the Department for Education as well as details of student and staff numbers, enrolment criteria and curriculum details.
Energy efficiency	Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.
Energy hierarchy?	A framework guiding UK energy policy as follows: Use Energy Efficiently (by turning off lights and appliances after use); Use Renewable Energy (wherever possible); Supply Remaining Energy efficiently (by using decentralised technology such as CHP systems). Following this hierarchy meets energy demand in the most efficient way and also reduces emissions of carbon dioxide (CO ₂).
Environment Agency (EA)	Government agency responsible for environmental regulation. Its legal duty is to protect and improve the environment of England and Wales. Created in 1996.
Evidence base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
Examination	Presided over by a Planning Inspector or a Panel of Inspectors appointed by the Secretary of State; this can consist of hearing sessions, or consideration of written representations to consider whether the policies and proposals of the local planning authority's Development Plan Documents are sound.
Integrated Impact Assessment (IIA)	Integrated Impact Assessment (IIA) is a systematic decision support process, aiming to ensure that environmental and possibly other sustainability aspects are considered effectively in policy, plan and programme making.
Independent Examination	The process by which a Presided over by a Planning Inspector or Panel of Inspectors appointed by the Secretary of State; this may consist of hearing sessions, or consideration of written representations to consider if the policies and proposals of the local planning authority's Development Plan Document are sound.
Infrastructure Delivery Plan	This is a live programme of the borough's infrastructure priorities and projects over the course of the plan period and beyond.
Family sized housing	A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.
Geodiversity	The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.
Greater London Authority (GLA)	The GLA is the strategic citywide government for London. It is made up of a directly elected Mayor (the Mayor of London) and a separately elected Assembly (the London Assembly).

Green Belt (Metropolitan)	An area of countryside or land that is protected from inappropriate development in order to prevent the sprawl of existing built-up areas and to protect the openness of the countryside. Green Belts are not designated for their beauty or character, although there are many areas of high landscape quality within the Green Belt. The Metropolitan Green Belt is the protected open space that surrounds Greater London.
Green Chain	Green chains are areas of linked open spaces accessible to the public which provide way-marked paths and other pedestrian and cycle routes. They also enable flora and fauna to migrate around the borough and beyond. Some green chains are designated as Metropolitan Open Land (MOL). The definition covers anything from open spaces, footpaths, river corridors, canals/ towpaths, bridleways, disused railways and railway sidings and can predominantly be found in or adjacent to the New River, Turkey Brook, Salmons Brook and Pymmes Brook and in the vicinity of Boxers Lake.
Green corridor	Relatively continuous areas of open space leading through the built environment, which may be linked to each other and to Metropolitan Open Land and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.
Green industries	The business sector that produces goods or services which, compared to other more commonly used goods and services, are less harmful to the environment.
Green roofs/wall	Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.
Gypsy and traveller site	Site for settled occupation, temporary stopping place or transit for gypsies and travellers.
Habitable room	A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.
Habitable floorspace	Habitable floorspace is all floorspace with a floor to ceiling height of 1.5m or over within a habitable room. Floorspace within habitable rooms with a floor to ceiling height of between 0.9m and 1.5m is counted as 50 per cent of its floor area and any floor area with a floor to ceiling height lower than 0.9m is not counted as habitable floorspace.
Habitat Regulation Assessment (HRA)	An assessment undertaken for plans and projects which have the potential to affect European sites of nature conservation importance.
Heat island effect	Can also referred to as the urban heat island effect and is an effect where the average temperature of an area is higher than nearby rural areas.
Health Impact Assessment	Health Impact Assessment (HIA) is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets (such as Conservation Areas, statutory listed buildings and registered parks and gardens) and undesignated heritage assets identified by the local planning authority (such as the Local Heritage List).
Household waste	All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties, street cleansing and litter collection, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London's municipal waste.
Houses in Multiple Occupation (HMO)	Shared dwelling houses permanently occupied by members of more than one household as their only or main residence, who share basic amenities such as a kitchen or bathroom.
Housing Association	Independent non-profit making bodies that provide low-cost social housing for people in housing need.
Housing Land Availability	The total amount of land reserved for residential use awaiting development.
Infrastructure	Term used to describe the facilities and services necessary for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play-space.
Inclusive design	Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and space
Issues and Options and Preferred Options	The "pre-submission" consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to government for independent examination.
Local Development Documents (LDD)	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan).
Local Development Framework	Term used to describe a folder of documents, which includes all the local planning authority's local development documents setting out the council's aspirations for the future development.
Local Nature Reserve (LNR)	A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities.
Local Plan	The Local Plan contains a series of local development documents (LDDs) that set out how the borough will change and develop in the future and how its places and environs will be protected and enhanced, these are drawn up by the Local Planning Authority.
London Plan	The Mayor of London is responsible for producing a planning strategy for the capital. This replaces the previous strategic planning guidance for London

	(known as RPG3), issued by the Secretary of State. The London Plan is the name given to the Mayor's spatial development strategy.
London Plan Apportionment	Allocates to each individual borough a given proportion of London's total waste (expressed in tonnes) for which sufficient sites for managing and processing waste must be identified within their Local Development Frameworks
Local Planning Authority	The local authority or council that is empowered by law to exercise planning functions.
Locally Significant Industrial Sites	Defined in the London Plan, and are important employment generating sites in the borough.
Legibility	The degree to which a place can be easily understood and traversed.
Lifetime Homes	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments.
Listed buildings	Statutory Listing means that the building is protected by law. This protection extends over the whole building including its interior. It also extends to any object or structure fixed to the building as well as to any freestanding objects or structures, which lie within the curtilage of the building and were erected before 1 July 1948. Listed Building Consent is required for any works that might affect the special interest of the listed building.
Liveability	Refers to the suitability and desirability of an environment or dwelling for living.
Locally listed buildings	The Council maintains a list of buildings of local architectural or historic interest which it believes are worthy of conservation. Local listing brings with it no additional planning controls but is a material consideration when planning applications are considered.
London Plan Central Activities Zone (CAZ)	An area defined in the London Plan where planning policy promotes finance, specialist retail, tourist and cultural uses and activities.
London Plan Opportunity Area	London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Development	Development involving any one or more of the following: (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwelling-houses where - (i) the number of dwelling-houses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within

	<p>paragraph (c)(i);</p> <p>(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</p> <p>(e) development carried out on a site having an area of 1 hectare or more.</p>
Material consideration	A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Metropolitan Open Land (MOL)	Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.
Mixed-use development	A well-integrated mix of land uses (retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes.
Monitoring indicators	Generally, include three types of indicators: contextual indicators, output indicators and local indicators including significant effects indicators. Contextual indicators provide the background information of the Borough such as population, ethnic composition, crime statistics, local history/distinctiveness etc. Output indicators are used to measure policy targets. Some local indicators as significant effects indicators measure the significant effects of the plan or programme along with sustainability appraisal objectives. Some indicators reflecting cross-cutting issues (for example crime figures) provide valuable information to help identify any unintended and unforeseen consequences. Getting continual feedback from monitoring indicators will enable the Council to identify the necessary action to attain the desired outcomes.
Nature conservation	Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.
National Planning Policy Framework (NPPF)	This sets out the Governments requirements on planning policy for England and how it expects them to be applied.
National Planning Practice Guidance (NPPG)	Planning practice guidance published to help explain how the national planning policy framework should be applied.
Natura 2000 network	The European network of protected sites established under the Birds Directive and Habitats Directive (includes SPA, SAC, Ramsar).
Neighbourhood Plan	A statutory plan prepared by a neighbourhood forum that introduces non-strategic planning policies in a designated neighbourhood area.
North London Waste Authority	North London's statutory waste disposal authority. The NLWA's main function is to arrange the disposal of waste collected by its seven constituent boroughs. These boroughs are: Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest.
North London Waste Plan	The Waste Development Plan Document being produced for north London. Also referred to as the Waste Development Plan Document.
Open space	All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or

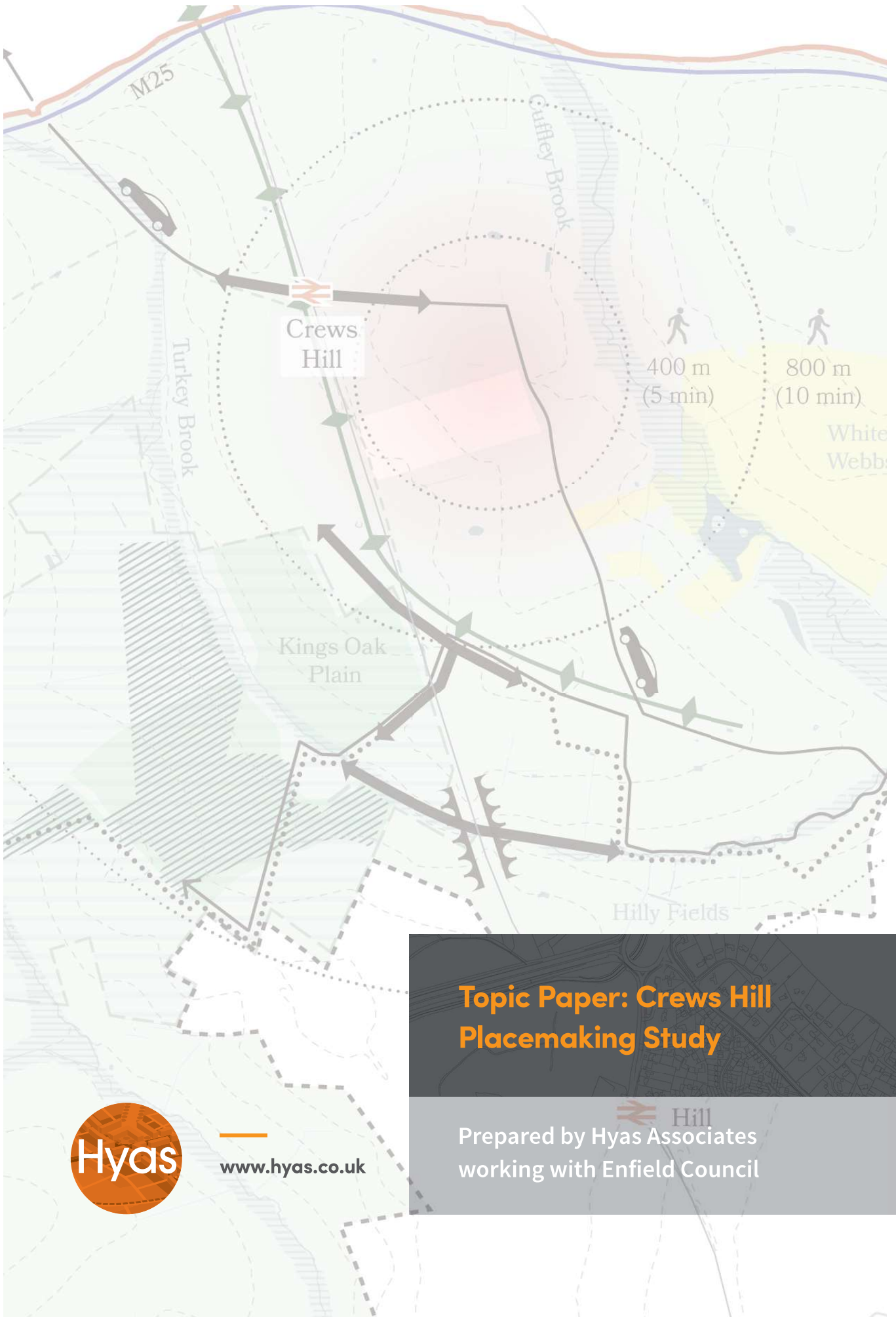
	private ownership and whether public access is unrestricted, limited or restricted.
Opportunity Areas	London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Permitted Development (or Permitted Development Rights)	Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.
Permissive paths	Paths over which the public do not have a right of way but over which permission has been given to the public to use them.
Permeability	The degree to which an area has a variety of pleasant, convenient and safe routes through it.
Planning and Compulsory Purchase Act 2004	National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit https://www.gov.uk/government/organisations/department-for-communities-and-local-government .
The Regulations for the Planning & Compulsory Purchase Act 2004	Town and Country Planning (Local Planning) (England) Regulations 2012 set out the public participation and consultation required when preparing and revising a local plan. Regulations 18, 19, 20 relate to informal and formal consultations for Stage 2 of local plan preparation. Regulation 24 relates to Stage 3 or independent examination of the document.
Planning guidance	Non-statutory strategy and policy documents which inform or amplify policies in planning policy at the local level. These will include old style supplementary planning guidance, supplementary planning documents prepared under the new planning system and set out in the council's local development scheme/local plan delivery programme, town centre strategies, parish plans, design guidance, concept statements, site development briefs and master plans. These will normally be prepared by the council, or endorsed by it where they are prepared by third parties.
Planning condition	A requirement attached to a planning permission to limit, control or direct the manner in which a development is carried out.
Planning performance agreement (PPA)	A project management tool which sets timescales for actions between the local planning authority and an applicant. It should cover the pre-application and application stages but may also extend through to the post-application stage. A planning performance agreement provides greater certainty and transparency in the process for determining a large and/or complex planning application and can help to ensure that a clear and efficient process is in place for dealing with an application.
Planning obligation/financial contribution	Requirements made of a developer to make planning permission acceptable. This could include matters such as the provision of affordable housing as part of the scheme, or a financial contribution towards off site works such as highway improvements.

Previously developed land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Policies Map	The Policies Map (formally called the Proposals Map) illustrates all site-specific policies in all Local Plan documents in map form.
Public House	The licensed premises must be open to and welcome the public without requiring membership or residency, allow free entry (1), serve at least one draught beer or cider (2), allow drinking without requiring food to be consumed, have at least one indoor area not laid out for meals, and permit drinks to be purchased in person at a bar (3), without relying on table service.’ 1) Except when entertainment is provided on limited occasions 2) Includes cask or keg beer or cider. References to 'cider' should be read as 'cider and perry' 3) Includes also a hatch or specific service point
Public realm	The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
Public Transport Accessibility Level (PTAL)	Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network. They range from 6 (excellent) through to 1 (very poor).
RAMSAR Site	Wetlands of international importance designated under the Ramsar Convention
Recycling	Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
Renewable energy	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.
Stakeholder	A person, group, company, association, etc. with an economic, professional or community interest in the district or specific part of it, or that is affected by local developments.
Section 106 agreements	Confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by section 106 of the Town and Country Planning Act 1990.
Secured by design	police flagship initiative supporting the principles of designing out crime; e.g. windows and doors that carry secured by design approval and have been assessed to provide a high degree of resistance to break-ins.

Sequential approach/sequential testing	Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example, retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are or can be well integrated with the existing centre and public transport.
Scheduled Ancient Monuments	(Class 1 Archaeological Areas) – Archaeological remains which enjoy special protection by virtue of being scheduled under the Ancient Monuments and Archaeological Areas Act 1979.
Sites of Importance Nature Conservation	A non-statutory designation that seeks to protect areas of high wildlife value at a local level.
Sites of Special Scientific Interest (SSSI)	Land considered to be of special interest due to its flora, fauna, geological or geographical features under the Wildlife and Countryside Act 1981 (amended in 1985).
Site Allocation	A Development Plan Document identifying sites for specific types of land use and any requirements related to them.
Small and Medium Enterprise (SME)	Business with more than 10 and less than 250 employees.
Social infrastructure	A wide variety of services that are essential to the sustainability and wellbeing of a community. This includes educational facilities, health services, sports and leisure facilities, libraries, jobs brokerage centres, community space and faith facilities, cultural facilities and meeting rooms, halls and pubs.
Social rented housing	Rented housing owned and managed by local authorities and registered social landlords, for which guideline targets rents are determined through the national rent regime.
Soundness	What does a 'soundness test' include? (a) Positively prepared; (b) Justified; (c) Effective; and (d) Consistent with National Policy. For further details see: https://www.gov.uk/guidance/national-planning-policy-framework/3-plan-making
Spatial development	Refers to changes in the distribution of activities and the linkages between them in terms of the use and development of land
Special Area of Conservation (SAC)	A site defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora to protect habitats and species.
Special Protection Area (SPA)	Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.
Specialist housing	Housing which meets the specialised housing needs of groups such as the elderly and disabled people.
Statement of Community Involvement	sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.

Statement of compliance	The statement of compliance must be submitted to the secretary of state at submission stage. It sets out how the statement of community involvement has been followed in the preparation of the document, the main issues raised and how these have been addressed.
Statutory bodies	These include appropriate 'Specific, Government and General' consultation bodies in accordance with Regulation 25 of the Town and Country Planning Act 2004 Regulations.
Strategic Environmental Assessment and Sustainability Appraisal (SEA/SA)	A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.
Strategic Industrial Location/Land (SIL)	An industrial area identified in the London Plan as being of strategic importance for industrial, logistics and related employment uses that support the functioning of London's economy.
Sui generis uses	Uses which do not fall within any Use Class, including scrap yards, petrol filling stations, nightclubs, taxi businesses, and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. yards, petrol filling stations, nightclubs, taxi businesses, and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Supplementary Planning Documents	A Supplementary Planning Document is a Local Development Document that may provide further explanation or elaboration of policies contained in a 'parent' Development Plan Document.
Sustainable communities	Places where people want to live and work, now and in the future.
Sustainable development	A widely used definition drawn up by the World Commission on Environment and Development: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable drainage systems (SuDS)	A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routing run-off through a pipe to a watercourse.
Sustainable development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainability Appraisal (SA)	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of the SEA Directive, aimed at appraising the social, environmental and economic effects of plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
Supplementary planning document (SPD)	A local development document that has not been subject to independent testing and does not have the weight of development plan status. SPDs replace supplementary planning guidance that was part of the old planning system. SPDs also help to amplify the policies contained in development plan documents.
Townscape	The configuration of buildings and the space between them.
Town centre	Areas defined in the local plan occupied by Main Town Centre uses providing a range of commercial, cultural, and civic activities, including shopping, leisure, entertainment, culture and social and community facilities.

Transport for London (TfL)	One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Tree preservation order (TPO)	Usually made by a local planning authority to protect specific trees (or a particular woodland) from deliberate damage and destruction, which could include felling, lopping, topping, uprooting or otherwise wilful damage.
Trees of value	Trees that have the capacity to deliver eco-system benefits in the form of absorbing carbon dioxide (the main greenhouse gas) and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.
Urban greening	The process of providing appropriate types of green infrastructure, such as green roofs and street trees, in urban areas.
Use Classes Order	The Town and Country Planning (Use Classes) Order puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.
Viability appraisal	An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements that can be provided.
Viability review mechanism	A review of development viability defined within a section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision of the lifetime of a proposal.
Windfall housing	Is generally any residential development that is given planning permission on land or buildings not specifically allocated for residential development in LDF.
Work-live space	The flexible use of buildings and space to allow both functions within them.
Water space	Blue/water space.
Zero-carbon	Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.
Zero-emission	Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.



Topic Paper: Crews Hill Placemaking Study



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Prepared by Hyas Associates
working with Enfield Council

Table of Contents

1	Introduction	3
2	Planning Policy Context	5
3	Context & Analysis	13
4	The Placemaking Approach and Concept for Crews Hill	29
5	Next Steps & Approach to Delivery.....	43

Appendices

Appendix 1: Consultation responses on the new local plan for Enfield:

Appendix 2: The new Local Plan for Enfield Vision work

Appendix 3: Outputs from Officer workshop ‘Jamboard’ session.

This study has been prepared by Hyas Associates Ltd, working with the London Borough of Enfield.

1 Introduction

- 1.1 Over the new plan period, Enfield is set to go through a period of rapid growth, change and development with a focus on main town centres, transport corridors & stations, housing estate renewal and regeneration programmes.
- 1.2 The emerging New Local Plan's spatial strategy options include considering growth in the urban area and Green Belt, seeking a balance between social and economic needs and environmental impacts whilst at the same time seeking to meet the expectations of national policy and reflecting the need for all authorities to do more to increase its housing supply.
- 1.3 In order to meet housing needs, a preferred strategic plan-led approach to the release of Green Belt land forms part of the Local Plan's emerging spatial strategy approach to 2039 and beyond. The emerging spatial strategy proposes two large-scale strategic allocations within the Green Belt in North Enfield - on land at and around Chase Park and at Crews Hill. This approach requires good growth principles to be adopted in meeting national policy and the London Plan objectives.
- 1.4 National Planning Policy Guidance notes that local plan allocations should provide sufficient detail "to provide clarity to developers, local communities and other interests about the nature and scale of development (addressing the 'what, where, when and how' questions)." This is particularly important for strategic areas and securing quality placemaking. Achieving design quality is high on the agenda with the focus on 'beauty' and emerging proposals through planning reform and initiatives such as the National Design Guide and National Model Design Code.

Purpose, scope and content of the Topic Paper

- 1.5 The Topic Paper sets out the approach taken to the consideration of potential policy and guidance for the study area, including analysis of the local plan approach; the site context and the available evidence. It forms part of the evidence base for the new Local Plan, setting out the justification for the specific placemaking policy at Crews Hill and ensuring that this large strategic site is planned holistically and on a placemaking basis. A long term approach will be required to deliver a sustainable new community during the current local plan period and the next, and to link with other proposals such as for Crews Hill.
- 1.6 The preparation of the Study has involved the following work areas:
 - Site familiarisation – site visits were undertaken to understand the existing site conditions and context; access arrangements; role and location of green infrastructure and the relationship of Crews Hill to the wider area.
 - Baseline evidence review - included a review of: the representations made at the 2018 Issues and Options stage that are relevant to the area (albeit at that stage the location was not referenced as a location for potential growth); and existing and available plans, strategies and evidence documents.
 - Meetings with officers to gather background evidence and to discuss aspirations for the area and to discuss the evolving placemaking approach.

The Crews Hill placemaking area

- 1.7 Crews Hill lies within the rural north of the Borough. Where Green Belt release is being considered, it offers opportunities to accommodate growth and deliver environmental benefits such as flood water management, biodiversity net gain and improving public access. Crews Hill is one of two Areas of Change in the north of the borough where major transformation is proposed to take place over the plan period with more limited change envisaged outside of these areas. Chase Park is the other Area of Change
- 1.8 Each area of change is considered in its own right, however there are combined opportunities to be grasped by appreciating the context of both areas in the context of the north west of the Borough and related to proposals for green infrastructure interconnectivity between these two areas, and many assets across the north of the Borough.
- 1.9 Figure 1 below show the area covered by the placemaking area and approach at Crews Hill as set out in this Topic Paper.

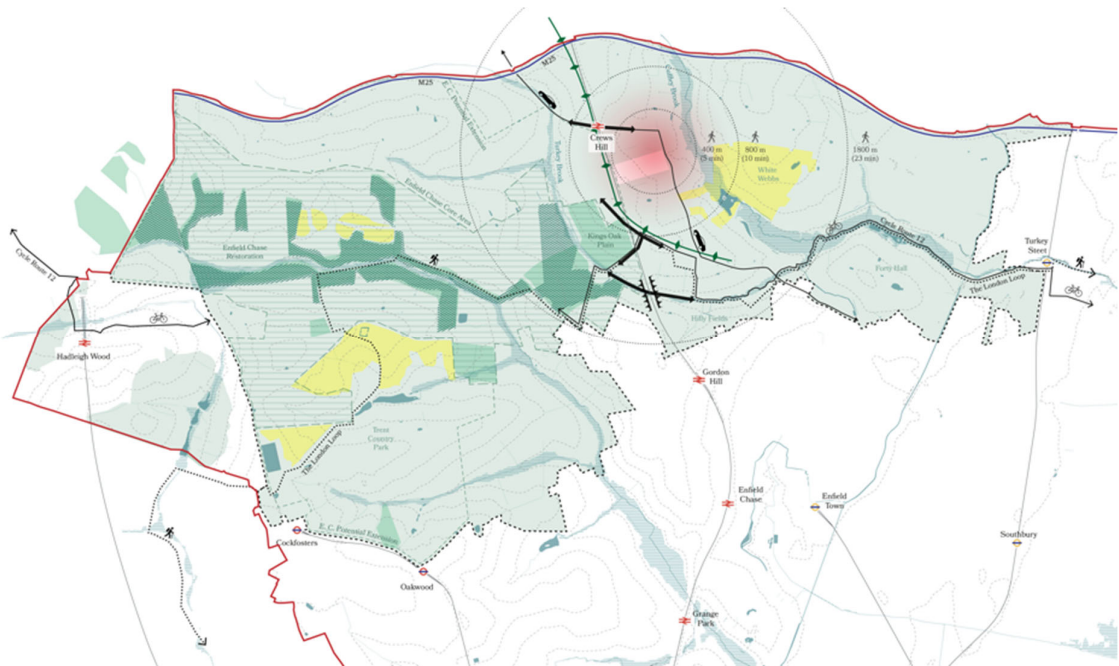


Figure 1: Crews Hill area context

2 Planning Policy Context

- 2.1 This section sets out the wider policy context and drivers for design and placemaking, from the borough's vision and wide-ranging local plans and strategies to the strategic policy context influencing development in Enfield.
- 2.2 The section goes on to review the responses and outcomes from previous stages of the Local Plan preparation that are of particular relevance to potential change at Crews Hill.

Policy drivers for design and placemaking

Strategic Policy Context

- 2.3 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It is legally part of each of London's Local Planning Authorities' Development Plan and must be taken into account when planning decisions are taken in any part of Greater London. Enfield's Local Plan must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably. A 'good growth' approach underpins the whole of the London Plan 2021 which sets out six good growth objectives:
- GG1: Building strong and inclusive communities, planning with both existing and new communities, making new connections and eroding inequalities.
 - GG2: Making the best use of land, accommodate growth while protecting the Green Belt, more efficient uses of the city's land, directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.
 - GG3: Creating a healthy city, the scale of London's health inequalities is great and the need to reduce them is urgent, the mental and physical health of Londoners is, to a large extent, determined by the environment in which they live
 - GG4: Delivering the homes Londoners need, providing a range of high quality, well-designed, accessible homes is important to delivering Good Growth, ensuring that London remains a mixed and inclusive place in which people have a choice about where to live.
 - GG5: Growing a good economy, the continuing success of London's economy is reliant upon making the city work better for everyone.
 - GG6: Increasing efficiency and resilience, a responsible city must limit its impact on climate change while adapting to the consequences of the environmental changes that human behaviour is already creating London's homes and infrastructure must be protected against the increasing likelihood of heatwaves, and developments must plan for a more integrated approach to water management, while minimising flood risk.

- 2.4 Good growth looks to make the best use of land through protecting open space, promoting the creation of new green infrastructure and urban greening, and improving access including planning sustainable travel options (policies G3 & G4). A green infrastructure approach (policy G1) recognises that the network of green and blue spaces, street trees, green roofs and other major assets such as natural or semi-natural drainage features must be planned, designed and managed in an integrated way.
- 2.5 Policy D1 focuses on London’s form, character and capacity for growth – with an emphasis on defining an area’s character to understand its capacity for growth with all Boroughs undertaking area assessments to define the characteristics, qualities and value of different places. Development plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. The built environment, combined with its historic landscapes, provides a unique sense of place, whilst layers of architectural history provide an environment that is of local, national and international value (policy HC1). London’s rich cultural offer includes visual and performing arts, music, spectator sports, festivals and carnivals, pop-ups and street markets, and a diverse and innovative food scene, which is important for London’s cultural tourism (policy HC 5).
- 2.6 The London Plan requires development plans and development proposals to support and facilitate the delivery of the Mayor of London’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 (policy T1). All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated. Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing.
- 2.7 A Healthy Streets approach (policy T2) provides the framework for putting human health and experience at the heart of planning London - embedding public health in transport, public realm and planning. Streets must be welcoming places for everyone to walk, spend time and engage with other people - necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test set out for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.
- 2.8 The London Plan links to, draws and works alongside a series of key strategies and initiatives for London which include:

- **Good Growth by Design**, a united programme of work to enhance the design of buildings and neighbourhoods for all Londoners - the Mayor of London's plan to create a city that works for all. New development should benefit everyone who lives in London and be sensitive to the local context, be environmentally sustainable and physically accessible. Six pillars of Good Growth by Design are Setting Standards, Applying the Standards, Building Capacity, Supporting Diversity, Commissioning Quality & Championing Good Growth by Design.
- **The Mayor of London's Environment Strategy** (May 2018) was one of the first plans of any world city to be compatible with the highest ambition of the Paris Agreement. It commits London to be a zero carbon city by 2050 and puts a number of policies and programmes in place to achieve this objective. The Mayor of London has committed to increasing tree canopy cover by 10 per cent by 2050, to c31% of the capital's land area and to make more than half of London green by 2050. The strategy aims for London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities.
- **Zero carbon London:** A 1.5°C compatible plan (December 2018) seeks to urgently increase the number of buildings retrofitted with energy efficiency measures, continue grid decarbonization, offset any increases in London's energy demand should be offset by energy efficiency deployment and increasing use of smart technology to smooth peaks in demand, decarbonise transport and increase the use of active and public transport.
- **London National Park City:** declared in July 2019 with a charter which sets out key actions to make London a city where people, places and nature are better connected and as a movement to improve life in London. Working with residents, visitors and partners to: enjoy London's great outdoors more; make the city greener, healthier and wilder; and promote London's identity as a National Park City
- **All London Green Grid Supplementary Planning Guidance**, March 2012: highlights a number of strategic links and corridors in the borough in the All London Green Grid which includes the Salmon Brook Link and the Turkey Brook Link which follows the London Loop from the Lee Valley Walk at the Prince of Wales Open Space via Albany Park and through built areas connecting to Forty Hall Country Park, Hillyfields Park and Whitewebbs Park.
- **London Recovery Board and London Recovery Programme** aims to: reverse the pattern of rising unemployment and lost economic growth caused by the economic scarring of COVID-19; support communities, including those most impacted by the virus; help young people to flourish with access to support and opportunities; narrow social, economic and health inequalities; and accelerate the delivery of a cleaner, greener London.

- **The Mayor of London's Transport Strategy 2018** establishes that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This will help address many of London's health problems, by reducing inactivity and cleaning up the air. This requires improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, services to make public transport the most attractive option for longer ones. Changing the transport mix will put people back at the heart of the transport system, prioritising human health and experience over traffic dominance. Growth should encourage walking, cycling and the use of public transport and minimise the use of the car with development suitably located where there is good access to public transport. These locations will create high-density, mixed-use places where local amenities are within walking and cycling distance, and public transport options are available for longer trips.

Local Policy Context

- 2.9 The Council's vision and key strategies for Enfield provide important context for the study area and the overall Local Plan approach. This section highlights key ambitions and aspirations for the borough of Enfield. The council's wider vision is set out in 'A lifetime of opportunities for everyone' the Enfield Council Plan 2020-2022. Three priorities are identified as set out below along with four cross-cutting themes that inform the Council's work to deliver transformation in the borough: A modern council; Climate Action; Fairer Enfield; & Early Help:
- 2.10 Priority 1: Good homes in well-connected neighbourhoods, with priorities to build more and better homes for local residents; invest in and improve homes; deliver house-building and regeneration programmes with residents; and drive investment to deliver good growth for London.
- 2.11 This approach aims to ensure that anyone born in the borough has a home to grow up in, where they can choose to stay in and age in, to develop homes and neighbourhoods for people on different incomes, which help people of all ages live healthier and more environmentally sustainable lives and to put public spaces at the heart of the community, strengthening the connection between people and the places they live.
- 2.12 Priority 2: Safe, healthy and confident communities, with priorities to keep communities free from crime; inspire and empower young Enfield to reach their full potential; deliver essential services to protect and support vulnerable residents; and create healthy streets, parks and community spaces.
- 2.13 As Enfield's population continues to grow it is important that people of all ages can access the essential support services they need, with increasing older and young populations in the borough.
- 2.14 Priority 3: An economy that works for everyone, with priorities to: create more high-quality employment; enhance skills and connect local people to opportunities; develop town centres that are vibrant, safe and inclusive; and, craft a cultural offer for Enfield to support London's status as a world class city

- 2.15 The creation of a dynamic economy looks to provide high quality employment opportunities for local people and make Enfield a prime destination for business. This involves making the most of long-established manufacturing and logistics industries, Enfield's heritage as a 'making' place and a growing base of creative industries and addressing the challenges facing town centres.

Key Strategies and Plans for Enfield

- 2.16 Local plan policies and site allocations will play a key role in helping to achieve the visions, priorities and objectives of various key strategies and plans for Enfield which are summarised in the table below.

Enfield Climate Action Plan 2020 (reflecting the 2019 Climate Pledge)	An Economy that Works for Everyone, Enfield's Economic Development Strategy
<p>Vision: To work with staff, suppliers, residents, businesses, schools, statutory partners and government to become a carbon neutral organisation by 2030 and create a carbon neutral borough by 2040.</p> <p>Underpinning assumptions (for borough carbon neutrality): around a 25% net increase in green infrastructure, higher recycling rates, most energy generated nationally by wind, solar, hydroelectric, nuclear and decentralised energy, around 6,000 heat pumps installed every year and an expansion of the Council-owned Energetik community heat network, 100% of cars electrified, and all new builds meeting or exceeding the London Plan carbon neutral standards.</p>	<p>Four objectives: Create more high-quality employment; enhance skills and connect local people to opportunities; develop town centres that are vibrant, safe and inclusive and craft a cultural offer for Enfield to support London's status as a world class city.</p> <p>Aims for 2030: transformed Enfield's business base; upskilled residents to take full part in high-growth industries through new job opportunities, apprenticeships, training and education provision; transitioned our town centres from traditional retail hubs to places of welcome and exchange; and established Enfield as a leading London borough for fostering and enabling culture and creativity.</p>
Housing & Growth Strategy 2020-2030, More and Better Homes	Making Enfield, Enfield Heritage Strategy
<p>Five priorities: More affordable homes for local people, investment in existing council homes, quality and variety in private housing, inclusive placemaking, and accessible housing pathways and homes for everyone.</p> <p>Five underpinning principles for homes and places: Affordable to Enfield residents, safe and good for health and wellbeing, child, age and disability friendly, environmentally sustainable and digitally connected.</p>	<p>Vision for Enfield: Heritage for change - engaged, cherished, conserved and enjoyed.</p> <p>Key emphasis: memory-making, recording and telling stories about places; high quality of design; the heritage significance of green spaces across the borough, from the grand-scale formal landscapes through to parks and incidental green spaces; and the important role of waterways in the development of the borough.</p>

Blue and Green Strategy 2021-2031, May 2021	Culture Connects: A Cultural Strategy for Enfield 2020-2025
<p>Vision: By 2031, Enfield will be London’s greenest borough, forming the cornerstone of London’s national park city.</p> <p>For people: supporting longer and healthier lives, benefiting from cleaner air, water and improved access to open spaces and water spaces. Increasing visitor numbers and levels of physical and recreational activity. Reducing the longstanding gap between affluent (in the west) and deprived (in the east) wards in terms of access to open space and nature will have narrowed.</p> <p>For places: A network of green links will be created/enhanced within the green loop to connect urban centres with blue-green spaces. The arc of open countryside to the north and west of the main built-up area will be transformed into a publicly accessible parkland landscape, with over 300 hectares of new native species woodland (known as “Enfield Chase”). Enfield’s streets and public areas will be significantly greener, safer and more active & cars will no longer be the dominant mode of travel.</p>	<p>Vision: to connect Enfield through culture....as culture connects us, we will see the borough grow its economy and promote its identity more widely as a bright and diverse mix of city, countryside and creativity.</p> <p>Cultural infrastructure: the spaces and places where culture is made, experienced and shared.</p> <p>On the ground: physical conditions and spaces that create a platform for and generate cultural activity. From the macro scale, Enfield’s green spaces and urban landscapes, its connectivity and status as an outer London Borough, it’s theatres and venues; to the micro scale, the local hall or corner of public realm that hosts rehearsals or events.</p> <p>Celebrate: to help create fertile ground within which culture can flourish, both professional and grassroots. celebrate, strengthen and amplify the borough’s cultural identity, championing its rich and unique community diversity, it’s creativity and it’s heritage</p>
Enfield Transport Plan 2019	Joint Health and Wellbeing Strategy, 2020-23
<p>Strategic Fit: within the mayoral Transport Strategy’s framework of achieving more journeys made by walking, cycling and public transport and the nine MTS outcomes.</p> <p>Seven transport objectives: 1) Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough; 2) Promote safe, active and sustainable transport to and from schools; 3) Monitor air quality and develop and deliver interventions which address local issues; 4) Manage growing demand for on-street parking; 5) Focus on and improve priority</p>	<p>Vision: Making the healthy choice the first choice for everyone in Enfield. Preventing the preventable which use up NHS resources. Attempting to control and shape the determinants of poor health (i.e. the ‘causes of the causes’), particularly the local physical environment. Altering some of society’s norms of behaviour and remove the underlying causes that make certain behaviours and conditions more common. The overall aim is to reduce health inequalities by helping Enfield residents to eat well, be active, be smoke free and be socially connected.</p>

<p>locations making them safer for vulnerable road users; 6) Improve local reliability of and accessibility to the public transport network; 7) Maintain and improve the transport network in Enfield including developing potential interventions.</p> <p>Health outcomes: supporting the Corporate Plan objective to build measures into all our strategies and projects that will help improve people's health.</p>	<p>Identified enablers: housing, education, welfare and work; social prescribing; supporting resilience; building capacity and integration.</p> <p>Key issues: Persistent health inequalities, some of the highest obesity levels in London across all age groups, poor mental health, which has been exacerbated by Covid-19, High levels of poverty and poor access to good quality green space in the east of the borough behaviours and lifestyles.</p>
<p>Air Quality Action Plan</p>	<p>Local Flood Risk Management Strategy 2016</p>
<p>Rationale: Air quality assessments undertaken by Enfield Council identified that the Government's air quality objective for annual mean nitrogen dioxide and daily mean PM10 were not been met by the specified dates.</p> <p>AQMA: as a consequence the Council designated an Air Quality Management Area (AQMA) across the whole of the Borough and produced an Air Quality Action Plan in recognition of the legal requirement to work towards air quality objectives within the borough.</p> <p>Priorities: reflects that most of the air pollution in the Enfield AQMA is caused by road traffic by including measures to reduce the pollution emitted from vehicles on the roads. Also addressing emissions from non-road sources such as industrial, commercial and domestic activities. Increased walking, cycling and public transport use and low traffic neighbourhoods are key parts of the action plan. Exposure to poor air quality can have a long-term effect on health and air pollution can also have negative impacts on our environment.</p>	<p>Objectives: 1) Flood risk information; 2) Maintain flood risk management assets 3) Flood risk and development – ensure new development is safe from flooding, does not increase flood risk elsewhere and, through the re-development of previously developed land, reduces overall flood risk; 4) Reduce runoff rates – retrofit sustainable drainage to existing developments, store flood waters in parks and other open spaces during extreme flood events and apply natural flood management techniques where opportunities exist; 5) Protect existing properties from flooding; 6) Preparedness and resilience; 7.)Emergency response to flooding 8) Partnership.</p> <p>Requirements: a) all new developments to maximise the use of SuDS and restrict surface water runoff rates to greenfield rates where possible; b) Natural flood management - land management practices in the rural areas and alteration, restoration or use of landscaped features to slow runoff rates and reduce flood risk downstream; c) Safe dry access routes and finished floor levels.</p>

The new local plan for Enfield

- 2.17 Representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) are included at Appendix 1 of this Topic Paper.
- 2.18 The outputs from further engagement in early 2021 that informed the evolution of the local plan Vision are summarised in Appendix 2.

3 Context & Analysis

- 3.1 This section draws together findings of the review of the evidence base for the Local Plan, including the outputs from ‘clinic’ sessions with key officers from a number of service areas at the Council. It sets out the context for the placemaking area and subsequent design approach and outlines a number of opportunities and challenges which help to shape the future of the area.

Evidence base summary analysis

- 3.2 Evidence gathering for the preparation of the placemaking approach for Crews Hill has been structured on a thematic basis, with the themes set out in Figure 2 below reflecting a range of land use planning related issues.

1. Spatial Vision & Strategy	6. Landscape - character, sensitivity, enhancement	11. Employment land and business needs – land requirements (quantity & type), improving productivity, inclusive growth	16. Environmental protection – air quality; noise; light pollution; contaminated land
2. Housing – development needs & housing mix, types, demand, (incl gypsies and travellers)	7. Open space – burial land, formal open space, outdoor sport & recreation	12. Built character – urban character, heritage assets and characteristics	17. Minerals and waste
3. Climate change	8. Flood, water management & drainage	13. Transport – walking, cycling, PT, highways	18. Culture
4. Viability & deliverability, market conditions	9. Biodiversity - rewilding, ecological networks, nature recovery, natural solutions	14. Utility and energy infrastructure -	19. Planning history/context background
5. Green belt assessment	10. Green and blue infrastructure – corridors, networks,	15. Social infrastructure – education, health, community hubs/centres, libraries requirements & deficits	20. Public health / health and well-being etc.

Figure 2: Evidence Topics

- 3.3 Analysis of the constraints and opportunities for development of the Crews Hill placemaking area from the thematic evidence base analysis has been summarised according to a number of important “components of place” which provide a potential structure for any proposed placemaking policies.

Distinctiveness in the Landscape; Accessibility and variety of Open Space

Opportunities:

- 3.4 Utilise the topographical setting of the hill, extending up to the surrounding brook, as the setting for a distinctive new community, set apart from existing built form in the north of the Borough. The Hill enjoys east, west and southerly aspects offering contrasting settings within the allocation area and bounded by the M25 to the north.

- 3.5 Development here provides an opportunity to increase the usability of the landscape, promoting different approaches to the role of open space, including opportunities for rewilding. Important features in the landscape such as the Enfield Chase Heritage Area AOSC (Area of Special Character) and Lee Valley AOSC should be enhanced, with ridges and valleys retained.
- 3.6 New development should be guided by existing landscape characteristics to determine suitable locations and integration of a variety of building forms and adaptations for climate change. This should reflect the influence that topography has had on the land use pattern and development form across the borough, with higher densities found on the flatter valley floor and a looser and lower density form on sloping and higher ground. The areas differ in this respect offering distinct opportunity at Crews Hill to create relationships between built form and landscape which contrast around the topography which is Crews Hill.
- 3.7 Opportunities should be maximised to improve the quality, character and historic significance of the landscape/townscape (such as the registered parks at Trent Park, Forty Hall, and Myddelton House) within or adjacent to the Green Belt, primarily through environmental improvements and careful management of unauthorised uses and areas of public access. Development proposals within or on the edge of the Green Belt can contribute towards improvements to enhance green wedges and corridors and the wider green infrastructure network, including the connectivity of habitats and green routes and creation of new open spaces, linkages, green grid routes and corridors.

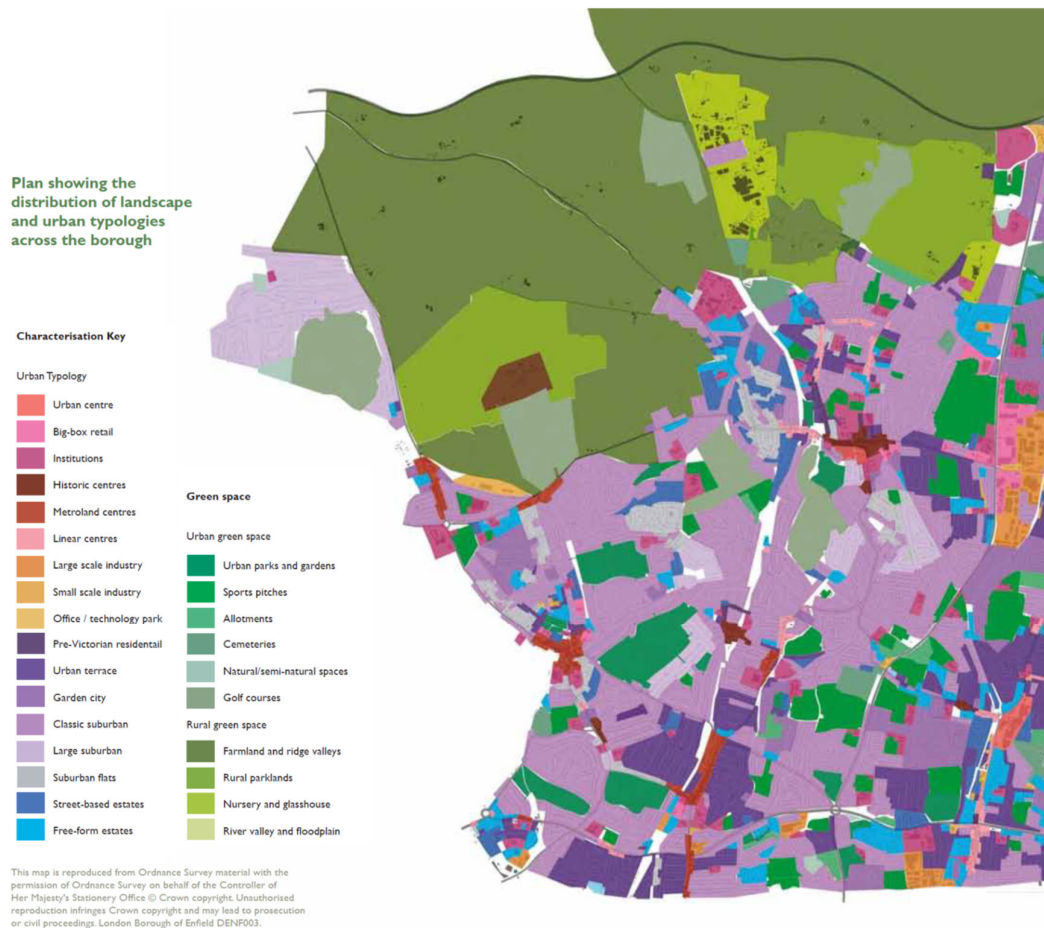


Figure 2: Landscape and urban typologies. Source: Enfield Characterisation Study 2011

- 3.8 Development provides an opportunity to improve connectivity between open spaces, recognising that access for those without a car is more limited. Improvements to streetscapes and public realm to provide family friendly places and incorporate new open spaces/play spaces within new development can further improve access. This can also help address inclusive access issues, in line with the Local Plan's aspiration to create a borough that is a nurturing place for all. A local loop trail (known as the Green Loop) and a network of 'green spurs' is proposed along the rivers and key routes of the borough and provides a further opportunity to enhance connectivity, including with the London Loop – a strategic walking route which encircles the Capital. Development provides an opportunity to open up the landscape to quality recreational and nature experiences.
- 3.9 There are opportunities to protect and enhance the existing priority habitats and species, mostly concentrated in the open countryside but also scattered across semi-natural corridors, such as railway lines and watercourses, as identified in the Enfield Blue and Green Strategy. There are also strategic habitat opportunities for woodland planting identified by the Environment Agency including riparian woodland, floodplain woodland potential and wider catchment woodland potential. There are also opportunities to enhance heritage value through recreation of the Chase Woodland.

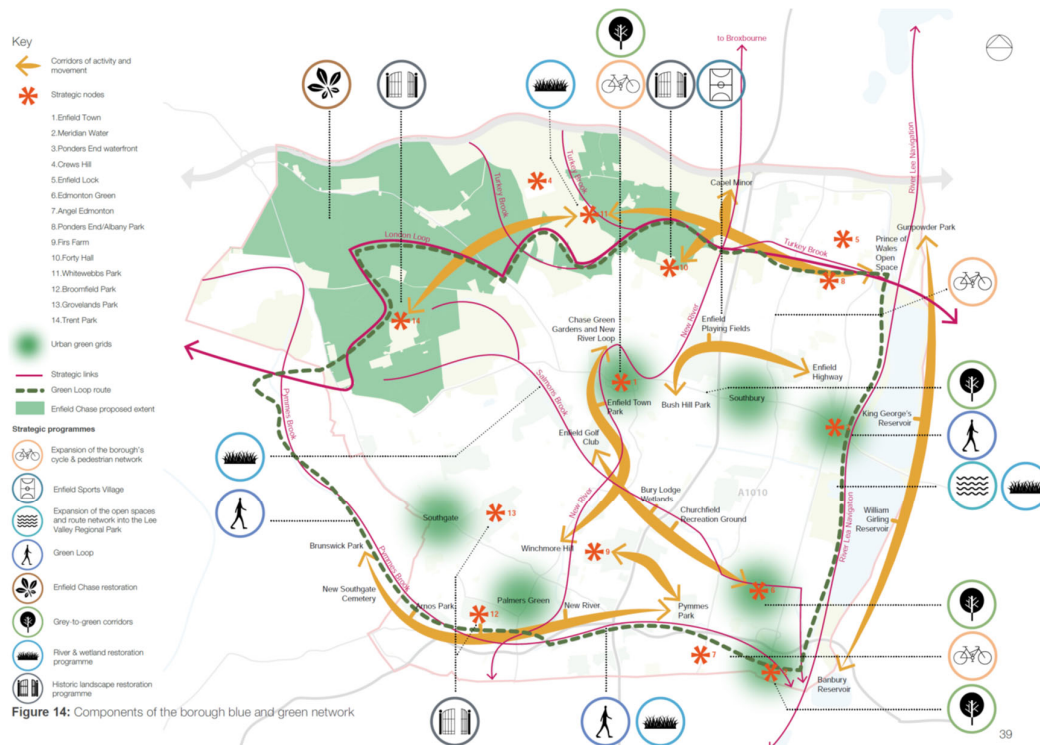


Figure 3: Components of the borough's blue and green network, Source: Enfield Blue and Green Strategy, May 2021

Challenges:

- 3.10 There is a risk that poor land management can adversely impact local character and that creeping development will occur if fringes and interfaces to support high quality gateways are not in place.
- 3.11 Given the Crews Hill separation from the northern boundary of the borough's existing built form, to stimulate a thriving community a mix of uses, facilities and service will need to be provided to support this. In particular, delivery of supporting infrastructure will need to be carefully coordinated within early phases to ensure a successful new community.
- 3.12 East-west connectivity across the borough and to the Lee Valley is limited by the area's industrial legacy and by a range of natural and man-made barriers including water courses, roads and railway lines resulting in deficiency in access in the east, centre and north-west of Enfield. The restoration of Enfield Chase may require connectivity interventions to ensure good local access.
- 3.13 Areas of deficiency on access to nature (over 1km walking distance from SINC, Site of Importance for Nature Conservation), are principally in the north west of the borough (north west of Enfield Chase), and straddling the A1010 – A10 corridor between Enfield Highway and Lower Edmonton. There is a SINC in the placemaking area.

Character Response to Context

Opportunities:

- 3.14 There is strong support through the London 'Good growth by Design' publication, to enhance the design of buildings and neighbourhoods. All development should be delivered through a design-led approach and informed by an understanding of local character reflecting the borough's unique character which is influenced strongly by its topography and balance of development and landscape.
- 3.15 There are many areas of real quality both in terms of highly attractive and well managed sections of rural landscape and historic centres within the urban areas of the borough, and these areas are to be celebrated.
- 3.16 The borough is crossed and connected by a series of historic connections and major routes and there is a need to ensure these routes continue to provide a focus and a sense of place for local centres, and support the network of local connections. Key routes act as gateways - the major road and rail routes act as important gateways into the borough and therefore the quality of the environment immediately around them has an impact on how the borough is perceived.
- 3.17 Heritage will be central to successful place making as part of growth. It can anchor new development and contribute to Enfield's sense of place. Existing vision established in the Making Enfield, Enfield Heritage Strategy: "Heritage for change - engaged, cherished, conserved and enjoyed". Green spaces across the borough have heritage significance, from the grand-scale formal landscapes through to parks and incidental green spaces around planned estates.
- 3.18 Ecological heritage - the borough's northern green spaces can be sensitively shaped to create a unique heritage-led environmental destination with a complementary culture and leisure offer.
- 3.19 Enfield has a rich base of community cultures, with unique heritage stories and creativity which shapes the borough's cultural identity. This can be made more visible through the town centres and new development areas, adding character and interest for everyone of all ages.
- 3.20 Culture Connects: A Culture Strategy for Enfield 2020-2025 sets the ambition for Enfield, including the visions of: "...We want to connect our rich history of cultivation and industry with creative activity throughout our green spaces, homes and town centres, our young people with opportunity, our diverse communities with shared celebrations and events..." The Culture Strategy will support cultural activity that in turn, will support the borough's health, educational attainment and employment objectives, and activity which reflects the borough's unique heritage and shares stories will support a cohesive community sense of belonging and well-being. The music, food and traditions of the borough's diverse communities are celebrated through community festivals and events that take place year.

- 3.21 Together with new affordable workspace for creative individuals and SMEs, focused efforts could position Enfield as north London's centre for creative employment, building on neighbouring Tottenham's creative enterprise zone that has begun to establish and Waltham Forest's recent year as Borough of Culture.

Challenges:

- 3.22 The continued pressure for northerly development is evident at the urban-rural fringe where the intensification and extension of the urban area.
- 3.23 Whilst the green spaces surrounding the Crews Hill area are recognised as valuable, their relative heritage value is not fully understood. With the introduction of E-W connections, Trent Park to the west of Crews Hill will become more easily accessible. Trent Park is of national value, an all-site management plan would benefit all users and ensure that the fragile historic ecology and historic form of the park can be best protected. Other historic landscapes nearer to Crews Hill include the area to the south of Crews Hill, within the Clay Hill conservation area, and further south within Hilly Fields, and the White Webbs area to the east includes an ancient woodland designation. Increased accessibility of these areas proximate to the Crews Hill area may present further challenges to protecting them as important landscapes.

Sustainable Movement & Connectivity

Opportunities:

- 3.24 The London Mayor has made a manifesto commitment to make more than half of London green by 2050. The All London Green Grid Supplementary Planning Guidance (March 2012) highlighted the Salmon Brook Link and Turkey Brook Link as strategic links and corridors in the borough.
- 3.25 The vision in the Enfield Blue and Green Strategy outlines that by 2031 Enfield will be London's greenest borough, forming the cornerstone of London as a national park city. It also highlights the opportunity to minimise the gap between east and west in terms of access to open space; identifies opportunities to maximise green tourism activities, increase food production and increase active participation. The strategy also outlines the opportunity to shift investment from grey-to-green infrastructure; improve accessibility and connectivity of the existing network, better connect spaces with communities, create new spaces, expand the woodland estate, and create an urban forest.
- 3.26 The restoration of Enfield Chase arcing between Crews Hill and Trent Park and comprising new publicly accessible woodland, open space, sustainable movement routes and extensive rewilding.

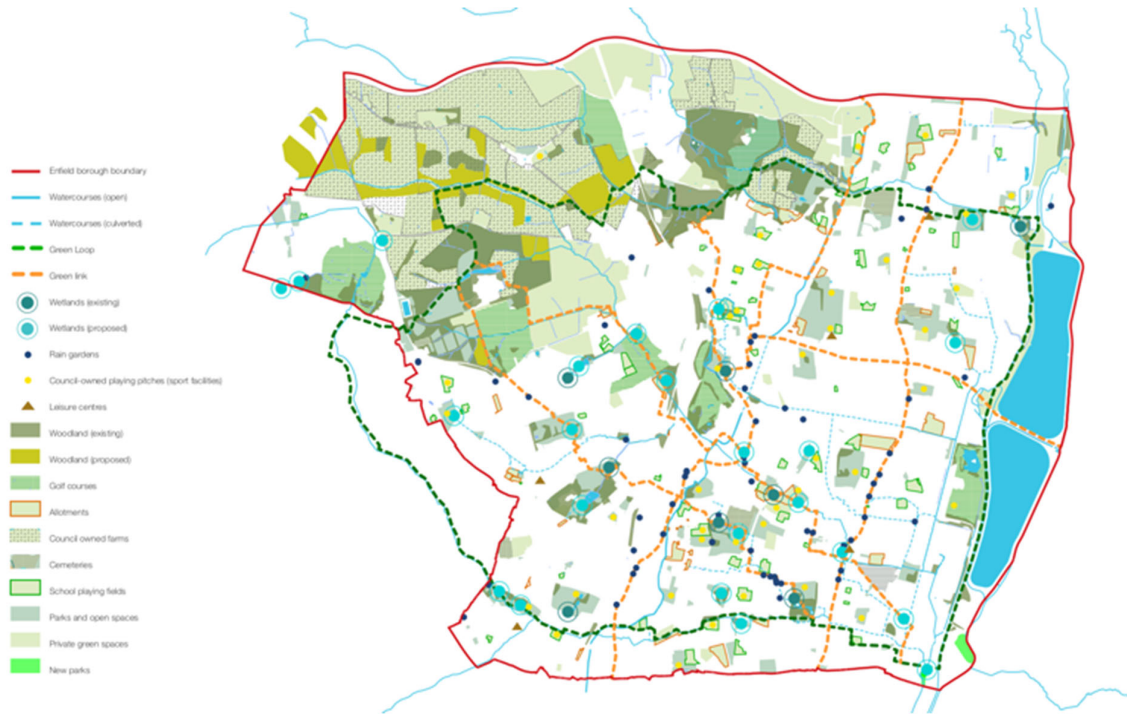


Figure 4: Proposed blue and green infrastructure including links and connections. Source: Enfield Blue & Green Strategy, May 2021

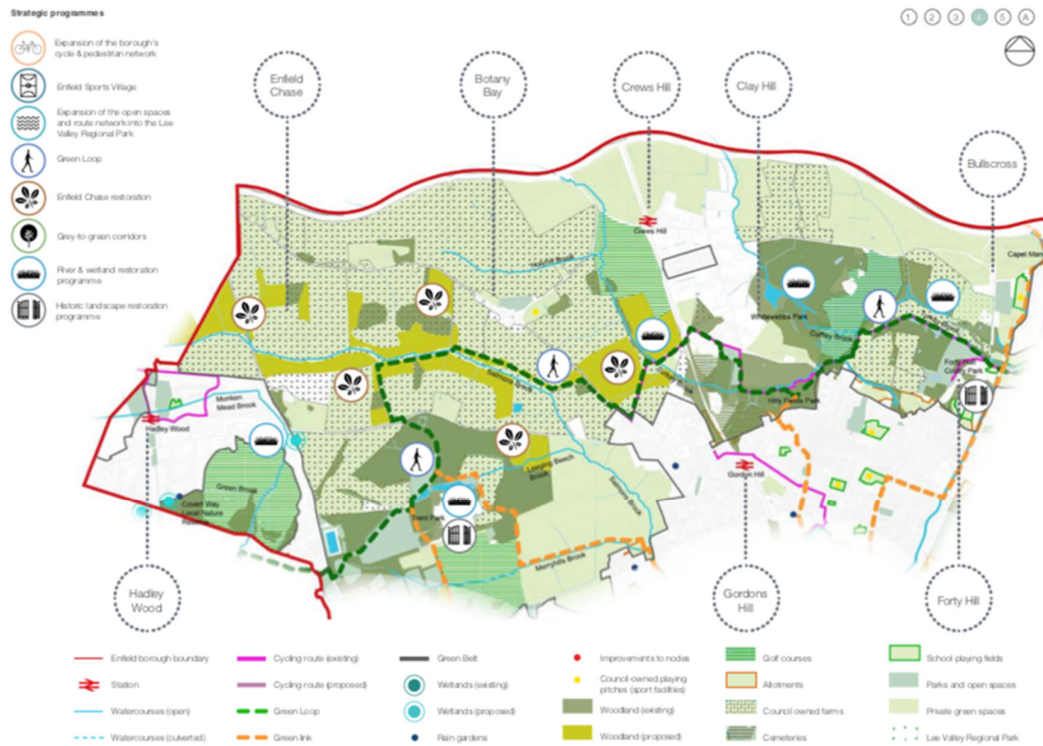


Figure 5: North Enfield Proposed Interventions. Source: Enfield Blue & Green Strategy, 2020

- 3.27 Opportunities exist to create grey-to-green corridors, where public realm improvements along main routes (A10, A406 and A101) and at key stations and town centre gateways, can include sustainable drainage systems and trees.
- 3.28 In the borough the creation of new crossings/bridges over the A10, A406 and Lee Valley line will help to overcome east - west severance.
- 3.29 A focus on improved sustainable transport infrastructure and placemaking provides an opportunity to improve health problems and street scene, including through use of the Healthy Streets approach to provide the framework for putting human health and experience at the heart of planning the city. Working with partners, growth provides the potential to to seek future funding to deliver new and improved community and strategic transport infrastructure.

Challenges:

- 3.30 Much of the Green Belt is inaccessible to the public due to the lack of direct footpaths and physical barriers, such as river and rail corridors.
- 3.31 Whilst significant improvements to public transport services will be required to achieve the reduction in car dependency, significant wider investment in transport infrastructure is necessary to support the levels of planned growth, e.g., M25 Junction 25 upgrades, Piccadilly Line upgrades, four-tracking of West Anglia mainline, solutions to level-crossings, improvements to interchanges, upgrades to key bus routes, and new cycleways and footpaths
- 3.32 For Crews Hill access to local services is an issue. In the absence of new provision, it is likely that residents will rely on cars in order to access more than day to day services, and, as a result, people without access to a private car will struggle to access supermarkets, for example, which could severely impact people on low incomes.

Mix of People & Activity

Opportunities:

- 3.33 Overall, the housing market in this area is perceived to be active, with a strong market for the right scheme in the right place. The western and northern areas of the Borough (Cockfosters, Winchmore Hill, Southgate, Grange Bush Hill Park, Grange, Palmers Green) have the highest values.
- 3.34 Larger sites can generate their own sense of place and identity, that may generate values that are different to those in the immediate locality. Such schemes are well-placed to create a place for all – mix of housing including affordable, and opportunities for non-standard products e.g., for older people, build to rent. At Crews Hill in particular, the opportunity for mixed and inclusive development comes with the potential and capacity in this location for a critical mass which is achieved through a comprehensive approach.
- 3.35 Growth presents opportunities relating to design features that promote activity, e.g., inclusive design, sustainable transport links, safe and appealing streets that are conducive to Play Streets and School Streets, multi-functional spaces, nearby local amenities, etc.

- 3.36 New development can influence control over the determinants of poor health and disease in the population, enabling the whole community to benefit through improved behaviors and lifestyles. Growth also supports the provision of good quality homes that are accessible and affordable - designed to keep people healthy, contribute to wellbeing, and are adaptable and accessible for older people and those with disabilities.
- 3.37 Incorporating social infrastructure into larger developments and public spaces and careful design of neighbourhood can create opportunities for people to meet and socialise. Using the Healthy Streets for London, 10 evidence-based Healthy Streets Indicators can ensure new development gets the street right for the whole community.

Challenges:

- 3.38 Health inequality between the east and west of the borough is stark. The Joint Health and Wellbeing Strategy (2020 – 2023) found persistent health inequalities, some of the highest obesity levels in London across all age groups, poor mental health, which has been exacerbated by Covid-19, high levels of poverty and poor access to good quality green space in the east of the Borough.
- 3.39 Where a comprehensive approach to a critical mass of development is not secured, then there risks the perpetuation of a trend towards large suburban detached development favouring affluent home buyers seeking an edge of London location. This would undermine many of the opportunities to create and sustain diversity and inclusiveness in a new Crews Hill development.
- 3.40 The struggles that poorer households face trying to find decent, affordable housing is the single greatest challenge identified by the Enfield Poverty and Inequality Commission. The Enfield Children and Young People’s Mental Health Transformation Plan (2015-2020) found higher numbers of children and young people live in areas of deprivation.
- 3.41 There is both a challenge and opportunity presented by the fragmented ownerships in Crews Hill currently. The mix of ownerships will mean that a broader mix of uses may come forward, taking into consideration differing landowner aspirations. However, there are also a large number of unauthorized uses in this area. Anecdotal evidence suggests that local residents would welcome development that facilitates addressing ‘bad neighbour’ unauthorized uses that exist at present.

Accessibility & Variety of Open Space Opportunities:

- 3.42 Rewilding opportunities exist through woodland creation from Salmons Brook to Whitewebbs Park, and with naturalisation of farmland areas adjacent. Natural flood management features (e.g., ponds and wetlands) at Salmons Brook will build on Enfield’s river and wetland restoration programme, restoring and renaturalising urban rivers through works such as rain gardens, river planters, and reedbeds. The naturalisation and restoration of the river corridors along Salmons Brook, Turkey Brook and Pymmes Park in particular, can enhance the borough’s habitat and wildlife resources, including through wetland creation and flood risk alleviation.

- 3.43 The Enfield Blue & Green Strategy encourages the revitalisation of sports and leisure activities at the waterside, and encourages a more diverse range of water-dependent activities along watercourses.

Challenges:

- 3.44 The Enfield Blue and Green Strategy identified insufficient food-growing spaces, historic parks and gardens on the national register of heritage risk, and maintenance and management costs as threats. It also found a strong correlation between health inequalities open space deficiencies, poor quality environments and levels of deprivation.

Accessibility & Variety of Facilities & Services

Opportunities:

- 3.45 Growth provides the opportunity to build on the Economic Development Strategy, transforming the business base, upskilling residents, repurposing town centres and establishing Enfield as an area for culture and creativity. It will support the borough in continuing to play a vital role in strategic logistics and distributions, food and beverages, large scale industrial typologies, national and global media events
- 3.46 Recent employment expansion in higher value jobs could provide a base from which the borough's economy can use as a foundation to develop more high value jobs with Enfield's location supporting the potential to take advantage of these sectors in the future.
- 3.47 Crews Hill is a centre of food growing and horticulture so consideration needs be given to safeguarded areas where authorised activity has taken place to accommodate new garden centres and food growing commercial and noncommercial plots to offset those lost to development.
- 3.48 The London Industrial Land Demand Study (2017) categorised that, at borough level, Enfield will have a baseline net gain requirement of 52ha over the period of 2016-41. Strong demand is reported for larger format distribution units in the north of the borough, with good access to the M25.

Challenges:

- 3.49 Across north west Enfield there is very little employment land identified in the Employment Land Review (except at Crews Hill, (employment land cluster C24, Kingswood Industrial Estate, 2.0 ha). There are issues with enforcement in the area associated with illegal land uses.
- 3.50 Industrial land is under intense pressure for repurposing and being used to meet London's housing demands.
- 3.51 Jobs in Enfield are lower value in comparison to the ones residents out-commute to elsewhere in London.
- 3.52 Enfield has a relatively small office market dominated by smaller units with, over half (58.5%) being under 250sqm in size, equating to 10.1% of total stock

Climate Change Adaptation and Resilience, and the Wider Environment

Opportunities:

- 3.53 There are opportunities to work with the Mayor and GLA group on rolling-out a public network of rapid EV chargers and the delivery of zero emission zones.
- 3.54 As outlined in the Enfield's Climate Action Plan (2020), meeting the carbon neutrality of the borough by 2040 will require several interventions such as a net increase in green infrastructure, increased recycling rates, increased decarbonisation, heat pumps installed, all cars and trains electrified, and all new builds meeting or exceeding carbon neutral standards. Working with developers can help to achieve this by supporting connectivity to the borough's heat network, minimising the risk of overheating, managing nuisances, improving air quality and reducing flood risk.
- 3.55 There is scope to connect development to the Energetik community heat network in helping to achieve carbon neutrality at north Enfield, in addition to space to consider roles of wind and solar technologies.
- 3.56 There are key opportunities around low carbon energy for Enfield and the natural landscape across Enfield to capture carbon emissions and improve biodiversity. Development at north Enfield, in particular, could support natural offsetting through green infrastructure - including wetlands, tree planting and expansion of the natural environment.
- 3.57 The established role of horticulture and market gardening in the Crews Hill area can support people to buy their food locally and to use land locally for growing food, reducing food miles and increasing self-sufficiency.
- 3.58 All new developments to maximise the use of SuDS and restrict surface water runoff rates to greenfield rates where possible, as per the Local Flood Risk Management Strategy (2016) and the approach of reducing the impact of flooding downstream.
- 3.59 The precedent for glass house architecture related to the horticultural function of the area offers the opportunity for new forms of architecture which not only offer innovations in homegrowing and energy efficient living, but also enable new home-work integration of a variety of jobs not restricted to office based jobs.
- 3.60 There are opportunities to work with the Mayor and GLA group on rolling-out a public network of rapid EV chargers and the delivery of zero emission zones.

Challenges:

- 3.61 Enfield's low-lying topography and urban form makes it vulnerable to river and surface water flooding and the urban heat island effect. The Local Flood Risk Management Strategy (2016) outlines the number of properties at risk of flooding in Enfield is high compared to most other local authorities, mainly due to the geography and layout of Enfield.

3.62 Exposure to poor air quality can have a long-term effect on health. Existing concentrations of nitrogen dioxide and particulates (PM10) are of considerable concern and pose a significant threat to human health; where they are most heavily concentrated along major roads and in areas of high motor vehicle activity.

Land ownership arrangements

3.63 The Crews Hill area comprises a significant number of individual site allocations, all of which are in separate ownership, as shown on the Figure below. The number of sites, and the fact that the majority of them are being promoted individually, reinforces the need for a comprehensive approach to be taken to the development at Crews Hill so that the wider strategic aspirations and benefits of growth can be realised. The production of a masterplan for the whole strategic allocation will be vital to the effective planning and delivery of a high quality, sustainable community at this location

3.64 Whilst a comprehensive approach to development is necessary, once that is in place, the location of the different land parcels, each with their own access points onto the road network could ensure that delivery of development at Crews Hill could proceed on a number of different development fronts, contributing positively to the borough's housing delivery targets. Indeed this 'patchwork' of sites varying in scale and availability timescale can contribute to the continuing character of a varied place comprising, a mix of land parcels which while benefiting from a comprehensive and coordinated strategy for the sustainability of movement and provision of services and facilities, is distinctive in its informality of urban design layout, architecture and public realm.

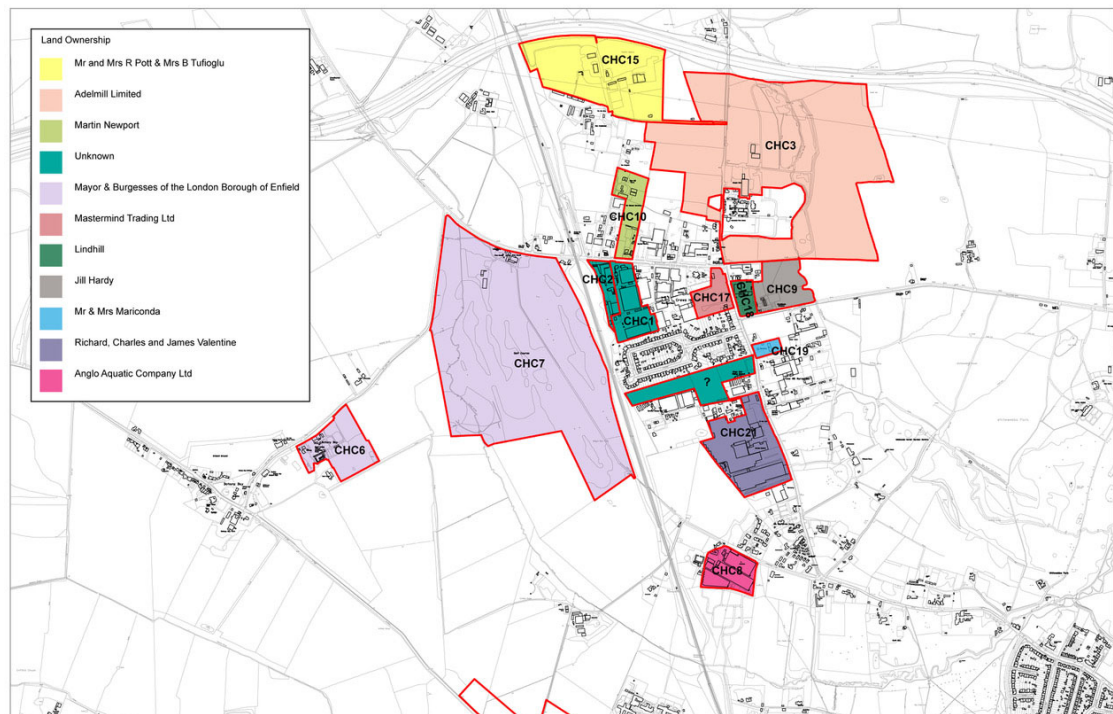


Figure 6: Land ownership arrangement at Crews Hill

Outcomes from Officer workshop

- 3.65 A workshop was held with Council officers in April, 2021 providing a further opportunity (in addition to the evidence clinics) to check and capture emerging placemaking thinking for the north of the Borough, together with key priorities for Enfield from existing strategies and the body of work underway across the authority for the Local Plan.
- 3.66 Defining the role that each of the strategic allocation areas has in the place-identity and function of the Borough formed a key part of the workshop activity. It also provided an opportunity to understand relationships between the objectives across different departments and teams and between different policy areas and topics. An interactive exercise formed part of the workshop - designed to facilitate joined up story telling of the future of north west Enfield in order to help highlight where opportunities exist for the placemaking strategy to take unified approach to delivering multiple objectives.
- 3.67 The outputs from the workshop provided a mixture of new information; informed the emerging design approach for the proposed allocations at Chase Park; and posed a number of questions for further investigation.
- 3.68 The first part of the workshop presented a brief overview of the evidence review underway; the discussion highlighted the following:
- The need to relate fully to the “Good Growth” agenda.
 - More emphasis needed on the quality of housing which is as important as the quality of the living environment, in ensuring delivery of good growth.
 - Ensure that cross-cutting elements, such as zero carbon are considered across all relevant themes.
 - Include suitable consideration of energy/sustainability issues.
- 3.69 The second part used baseline mapping & extracts from key documents to discuss the characteristics of north Enfield as an important first step in defining a placemaking strategy for each site allocation area. The discussion covered:
- The rationale for the choice of sites proposed to be allocated in at Crews Hill and Chase Park, and the alternative options considered ,especially with regard to Council-owned land in the area.
 - The need to consider the potential for mitigating or resolving constraints identified at this early stage of placemaking, to ensure that those constraints do not unreasonably rule out options at this stage.
 - Consideration of views and building heights as part of placemaking - a review of local views as set out in the emerging local plan and local character studies is underway. It was noted that it was important to consider the views around Crews Hill to contextualise the site and consider the relationship between southern sites in that area with heritage assets around Clay Hill.
 - The potential use of and reference to Garden City principles in developing the placemaking approach

- The potential benefits of growth for addressing flood risk and delivering Enfield Chase, as flood management approach in the upper catchments of the Salmon and Turkey Brooks, linked to new development can help to improve the existing situation in Enfield.
- The importance of sustainable transport across the area.

3.70 The third part of the Workshop used an interactive Jamboard template to encourage discussion and record the notes in real time. Participants were split into two breakout groups and asked to consider a number of placemaking themes, the opportunities they present and how those opportunities can be built on, using the prompt “Yes, and...” (rather than “No, but...” to generate positive and creative responses.

3.71 The themes were taken from the Local Plan Vision where Enfield was a:

- Deeply Green Space
- Productive Place
- Place for all
- Part of London

3.72 For each of the Vision headings, a number of placemaking themes were identified and the discussion focused on how the Vision could be achieved for the two placemaking areas. The outputs from the discussions are summarised In Appendix 3.

SWOT Analysis

3.73 The review of existing and available evidence relevant to the Crews Hill area and the discussions at the officer clinics and workshop have identified a range of strengths, challenges and opportunities for development at Crews Hill. These are summarised in the following table.

Strengths	Weaknesses
<ul style="list-style-type: none"> • The borough has a unique character influenced strongly by its topography and balance of development and landscape, including that of the Theobolds Estate South Area of Special Character. • Existing development in the area is intricate and characterful. • Horticulture in the Crews Hill area supports people to buy their food locally and to use land locally for growing food. • Physical and visual links to the restored Enfield Chase landscape to the west. • Existing open space facilities for existing and new residents. • The Brooks are natural features creating permanent boundaries to a newly defined extent of Green Belt. • There is an existing train station providing direct links to central London and Hertfordshire. • There is an existing community, and existing services that can be enhanced, alongside delivery of new social infrastructure, to accommodate growth. • The Green Belt contains vast tracks of council-owned land, which can help to facilitate delivery. 	<ul style="list-style-type: none"> • An Air Quality Management Area (AQMA) is in place. • Risk that any new residents will rely on cars in order to access services. • There are sites/areas of previously developed land • The release of some of this land would (normally) be considered of high or very high harm to the Green Belt. • Much of the Green Belt is currently inaccessible to the public due to the lack of direct footpaths and physical barriers, such as river and rail corridors • The area is gradually mutating from greenhouse and nursery use to general business and retail. This is having a significant effect on the character of the area. • Crews Hill is a centre of food growing and horticulture, which needs to be safeguarded against loss to residential redevelopment, and land identified to replace existing horticultural and food producing activities lost to redevelopment. . • Weak connectivity of the east-west green corridor contributes to reliance on vehicle use. • Some limitations in the capacity of the existing road network, particularly in accessing land to the west of the railway and including the bridge crossing near Crews Hill station. • Existing rail link only has two services per hour.
Opportunities	Threats/Challenges
<ul style="list-style-type: none"> • Build on the area's horticultural and agricultural history to offer a healthy and inclusive environment supported by access to green space and nature and support the local food production industry. • Crews Hill has potential to become an important gateway to the National Park City, north west Enfield. • Require development to be delivered through a design-led approach and informed by an understanding of local character. 	<ul style="list-style-type: none"> • Entire site falls within an Archaeology Priority Area (APA). • Ensuring development is resilient to flood risk and does not have a negative effect elsewhere if developed. • Limited retail development activity in the area. • Potential limitations of the existing road network in the area may limit the capacity for growth or require extensive mitigations. • Significant improvements to public transport services and the provision of facilities and amenities will be required to achieve a meaningful reduction in car dependency.

<ul style="list-style-type: none"> • A holistically planned large scale new settlement can embed health and well-being principles into its creation to encourage healthy and active lifestyles. • Ensure good quality homes are accessible and affordable, helping to address the lack of family homes in the borough and provide homes with gardens. • Contribute to the delivery of strategic flood mitigation and create Sustainable Drainage Systems (SuDS), trees and rewilding routes/areas. Improve/add links to the existing wildlife corridor to the west. • Turn existing grey corridors (i.e., main infrastructure routes) into green corridors along key routes into centres/activity hubs. • Facilitate sustainable connections to the rest of the borough and wider region along an east-west green corridor following the route of the London Loop. • Development of the right scale could potentially open the conversation to provide more rail services per hour at Crews Hill station and deliver infrastructure and facilities 	<ul style="list-style-type: none"> • Risk of poor land management impacting local character. • Development should be set back from the M25 to address noise impacts and protect sensitive uses, such as schools, nurseries and publicly accessible open space.
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4 The Placemaking Approach and Concept for Crews Hill

Enfield North Context and Characteristics

- 4.1 Land to the north of the Borough comprising nearly entirely green belt accounts for approximately a third of the overall area of the Borough. While contrasting with many of the more intensely built up areas of the Borough, the green north is a significant contributor to the character and function of the Borough. The green north is a key asset to the Borough as it changes over the coming plan period and beyond



Figure 7: Key influences.

- 4.2 Historically, development to the north of London has been along corridors extending out from the centre. Coupled with this, radial (primarily road) routes have become established, defining London's structure of inner and outer rings, the outer most of these being the M25. The structure of character across Enfield broadly comprises corridors and concentric rings separated by radial road routes. The Borough is bounded to the north by the M25 -the outer London orbital route and most recently defined radial route. This is a significant factor in defining movement, development form and landscape continuity as the landscape to the north of Enfield transitions into the surrounding countryside to the north of London.
- 4.3 The relationship between built form and landscape varies across the northern margins of the Borough. In the east a more abrupt relationship exists between industrial land uses and the the Lee Valley landscapes. To the west around Hadleigh Wood suburbs of detached housing meets a mostly open landscape with long reaching views over relatively level countryside to the east. In between relationship with the green edge varies from the defined perimeter of Trent Park, greater publicly accessible green and wild spaces to the north of Gordon Hill at Hilly Fields and White Webbs, and the relationship with the formal landscapes like Forty Hall.
- 4.4 The Crews Hill area is positioned to experience a variety of these relationships by virtue of its mixed aspect looking west, east and south and bounded to the north by the M25. As a development area it stands to be informed by these contrasting surrounding areas and create new relationships with these landscapes. The Chase Park area lies adjacent to Gordon Hill and Oakwood (to the east and south respectively) residential areas comprising agricultural land currently inaccessible to the public.

- 4.5 Development in the north of the Borough can serve a strategic role in creating east-west Green Infrastructure continuity across the north of the Borough and the opportunity to facilitate active travel, stimulate nature recovery by ensuring a diversity of habitats are created and make varied open space provision available within local and regional catchments.
- 4.6 By integrating with the green and blue infrastructure across the north of the Borough the development of the Crews Hill and Chase Park areas can contribute to a catchment based approach to flood mitigation and ecological networks contributing to nature recovery which utilises the landscapes and natural resources of the green north of the Borough. The green and blue features within the allocation areas themselves are important resources which when considered within a comprehensive approach can inform the structure of development approach with each allocation area, allow the creation of multi-functional landscapes which contribute to sustainable movement, access to open space for recreation and sport and underpin the well being of existing and new communities.
- 4.7 Across the north of the Borough there is a legacy of productivity in the landscape. This is represented by varied general agricultural activity in the rural hinterland and which is reflected across the wider north of London area. The existing land use at Chase Park which comprises Vicarage Farm and other surrounding agricultural parcels reflects this general agricultural land use type. The productivity of the landscape is reflected in a more specific way at Crews Hill where horticultural and market garden functions have predominated and have contributed to local identity and economy.
- 4.8 In considering development in the two northerly strategic allocation areas there is an opportunity to renew the Borough's direct relationship with the productive landscapes and in doing support a local economy of food growing and horticultural produce. By being local, supply chains can utilise sustainable means of transport to create a uniquely interdependent urban and rural Borough.
- 4.9 The variety of site scales and situations provides the opportunity for a variety of development form and type, increasing inclusivity across the north of the Borough as housing and opportunities for sustainable lifestyles are diversified.
- 4.10 This variety of sites and within the context of overall allocation areas taking into account both comprehensive and long term (beyond plan period) development opportunity builds in flexibility of delivery and resilience to ongoing and future need. The coordination of short and long term development within an overall place based strategy enables a pragmatic and visioning approach to climate change adaptation.



Figure 9: North West Enfield: A
Productive Landscape

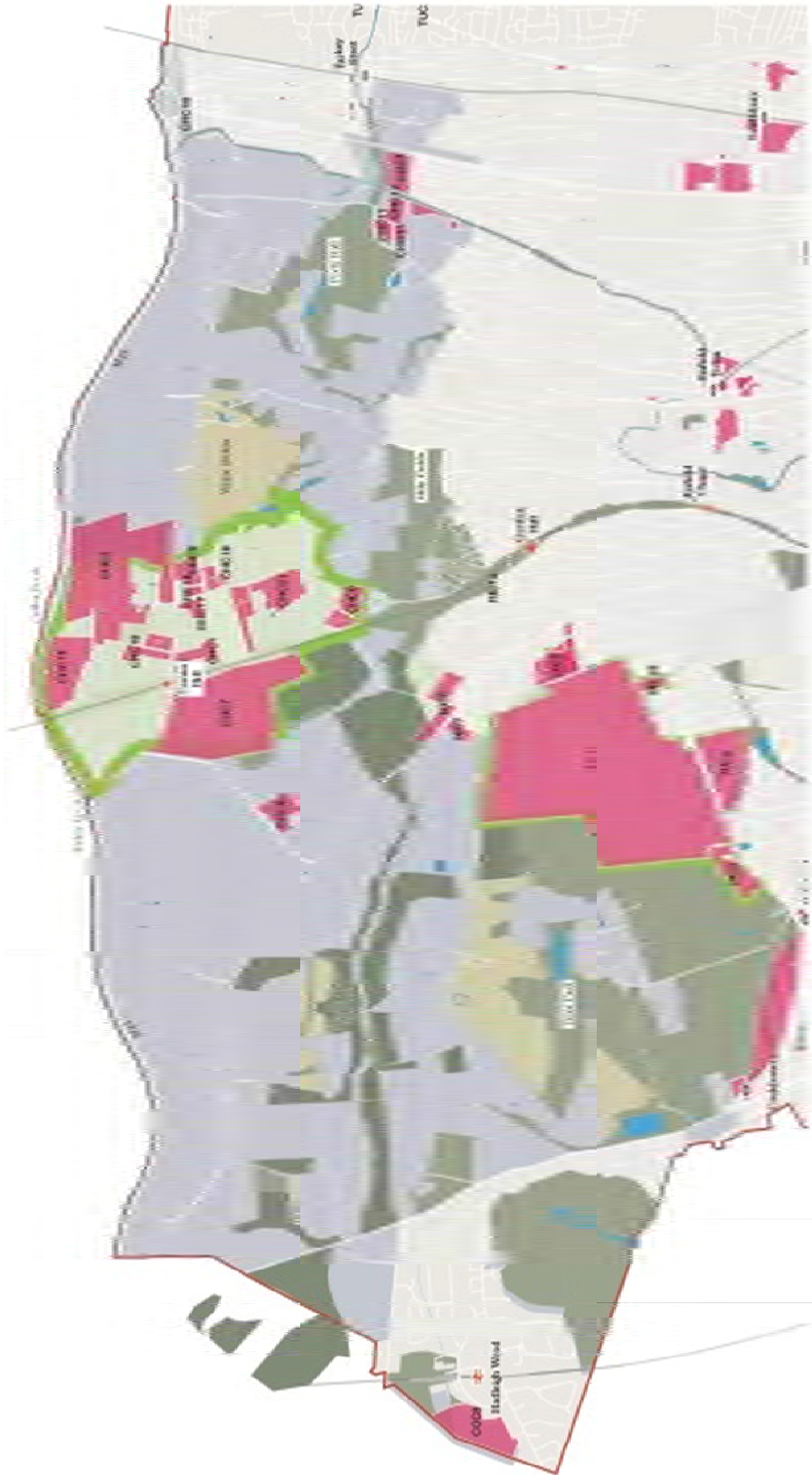


Figure 10: North West Enfield: Flexibility & Resilience

The Crews Hill placemaking area

4.11 The vision for a new place at Crews Hill has been prepared with regard to the wider local plan Vision themes. It is rooted in the existing identity and function of Crews Hill as a distinctive part of Enfield, and of London. Connected to the landscape around it, Crews Hill can become home to a community of people living healthy and sustainable lifestyles. Crews Hill is strategically positioned to become a key link in joining up the north of the Borough, yet separated from the built form of the rest of the Borough and therefore able to retain a distinct character. The legacy of horticultural and agricultural enterprise in the area can be the basis of a home grown expertise fit for purpose in a place emerging in the face of a climate crisis. The nurturing of skills, near to home and flourishing new businesses based on local markets near to Enfield and within the proximity of London can form the basis of fruitful and sustainable lives for wide variety of people who are subsequently able to live more locally than ever before.

Vision for Crews Hill

a) Deeply Green:

- Development at Crews Hill can facilitate the creation of a gateway into the Green NW of the Borough. By ensuring Crews Hill is created as separate development from the built form extending from the south, the E-W green corridor can become established as a strategic radial route across the north of the Borough.
- Development at Crews Hill can establish a destination identity structured around its relationship with the rural, green hinterland unique to this part of London.
- The area's unique topography provides the opportunity to create a variety of relationships with the landscapes of the north of the Borough: White Webbs to the east, The Chase restoration to the West and the Turkey Brook vale/Hilly Fields green gap to the south.

b) A Distinct and Leading Part of London:

- Crews Hill represent a distinct function in the north London context, historically a horticultural and food producing location. The identity of the place, incorporating new development, can build on the uniqueness of function and by retaining contrasting land uses, built form, green space and landscapes it can find its function in the London context. While not a predominantly residential area currently, new housing, public realm and community spaces should reflect the uniqueness of the areas past to define a distinctive new district through the relationships between landscape, living and economy.
- The emergence of a high quality place at Crews Hill relies upon the development of sustainable and attractive links. Movement into London as an important centre, and movement to Crews Hill from central and northern London and the sub region as a destination can all be by sustainable means facilitated by topography and the green and blue infrastructure which exists across the Borough. Significant increases in scale of development in the Crews Hill area must be matched by the significant provision and improvement in sustainable links to and from the area including the improvement of the station.



c) A Nurturing Place:

- The autonomy of and emerging Crews Hill district lends itself to becoming a host to a diversity of uses, people and activities.
- Building on the variety of character of the existing place, new public realm and building typologies can begin with diversity and meet a variety of needs.
- The precedent of covered growing spaces offers the potential for covered public spaces, winter gardens and glass house space for every home and a unique lifestyle related to the identity of the place. Development of skills and expertise in sustainable and small scale agriculture and community farming can support a generation of Crews Hill residents who reflect the past and the opportunity in the landscape of the area.
- The landscape and layout of a new community at Crews Hill allows for a healthy and inclusive environment to be established from the outset. Green space and access to nature can be at the foundation of education, community interaction and unique business development associated with the productive use of the land.
- The variety of site availability facilitates the delivery of varied development types over different time frames avoiding homogeneity and wholesale change in the area.

d) The Workshop of London:

- A critical mass of population at Crews Hill is critical to support a variety of enterprises and home arrangements as it becomes able to host mixed sector employment.
- A variety of available sites suggest that a mix of building types and function can be integrated with residential to provide a diversity of employment close to home and reduce out migration for travel to work purposes.
- In addition, where particular sectors of employment are best provided in other locations within the Borough, the green and blue infrastructure extending into and out of the Crews Hill area provide the sustainable links which will prevent the district becoming a new traffic generator.

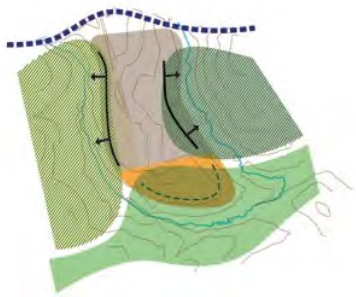
Figure 11: Distinctiveness in the Landscape

 <p>The map shows a central area labeled 'Crews Hill' with various green and blue zones. A red line indicates a 'London Link' extending to the right. A black line runs vertically through the center. Dashed green arrows show connections between different landscape components.</p>	<p>Crews Hill is positioned to be able to link existing landscapes together, contributing to their enhancement as an overall green north and benefiting from the close relationship which can be formed with the landscape by establishing this variety of links. Individually these landscape components have their own merit but together, and with the help of a new Crews Hill which bridges these landscapes, these can be incorporated to form the NW Enfield component of the London National Park City.</p>
 <p>The diagram shows a central grey area labeled 'Land Continuity' surrounded by green shapes representing buildings. A black line runs vertically through the center. Green arrows point outwards from the buildings, indicating the extent of landscape continuity.</p>	<p>Existing land uses define the extent of landscape continuity limiting the representation of the landscape character in the built form. In this way the existing place is a series of buildings surrounded by landscape.</p>

	<p>But new development can enable a new relationship with the surrounding landscapes to emerge and create a new framework of Green Infrastructure, linking E-W and defining areas of defined landscape character difference. It can also trigger built form to be more closely responsive to natural process and benefit from them and a shift, across the north of the Borough to a continuity of landscape which incorporates buildings and people.</p>
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Figure 12: Character Responsive to Context

	<p>The landform at Crews Hill is defined by the land gently sloping in three directions: to the East, West and South. The slopes reach their extents in the watercourses which surround the hill. The area is bounded to the north by the M25.</p>
	<p>This geological formation affords the hill three contrasting relationships with its surroundings and these surroundings in turn present broadly three different characters.</p>



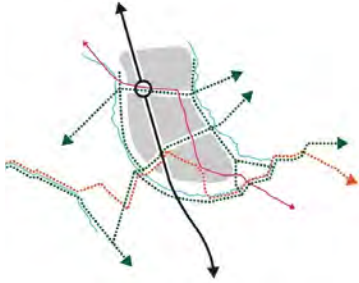
To the west the slopes face the existing open arable farmland of the former Enfield Chase area. Soon, early phases of the Enfield Chase restoration project will offer a variety of woodland character and a diversified landscape. It will offer new opportunities to connect with nature and to the west of the Borough with the establishment of active travel corridors connecting to Trent Park and Cockfosters.

To the East is the more enclosed landscape of White Webbs and beyond this sport related and formal landscapes of Tottenham Hotspurs Training ground and Forty Hall. The soon to be connected London Loop and improved National Cycle Route 12 will create a sustainable and convenient link to the east of the Borough where the Lee Valley corridor extends into and out of London. Movement in the opposite direction from the east of the Borough to the west will be an attractive improvement to those living in the dense east and south of the Borough offering access to the emerging landscape of the north west of the Borough.

To the south a more expansive valley establishes the natural break in settlement form between Gordon Hill the south and Crews Hill to the north. Within this valley are some intimate yet well used landscapes. There is a more fragmented landscape character owing to different ownerships and uses. There is also much more publicly accessible open space at Hilly Fields and by virtue of the connections along the valley from Clay Hill Road. These connections could in time extend to the west to link with the Chase restoration project creating important links from east to west across the north of the Borough.

In considering development at Crews Hill these areas offer varied opportunity to create new relationships between new built form and existing landscapes and for development form to respond in creative and meaningful ways to the landscape character and contrast in character surrounding the hill.

Figure 13: Sustainable Movement & Connectivity



Defining the Hill are Turkey and Cuffley Brooks. These are positioned to form accessible pedestrian and cycle corridors as well as connected ecological assets. By maintaining a compact nature, defined in this way by natural features in the landscape, Crews Hill has the ability to establish a critical mass of activity in the north of the Borough. Connected in a sustainable way, proposals for development at Crews Hill can establish a highly effective gateway into the surrounding landscapes and neighbouring north of Enfield. Connections to London and the immediate sub region by rail and longer distance cycle routes, and around the Borough by improvements in bus provision supports the case for the potential for a critical mass of community in the Crews Hill area. Connected in this way, and renowned as an active healthy community, the conventional expectation of vehicular traffic generated through the development of the allocation area does not have to be inevitable.

Fig 14 Mix of People and Activity



This same critical mass, where structured around green corridors connecting the landscape from west to east, allows for the creation of a mixed community. Across the area there are a variety of development opportunities, short and long term, small and large scale, providing the opportunity for a variety of activities.

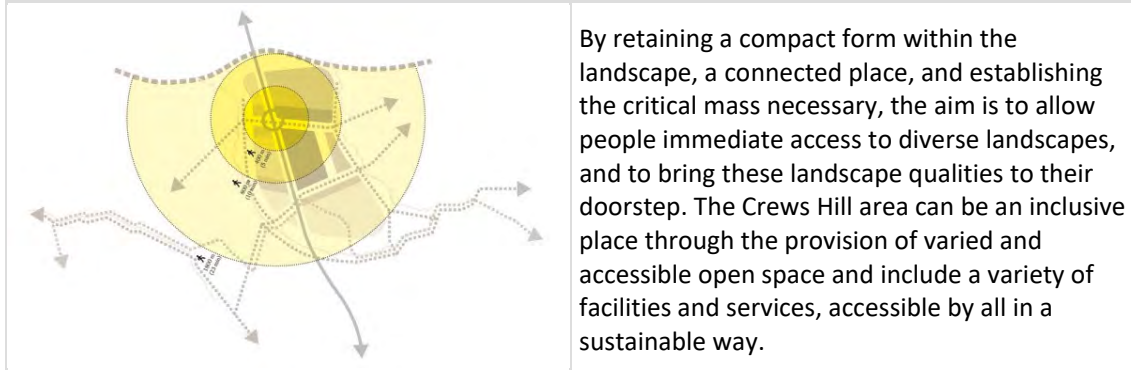
Existing horticultural and agricultural uses offer the opportunity to create closely associated home and work environments and building typologies which allow for colocation of growing space either on an individual plot basis, or arranged in a communal way, can ensure the historic identity and function of the place is maintained. Intensity of development can be greatest to the east of the railway where availability of land for development could mean an early start to increasing the community and diversifying uses.

Proximity of a variety of homes to green spaces means ensuring a focus of activity along the E-W corridors, allowing people direct access to the surroundings landscape for recreation but also to travel sustainably. Contrary to the sprawl of typical low density suburbs, maintaining the compact nature of development at Crews Hill by using existing brownfield land intensively is made acceptable by the proximity to the green north in all directions from the area.

This rich and accessible setting means the development is suitable for a variety of people with different housing needs including family housing. Providing an environment in which people can raise children and sustainable patterns of life be the norm is one profound way that life in Enfield can be climate resilient now and for future generations.

- 4.12 As a gateway to the green and rural north of the Borough and in the context of its contribution to the London National Park City, development of the Crews Hill area facilitates access to, and creates, a wide variety of open space. Green infrastructure can be used to ensure sustainable connections to open space whether for everyday use or functioning as destination landscapes, accessible to the sub-region.

Figure 15: Accessibility and variety of Facilities & Services



4.13 Key features of the Crews Hill Context:

- Ridge and Railway partition the area west from east.
- The Turkey Brook and Cuffley Brook run around the hill defining the limits of the gently sloping land.
- Existing activity, although loosely focused along Theobald Park Road and approaching the railway station does not utilise the station as a key gateway. Rather access and entrances to significant plant nurseries define any sense of arrival to an individual location and there is little sense of overall arrival or definition of a single centre to Crews Hill.
- The sense of open landscape to the west contrasts with more limited visual exposure east of the railway despite being on higher ground on the east of the railway.
- The landscape character transitions to a more intimate enclosed landscape as Theobald Park Road changes to Clay Hill Road.
- The Clay Hill conservation area exists to the south of the Crews Hill area encompassing the landscape described above and the buildings which are scattered more infrequently (to the north Crews Hill area) within this landscape.
- The walking distance to the northern built edge of Enfield at Gordon Hill is only approximately 20mins however the sense of separation created by the landform and transitions in landscape character between the two areas creates a perception of much greater distance.

4.14 Key Principles of the Crews Hill Concept Framework:

- The strategic allocation of land for development is limited by the brooks around the hill, the permanence and physical prominence of these landscape features and natural boundaries created in the landscape help define the distinctiveness of the settlement within the landscape;

- Development, east and west of the railway respects the contrasting aspect and outlook to the landform and of the surrounding landscapes and recognises the opportunity for different responses to these the surrounding landscape character.
- To the south development is limited to the boundary of the Clay Hill conservation area which reflects the changing character of landscape and built development to the south of the area and maintains the perceptual separation between the built north edge of Enfield at Gordon Hill and the new settlement form at Crews Hill.
- To the north the allocation area is bounded by the M25 and development will need address mitigating the noise impact of the motorway on the environment including the use of landform buffering, building orientation as well as more strategic care with the locating of particular uses and outdoor open space who's health and well being benefits could be undermined by noise impact.
- The development at Crews Hill is positioned to connect east to west and this is achieved in a number of ways. The existing connections across or under the railway by road, track or footpath are included within the allocation area as opportunities to improve E-W connectivity. These crossings should be upgraded to improve the green links and freedom of pedestrian and cycle movement from E-W. This may mean changes to crossing types and locations.
- The development should include green links which extend from the heart of area out into the wider landscape. These multi-functional corridors, extend habitats, make access to open space easy and extremely close to homes and workplaces, and provide sustainable travel opportunities to the wider Borough and in particular in an E-W direction.
- Intensity of development along key E-W corridors and in particular the existing road corridor passing under the railway at the station enables the most amount of people access to key facilities within the development and access to the network of green corridors throughout the development and to surrounding areas.
- Building and public realm typologies can make the most of the precedent for large glass houses related to the horticultural and market garden history. New architecture which allows communities to grow their own food and a Borough supply chain that assists local growers with the economies of scale offered by Borough wide provision can create an identity and function for this new place which is rooted in its past and builds upon the skills and enterprise already present.
- The availability of land indicates a good short term supply of brownfield development over the plan period and the development of these plots should be consider holistically with regard to a masterplan designed to express the longer term placemaking objectives. Short term development opportunities can be facilitated to achieve more when designed in the context of an overall longer term masterplan than they would if developed individually without regard to the wider collective opportunities.

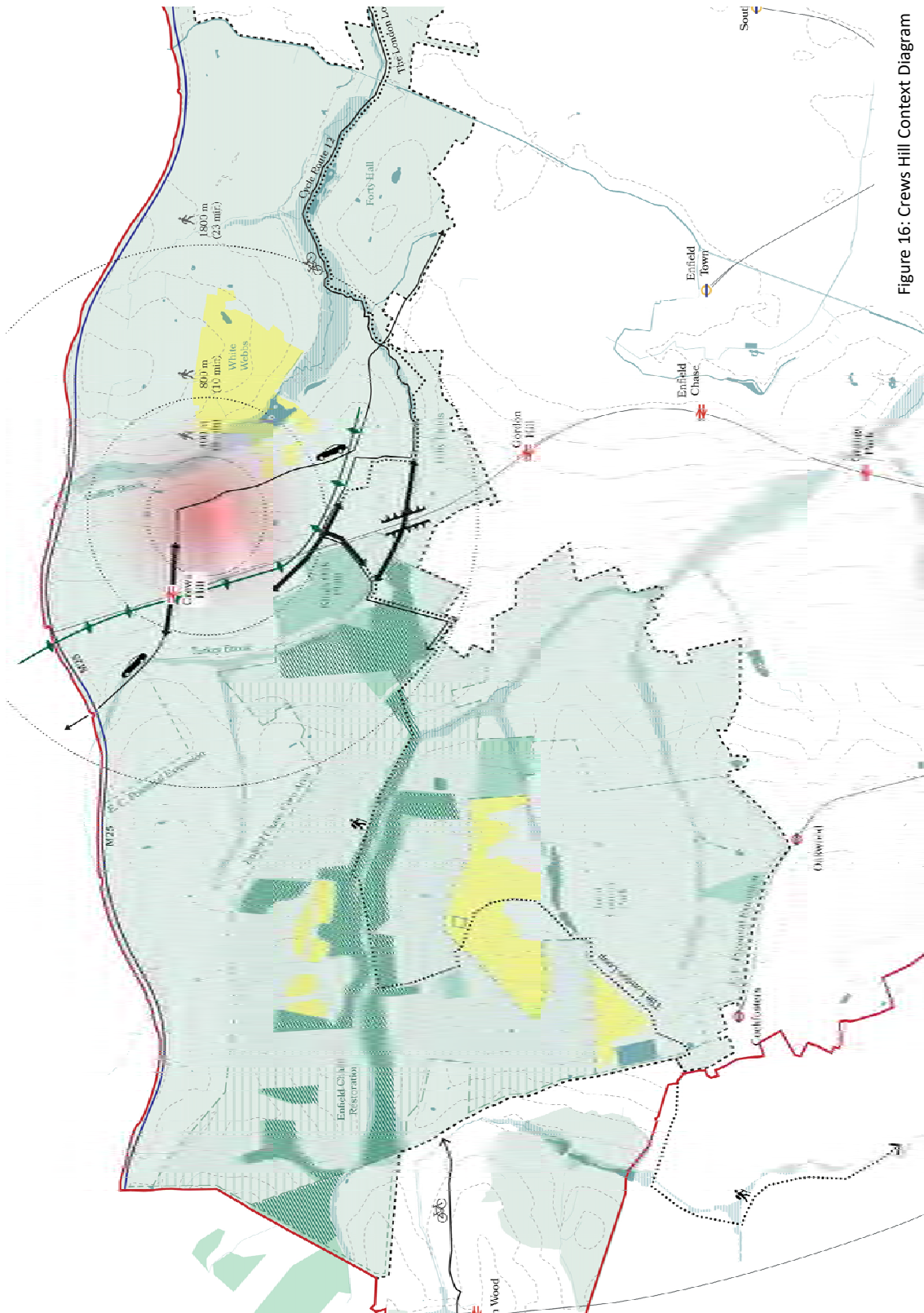


Figure 16: Crews Hill Context Diagram

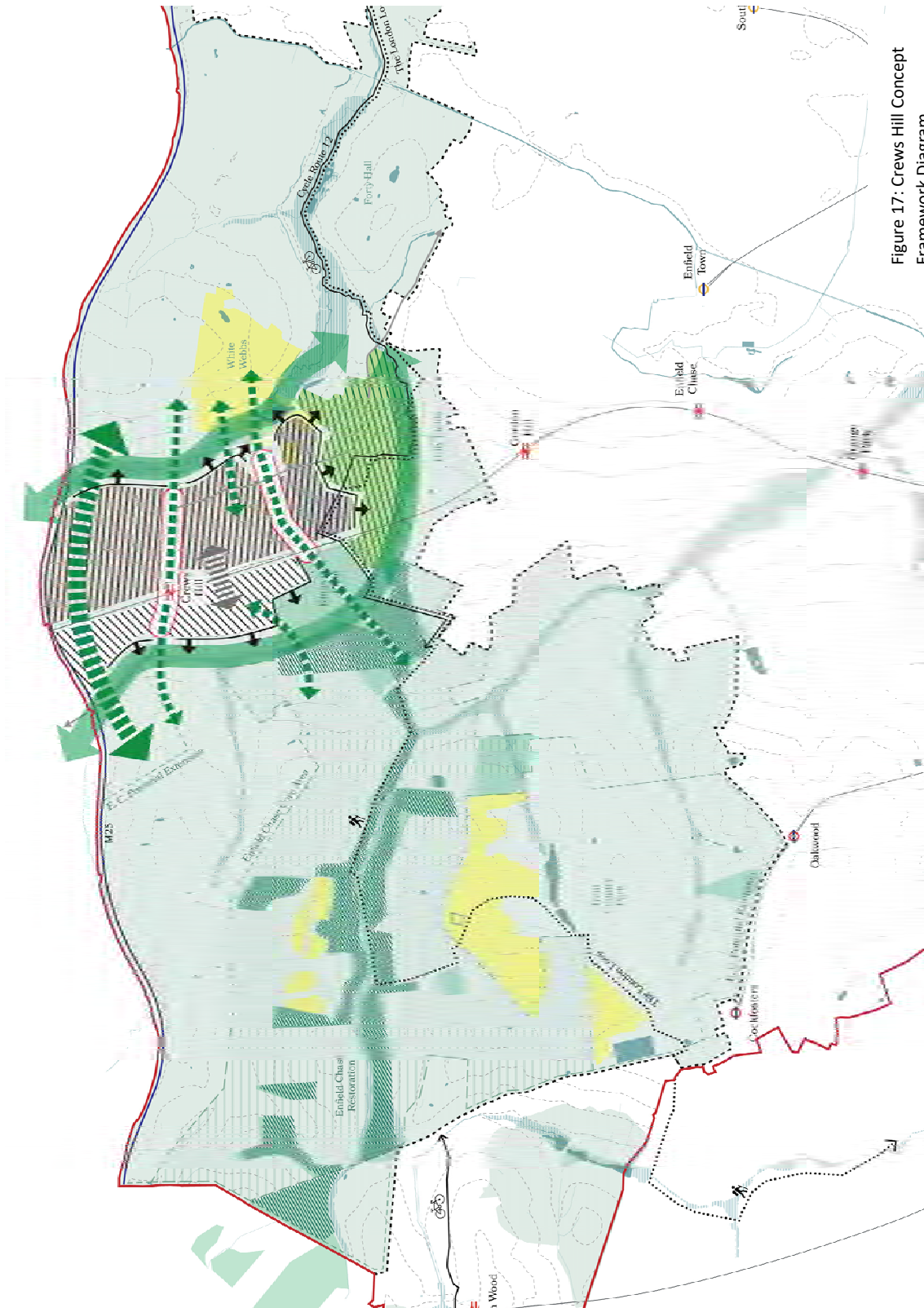


Figure 17: Crews Hill Concept Framework Diagram

5 Next Steps & approach to Delivery

- 5.1 It is anticipated that the Council will consider the findings of this Placemaking Study alongside the wider evidence base and use it to establish a strong policy basis for the future of the Crews Hill area. The inclusion of strategic policies for the area and this initial work on the spatial approach provides a suitable basis for the future planning of the site, but it is also important to consider how the area as a whole would then progress to the submission of planning applications and onwards to implementation. This will require additional and ongoing coordination and further guidance to ensure that the overall planning objectives can be realised.
- 5.2 The intention has been to prepare clear succinct guidance and principles which set out key environmental, social, design and economic requirements of the study area and its constituent parts. The proposed policy defined within the new Local Plan would provide a suitable basis for the preparation of a subsequent area wide masterplan or development framework which could potentially be adopted as a 'Supplementary Planning Document' (SPD) or be taken forward via an equivalent process of consideration and approval. This period of further masterplanning will be important to inform the preparation, assessment and determination of potential planning applications in the area.
- 5.3 In order to meet the overall expectations, it will be important that the Council is committed to see the various sites through to delivery, starting by getting the right guidance in place up front but continuing to take a role throughout the process. Councils increasingly need to work proactively with landowners and developers to drive forward site delivery, provide coordination and strong leadership. This is a particular consideration in the Crews Hill area, where there are multiple landowners, a long term vision for change, and a need for coordination and strong leadership, in particular to ensure that strategic infrastructure can be provided in a properly planned and phased manner.

Overall Coordination

- 5.4 The nature of the Crews Hill area given its scale, significance and the longer term ambitions extending beyond the current plan period will mean that Enfield will need take an important overall leadership role to ensure that proposals come forward in a joined up way and deliver on the overall placemaking aspirations and objectives. This role could take a number of forms, potentially to include a combination of:
- Establishing a corporate approach within the Council, to link up planning with other associated activities such as transport, environmental and other infrastructure related services and functions. This may require dedicated resources and a related governance structure such as a project focussed board/steering/working group to coordinate matters.
 - Establishing a landowners/developers forum or group to engage with the various interests in a clear, consistent and formalised basis.

- Consideration of the deployment of Council powers should they be necessary to support coordination of delivery, such as in relation to site assembly via negotiation, or if necessary Council led acquisition of compulsory purchase.
- Establishing the most appropriate approach to infrastructure planning, delivery and funding.
- Evolving specific area wide project and initiatives and consideration of bids for funding support key elements, such as with regard to strategic transport, green infrastructure and environmental sustainability initiatives.

Planning & Design Control

- 5.5 It is anticipated that strategic policy for the area will set out a requirement for the preparation of an area-wide masterplan or framework in order to ensure a co-ordinated and comprehensive approach to the development. The sensitivity and significance of the site also drives a need to ensure that the highest possible design outcomes can be secured.
- 5.6 This process could be initiated in advance of a formal examination and adoption of the new Local Plan. The commencement of work on a masterplan or framework could provide reassurance to any inspector that will be considering the new Local Plan as to the Council's commitment to ensure a coordinated approach to delivery and that the preparation of a further level of design guidance would enable start on site at an appropriate time to meet the stated housing trajectory and land supply.
- 5.7 The preparation of a masterplan or framework, especially if it were heading towards potential adoption or formal approval by the Council (such as to become an SPD) will need to be led by the Council. The process should involve working collaboratively with landowners and developers involved through a formal and transparent process. Effective community and stakeholder engagement will be an important part of the process, going beyond any statutory consultation requirements (such as relating to the preparation of an SPD) to ensure that there is active engagement and participation in the process from the outset.
- 5.8 A policy requirement is proposed for the preparation of an area-wide masterplan or framework to show how a high quality new place will be created in this location, and how a comprehensive approach would come forward. This could be integrated into a potential SPD together with addressing any other relevant policy matters that may be appropriate, for example to provide more detail on environmental aspects, sustainability or housing considerations. The preparation of a masterplan or framework for the whole area would help to provide more definition to the distribution (and density) of land uses, strategic infrastructure provision including green infrastructure and the approach to access and movement. Such an approach should:
- Evolve and refine the overall vision for the area and provide further definition to design parameters and principles into specific development parcels or discrete character zones.
 - Support co-ordinated, comprehensive and integrated development and encourage joint/partnership working.

- Test site constraints, capacity and site specific issues in more detail. This could for example include matters such as the role and importance of existing assets and activities, the integration of new development into the current urban and landscape setting, the scope to encourage renewable energy, etc.
 - Ensure physical, social and green infrastructure can support new housing and be phased and provided at the right time in line with the requirements set out in the Local Plan both on site and off site, including social, retail and other supporting uses/facilities, new open spaces, food-growing spaces and public transport improvements.
 - Understand viability and equalise costs of development in more detail (including phasing, specific S106 asks and CIL calculations).

5.9 To support the delivery of high quality and co-ordinated development in this location, pre-application discussions will be required for any specific proposals and these should be taken forward through the use of Planning Performance Agreements (PPAs).

5.10 PPAs can provide an effective mechanism for giving advice to applicants before applications are made, to an agreed project plan and work programme. They provide a framework for the involvement of key stakeholders. They can be used to agree timescales, actions, and resources for handling particular applications and can be used as part of pre-application and application stages, as well as extending through to the post-application stage. They could also establish a formal and transparent approach to support the overall site masterplanning process.

5.11 Nationally local authorities and planning applicants have identified a number of clear advantages for using PPAs. PPAs can be used effectively to:

 - Establish a shared commitment for the development process to be progressed as quickly and efficiently as possible.
 - Establish and meet an agreed timetable towards the determination of a planning application in due course and compliance with statutory procedures.
 - Set out the appropriate level of engagement with stakeholders.
 - Identify determining issues and agree tasks & actions to resolve them.
 - Identify, address, and determine the requirements of all necessary planning considerations including accompanying S106 agreement(s) where relevant.

5.12 Material prepared to support specific planning applications will also play a role. Design and Access Statements will be required to accompany planning applications for major developments. The design principles and components set out in Design and Access Statements at the outline stage should be in accordance with policies set out in the new Local Plan and any masterplan that may be prepared for this area. The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications. Applicants would be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion and subsequent maintenance.

5.13 Design Codes will set out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of the local policy basis. They will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage. They should be prepared in accordance with the emerging national requirements (consultation on proposed changes to the National Planning Policy Framework which directly refer to design coding), the National Design Guide and process as set out in the National Model Design Code. Codes should come forward in partnership with the Council, local community interests, services providers and other stakeholders. Across the Crews Hill area where there may be various smaller sites, consideration will need to be given to establishing a design coding approach relating to groups of sites within sub areas.

Viability, Infrastructure Planning & Delivery

5.14 The Whole Plan and CIL Viability Update (April 2021) prepared by HDH Planning & Development examines the viability elements of the Local Plan evidence base as required by the NPPF and relevant guidance. It tests the new Local Plan to ensure it is viable and deliverable. As the Councils consideration of proposed allocations and policies have been evolving, the work has been based on typologies that were considered to be representative of the sites to be allocated in the new Local Plan. This has included the consideration of several potential Strategic Sites. The key findings of relevance to the Crews Hill area include:

- The London Borough of Enfield has a vibrant and active property market, although some areas, particularly those associated with the east of the Borough do have challenges.
- In analysing the differences between viability across the Borough, the western and northern areas of the Borough (Chase, Cockfosters, Highlands, Grange, Palmer's Green, Southgate, Winchmore Hill) are identified as higher value areas.
- 35% affordable housing is achievable on most sites in most areas, in addition to other policy requirements. There is substantial scope to have a considerably higher (50%) affordable housing target in the higher values areas.
- Greenfield sites in the higher value area are likely to be able to bear both higher levels of affordable housing of up to 50%, and substantial levels of developer contributions of at least £50,000/unit, in addition to the current rates of CIL, (£50,000/unit is the maximum amount tested).
- The Council can be confident that development that is planned for in this area will be deliverable and forthcoming.

5.15 In relation to potential strategic sites, the study recognises that the delivery of any large site or growth area will be challenging in that it is likely to have specific infrastructure needs and phasing implications, and a need to deliver across a wide range of policy requirements and objectives. Rather than drawing firm conclusions, the Viability Update recommends that the Council engages with the landowners at the earliest opportunity. Such work can continue in parallel with the further evolution of land use proposals and the consideration of all influences via the preparation of a masterplan for the site.

- 5.16 The Infrastructure Delivery Plan (IDP) submitted alongside the new Local Plan will need to set out the infrastructure requirements across the Council area as a whole. It will also inform the approach taken to infrastructure requirements deemed necessary on site.
- 5.17 Depending on the ultimate conclusions of the Infrastructure Delivery Plan, it is anticipated that the Crews Hill placemaking area will need to secure and provide:
- New and improved areas of formal and informal open space provided as part of the emerging proposals including integrated open space and a designated area of public allotment space alongside horticultural industries, together with contributions for longer term management and stewardship.
 - A significant amount of new woodland and parkland complimenting and improving links to Enfield Chase to the west, Hilly Fields and the London Loop to the south and White Webbs, Forty Hall and centre of sporting excellence to the east.
 - A network of new and improved active travel routes to key destinations, linking key destinations, such as Crews Hill station, Enfield Chase hospital and Forty Hall, and enabling good connectivity and accessibility by walking and cycling.
 - New bus routes (including improved links between Crews Park, Trent Park, Enfield Chase and Enfield Town) and increased frequencies, with potential subsidies for the provision of services in the early phases to promote use.
 - New road infrastructure that is necessary to facilitate the scale of proposed development, including connecting the site to the main route network and any other related off-site improvements (subject to transport capacity modelling).
 - Provision of new local centre with appropriate facilities and services formed primarily round the station with additional focus of activity along E-W corridors.
 - An overarching public realm strategy which identifies enhancements to existing streets, a hierarchy of other public realm and streets and a particular focus around the station, to enhance the sense of arrival as a gateway to the north of the Borough.
 - Provision and contributions towards new social infrastructure including addressing health, education and recreational needs of an increased local population.
 - Natural flood management and other environmental, ecological & biodiversity measures for example wetland creation along Cuffley Brook, forming an attractive waterside setting to new development on the easterly facing slopes.
- 5.18 The potential measures and contributions will require further assessment to ensure that sufficient infrastructure can come forward at the right time, taking account of viability and delivery considerations and the cumulative impact of neighbouring development schemes. Any future masterplan or framework can help to provide certainty around the phasing of infrastructure, who will fund and deliver it and when, alongside more detailed viability analysis and an overall delivery framework.

5.19 Any amendments that may arise through further consultation and modifications will mean that a review of the current emerging IDP will undoubtedly be required as part of the examination process. Whilst the evidence base supporting the new Local Plan as a whole will be updated to reflect any potential modifications, the separate production of an area wide masterplan will need to consider the specific infrastructure needs and phasing of the Crews Hill area. Such an approach will need to:

- Review and identify the full scope of infrastructure required for the Crews Hill area and any specific site.
- Clarify the location and scale of necessary infrastructure works.
- Set out an approach to phasing of each infrastructure item, including identifying (as appropriate) thresholds and triggers for when certain facilities and measures are required.
- Set out the approach to funding and delivery, including consideration of the role of S106, CIL or other measures, and any necessary mechanisms for funding between multiple sites/developments to ensure a fair and equitable approach.
- Clarify wider stakeholder roles and responsibilities including requirements relating to third parties such as statutory and/or external bodies, including their approach to funding, planning and delivering any requirements, and mechanism to ensure they can come forward in accordance with the overall development programme.

5.20 A key part of the approach to infrastructure will be to secure suitable agreements between separate landowners as to how infrastructure will be funded and delivered comprehensively, including full consideration of various mechanisms including S106, the Community Infrastructure Levy (CIL) and any new mechanisms which may come forward via the future reform of the planning system (for example proposals for a new consolidated infrastructure levy).

5.21 It is anticipated that the Council will consider the findings of this Placemaking Study alongside the wider evidence base and use it to establish a strong policy basis for the future of the Chase Park area. The inclusion of strategic policies for the area and this initial work on the spatial approach provides a suitable basis for the future planning of the site, but it is also important to consider how the area as a whole would then progress to the submission of planning applications and onwards to implementation. This will require additional and ongoing coordination and further guidance to ensure that the overall planning objectives can be realised.

Appendices

Appendix 1: Consultation on the new local plan for Enfield:

Key issues and matters arising from consultation on the Towards a New Local Plan for Enfield 2036, Issues and Options

Representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) are included at Appendix 1 of this Topic Paper . and provide an indication of wider community, stakeholder and landowner views on the potential approach to change across the area. It is important to note that a wide range of representations across a number of topics and spatial areas were submitted in response to the consultation including from many individuals. The overview below does not attempt to review all relevant matters raised or directly refer to all parties that responded. It does however assist to set some wider con-text to some of the main issues of concern and how future proposals ought to respond as part of the approach to the placemaking work.

Greater London Authority: the GLA's response indicated that the Mayor did not support the release of the Green Belt, indicating that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified. This is in line with the more re-cently adopted London Plan within which the Mayor strongly supports the continued protec-tion of London's Green Belt.

In relation to Crews Hill, the GLA noted that the area had a Public Transport Accessibility Level ranging from 1a to 1b with few bus services. Developments would be expected to be based on an integrated approach to land use and transport to achieve the ambition for a 75% mode share for walking cycling and public transport.

The Mayor welcomed proposed policies that were seeking to future-proof development from the impacts of climate change and that aimed to secure net biodiversity gain. The Mayor also welcomed Enfield's support for the protection, provision and enhancement of social and green infrastructure and proposals to improve the health and well-being of residents across the borough, including addressing poor air quality.

Natural England (NE): NE raised particular concern over proposals that would fall within the Epping Forest Special Area of Conservation 'zone of influence', but the proposed land at Crews Hill lies outside of this area and is therefore in a less sensitive area (when compared to the eastern side of the Council area). Natural England advised that the Plan's vision and emerging development strategy should address impacts on and opportunities for the natural environment and set out the environmental ambition for the plan area.

NE would like the plan to take a strategic approach to the protection and enhancement of the natural environment including providing a net gain for biodiversity and considering opportuni-ties to enhance and improve connectivity. The Plan should set out a strategic approach, plan-ning positively for the creation, protection, enhancement and management of networks of biodiversity. Overall NE would like to see a strategic approach to green infrastructure to en-sure its protection and enhancement.

Environment Agency (EA): The EA make reference that the approach to the green belt should be carried out in line with the National Planning Policy Framework environmental objective: “to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, [and] helping to improve biodiversity”. The EA raise particular concerns regarding the impact of developments on the water environment – rivers, streams and ditches, ponds and lakes, all wetland habitats - and wish to ensure that this receives adequate protection. The EA also suggest that if development is proposed in the Green Belt, areas of ecological value (land and water based) should be protected, conserved, and where feasible enhanced. The overall vision should make greater reference to the natural environment, “to celebrate, and aspire to enhance, the natural environment of the borough, recognising the multiple benefits it has to offer.”

The Enfield Society: The Enfield Society promotes the conservation and enhancement of the civic and natural environments of the London Borough of Enfield and its immediate surrounding area. The Society did not believe that there was a need to carry out a review of the Green Belt in Enfield, and that the search for potential sites for housing and employment should firstly focus on previously developed land particularly in the Upper Lee Valley and the London, Stansted, Cambridge Corridor. Strategic expansion should be based on residential-led mixed use development with highest densities related to locations with high public transport accessibility. If land was required from the Green Belt, proposals should be approached in a way to enhance and improve the Green Belt overall.

The Society considered that a prerequisite for all new developments was that infrastructure improvements (schools, medical facilities, public transport and utilities) must be in place to support housing expansion. Public transport within the Borough and beyond must be made more accessible and the natural choice for local and longer trips with investment to improve transport interchange facilities. Crews Hill was not considered a favoured location as the Society referenced it as lacking public facilities (schools, health) and that other than the rail connection, that wider public transport services and connections were poor.

Enfield Road Watch Action Group: The Action Group accepted the need for change and development so long as this is linked to the protection of Enfield’s heritage and its green spaces. The Action Group did not believe that there was a need to review the Green Belt in Enfield. Crews Hill was not considered to be a sustainable location given the very limited services available within that settlement (schools, medical facilities, etc.) and poor non-rail connectivity. The emerging Local Plan should include policies to encourage, promote and protect agriculture and productive use of agricultural land in the borough.

In a separate consultation response on the Council’s Green & Blue Strategy, the Action Group referred to a preference to reinstate Crews Hill as a centre for local food and horticulture production as part of an overall future vision. They also put in a separate response to the Enfield Vision work, which included references to other aspects, including connectivity which should in the future focus on green and healthy solutions and provide alternatives to car use. They also believed that post-Covid the housing mix should be considered in light of home-working and/or provision for local work hubs. In relation to spatial vision options support was expressed for an approach that could improve air quality, human health, mitigate and adapt to climate change reducing reliance on the car. In summary the Action Group indicated a preference for a creative vision for a borough that was greener, cleaner and healthier and that provides all of the amenities for the benefit of all residents. The key element identified was a need to embrace and work with nature and the environment.

Crews Hill Residents Association: the Residents Association set out a general position that there was sufficient land for housing elsewhere and that there should be no reason to revise Green Belt boundaries. Concerns were expressed about public transport accessibility at Crews Hill, with the station having limited facilities and local bus routes not serving the area well. There was also an identified lack of local infrastructure to support an increased local population and the need for shops, schools, health facilities. The Association noted that people visit the area to visit the various garden centres and local businesses and to enjoy the semi-rural setting.

Tottenham Hotspur Football Club (THFC): THFC supported the growth ambitions and the need for the Plan to consider a range of options for delivering future growth. Each option would need to be assessed against appropriate and proportionate evidence to determine whether growth could be accommodated in a sustainable manner, having regard to the environmental and infrastructure capacity within the Borough.

THFC supported growth at the Crews Hill Station, in principle, subject to evidence demonstrating that it could be accommodated without undue impact on the Green Belt functions. If the area were to be identified for growth, upgrades to the east/west connections would be necessary, and THFC supported such upgrades where they utilised and secured upgrades to existing infrastructure, most notably Whitewebbs Lane/Road.

Crews Hill Landowners: Various landowners and their agents submitted representations directly and/or via the call for sites exercise and expressed views on the potential approach to the Crews Hill area.

Lichfields were instructed by parties with landowner interests in sites at Crews Hill and expressed strong support for the identification of the existing settlement around Crews Hill station as having the greatest potential to act as a hub for sustainable growth in the District. The approach of taking a strategic plan-led approach to Green Belt was also strongly supported including considering the need to ensure that Green Belt boundaries endured beyond the plan period.

The reference to Crews Hill as an example of a Green Belt area with potential to deliver good growth with strong sustainability credentials was strongly supported. Lichfields stated that areas both east and west of the railway line at Crews Hill were considered to have potential to deliver sustainable development, at a critical mass and supported by the delivery of new community infrastructure, that could also maximise opportunity for sustainable modes of travel.

Lichfields also suggested that the rationalisation of existing uses and redevelopment of underutilised land, could make a substantive contribution to the housing and development needs of the Borough. It was considered that this could be done whilst also retaining/re-providing for the elements of Crews Hill which genuinely provide a strong horticultural function so that these uses would not necessarily be lost to the Borough. Other general retail and leisure functions could be consolidated into a new community or other town centres.

The submission by GL Hearn on behalf of Taylor Wimpey relating to Land North of Crews Hill Station stated that they supported the Council's vision for strategic development around Crews Hill and recognised that it would be challenging for the Borough to meet local needs within urban areas only. The site was considered to be capable of bringing forward predominantly family homes to help meet local needs.

Simply Planning on behalf of clients in the area (Browns Garden Centre) consider that many of the sites in Crews Hill were not considered to be pristine Green Belt sites and were previously developed sites that offered the potential to meet some of the Council's identified housing need if planned in a positive way.

H Planning Ltd acting on behalf of several clients including Wolden Garden Centre and Warmerdams Farm noted that their clients had experienced fluctuating demand for horticultural products in recent years and that they supported the redevelopment of the sites for more intensive residential and mixed-use development.

Appendix 2:

The new Local Plan for Enfield Vision work

As part of preparing work for the Local Plan, the Council undertook additional engagement in early 2021 to consider the evolution of a strategic vision - as a succinct framing statement, to be supported by strategic objectives and guiding principles that would help to inform the evolution of spatial options, the scale of growth and where in the borough growth could be accommodated.

A series of engagement sessions were held during February 2021, including with Council Officers, Members and the Enfield Youth Parliament to gain the input of young people and understand priorities for the future development of the borough. A public survey was used to capture wider views around several key themes such as the future role of Enfield and type of place it could become. The survey attracted 278 responses of which 84% residents of Enfield. 65% were aged over 50, and the same proportion identified as White British, albeit this did not fully align with the Borough's overall profile of which only 31% of residents are aged over 50 and 35% are estimated to be White British.

Some of the key findings from the engagement activities included the following:

- Future growth and development should be spread throughout the borough and help to address disparities between east and west.
- There was a need to focus on quality and supporting infrastructure including where possible improvements to east-west transport connectivity.
- The need to address housing needs and deliver affordable housing. Focus on the needs of families and existing residents and support a good quality of life.
- A desire to create a broad-based economy, improving industrial areas to building on successes.
- Support for wildlife and food growing in rural Enfield.

In terms of the future character of Enfield, responses favoured maintaining the distinct character of Enfield's communities and that heritage should be valued. Green space was considered to be of crucial importance in all parts of the borough, and opportunities to make the most of natural assets as part of new development.

In relation to Enfield's role, the public survey indicated considerable support in relation to the area being 'deeply green' (72%) providing access for all to green and blue infrastructure, nature recovery and access to green spaces, and as a 'family retreat' (63%) catering to the needs of families, with excellent educational facilities, and opportunities for young families to stay in the borough and flourish.

Sustainable movement was a clear priority with 67% wanting to see Enfield highly connected by networks of walking, cycling, bus and train routes, 45% supported improving the network of east to west walking, cycling, bus and train routes, and there was least support (14%) for improved east west connections for cars and vehicles.

In relation to the type of place, environmental aspirations are strong with 68% wanting the borough to be a clean and unpolluted place where water and air quality is prioritised and protected. 60% wanted Enfield to be a deeply green place where nature and green and blue spaces penetrate through streets, open spaces and buildings through innovative and pioneering design. Also, 67% believed that Enfield should be an intergenerational place. There was least support (11%) for Enfield to have a 'vibrant city scale place'.

With respect to character, 61% thought that Enfield should be a place where built heritage was prioritised and protected from the potential negative impact of modern developments. 49% favoured a mix of suburbs, town centres, regeneration areas, large and small employment areas, recreation and open spaces linked by transport corridors. There was least support (11%) for growth accommodated through tall buildings.

The most popular choices in terms of the spatial vision included:

- 41% agreed with providing for improved biodiversity and networks of green spaces and access to nature to improve people's health and wellbeing should take priority.
- 40% agreed that the borough should improve air quality, human health and mitigate and adapt to climate change, even if it meant reducing the reliance on the car.
- 39% favoured the conversion of industrial areas to housing so that urban areas can be preserved, and large-scale housing developments can be avoided in countryside areas.

Given the need to reflect the wider issues across the whole population, further analysis was undertaken of the views expressed by those under 30 years old. Whilst the analysis is only based a smaller number of survey responses, it revealed that there was strong support for the 'deeply green' vision for Enfield, for sustainable transport options, for meeting employment needs and for the provision of new homes with gardens and access to green space, improved biodiversity and air quality. Young people also wanted Enfield to become a place that nurtured young talent/entrepreneurs, a place of equality, an intergenerational place with green links.

Appendix 3:

Outputs from officer workshop ‘Jamboard’ session.

Vision theme 1: what if... Enfield was a Deeply Green place with:

- Connecting green, east to west
- Radial green routes \doorstep landscapes
- Connecting with nature
- Destination landscapes
- New functional green belt
- Linking with countryside
- Higher density/ taller buildings for reduced land take
- Increase publicly accessible green space

The discussion generated the following ideas to help to achieve the Vision theme:

- Maximising opportunity for interface with nature, including street planting/ green roofs/ walls etc especially in high density developments.
- The parks and landscapes would be in good condition and not on the at risk register; with diverse ecologies, a direct result of proactive management and with more people able to access them.
- Any site would have biodiversity net gain over existing – protected/ re-wilded areas, bringing more biodiversity into the borough and supporting diverse ecosystems. Needs to be safeguarded by a range of landscape management approaches.
- Role of Stewardship – how to create the sense of community/ bringing people together/ social prescribing to encourage people who wouldn’t usually use parks to get involved.
- Council ownership of fairly significant parts of the area can be a valuable factor in a cohesive development and in delivering a clear vision.
- Health inequalities and inclusive spaces – design of green spaces can include or exclude different communities – consider the impact of wilder areas vs traditional parks in terms of user groups.

Vision theme 2: What if... Enfield was a productive place with:

- Productive landscapes
- Circular-local
- Nurturing skills and talent
- Energy generation and distribution
- District food network
- Enfield Town centre economic function

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Crews Hill opportunities – place of special character and economic function (the ‘wild west?’); opportunities to retain the garden centre/retail function as these are a sub-regional attractors. Including people in food growing – brings social and economic benefits including education, small scale food production with health and wellbeing benefits, eg OrganicLea.
- Link district heating to market gardening to provide near zero carbon heat for heated growing. Would work on either site. Renewable energy – any potential here? Wind / solar?
- Horticultural skill building; linked to the rewilding/ skills academy.
- Build on the heritage of growing at Crews Hill as part of the placemaking story – a very unique aspect for Enfield.
- Other industries potential? Eg brewing – although most of those activities focus on the eastern corridor where there are connections and real estate opportunities.
- Both sites have opportunity for productive landscapes in different ways. Crews Hill has an existing growing/ gardening focus and there is a cooking/ eating focus at Oakwood with a number of restaurants (Michelin starred??), which could be a focus for Chase Park.

Vision theme 3: What if.. Enfield was a place for all, with:

- Lifetime learning
- Mixed buildings; spaces; communities; employment
- Consolidation/intensity for critical mass
- Sociable streets
- ‘I’m from Enfield’
- Private car independence
- Walkable neighborhoods

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Inequalities and access to green space makes sociable and safe spaces and streets all the more important, eg for the elderly and households with young children
- Access to cheaper /cost effective food eg small supermarkets tend to be more expensive than superstores
- About 1/3 of Enfield residents don’t have access to a private car therefore sustainable transport and accessible spaces is key. Fuel poverty an issue; homes need to be accessible for a wider group of people in the future.
- Walkable neighborhood – would need a local centre at Crews Hill and one at Chase Park. Provide services close to where people live in order to reduce car dependence and make them true communities, not just dormitory settlements.
- Shortage of outstanding schools in LBE – people who buy around Oakwood tend to be driven by schools.

- Both sites have easy access to substantial parkland / rural spaces. This is an opportunity to develop a different/ new typology of home
- The areas provide different job opportunities – home to Enfield’s farming community?
- How do we factor in the needs of children; the older population? Inter-generational housing requirement.
- Think about post-covid home requirements. How can we deliver housing for people to down-size into as well as starter homes for young couples?

Vision theme 4: What if... Enfield was a part of London with:

- Unique but interdependent
- I’m from London
- Post-suburbia
- Host to Enfield’s existing economic strengths and contributing to London
- Accessible to London
- Improving corridors
- City-functioning public transport
- Regionally significant branded park

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Crews Hill – LBE owns land. Balance between housing and Green & Blue infrastructure; natural burial site. Train station is an asset
- Opportunity at Crews Hill for family housing – targets vs type of housing. Pocket village concept.
- CH is an access point to countryside.... where city meets country.
- If Green Belt land is being released, it must meet the highest standards of design, build and sustainability. Exemplar development is the price to pay for better access to build on GB land. At Chase Park, the land form is better suited to accommodate taller buildings
- Crews Hill can be a gateway to the re-wilding work. Public transport focused, not car ...car free? An idea location for self-build and non-standard forms role of community land trusts etc
- Chase Park would have a different density; proximity to Oakwood would make it feel more London... on the tube map! Good opportunities to link into the new Chase. Further from the rail stations but more choices and better service within reach .



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Interim IIA findings Regulation 18 Local Plan

Final report

Prepared by LUC

June 2021

Interim IIA findings

Regulation 18 Local Plan

Version	Status	Prepared	Checked	Approved	Date
1.	Final report	S. Newman E. Smith S. Temple	S. Temple T. Livingston	T. Livingston	25.05.2021
2.	Final report + revisions	S. Temple	T. Livingston	T. Livingston	01.06.2021

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Appendix ...

Interim IIA findings Regulation 18 Local Plan

Please note: This Interim IIA Report contains the findings of the IIA work as of 20 May 2021 and therefore does not reflect any subsequent changes that have been made to the Local Plan. Any changes made to the Local Plan after 20 May will be reflected in the full IIA report to be published before the Full Council meeting on 9th June 2021. Therefore, any policy or site appraisals are still subject to change.

Contents

Chapter 1	
Introduction	1
Appraisal methodology	1

Chapter 2	
IIA findings for the Issues & Options Local Plan (2018)	9
Introduction	9
IIA findings for the 2018 draft vision and growth objectives	9
IIA findings for the growth options considered in the 2018 Issues & Options consultation document	14
IIA findings for the policy approaches considered in the 2018 Issues & Options document	25

Chapter 3	
IIA findings for the Regulation 18 Local Plan (2021)	44
Introduction	44
IIA findings for the spatial options considered in 2021	44
IIA findings for the site options	56
IIA findings for the policies	73

Appendix A	
IIA assumptions for site options	A-1

Appendix B	
Appraisal matrices for the site options	B-1
Housing sites	B-2
Industrial sites	B-49
Mixed use sites	B-58
Other sites	B-80

Chapter 1

Introduction

1.1 Enfield Council commissioned LUC in March 2021 to carry out an Integrated Impact Assessment (IIA), of Enfield's Regulation 18 Draft Local Plan, comprising:

- Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA);
- Health Impact Assessment (HIA);
- Equalities Impact Assessment (EqIA);
- Community Safety Impact Assessment (CSIA); and
- Habitats Regulations Assessment (HRA).

1.2 The HIA, EqIA and CSIA have been integrated into the SA/SEA and are being undertaken and presented as a single IIA. Therefore, for simplicity within this report we refer just to the IIA, which should be taken as incorporating SA, SEA, HIA, EqIA and CSIA. The HRA has been carried out as a separate process due to needing to meet separate legal requirements, and a separate HRA Report has been prepared.

1.3 This is an Interim IIA Report that has been produced to provide the London Borough of Enfield's (LBE) Members with the findings of the IIA work undertaken to date alongside the preparation of the Regulation 18 Draft Local Plan. It does not constitute a full IIA Report that meets the requirements of the SEA Regulations (the full IIA Report is being prepared in time for the Regulation 18 public consultation). This Interim IIA Report contains the findings of the IIA work as of 20 May 2021 and therefore does not reflect any subsequent changes that have been made to the Local Plan. Any changes made to the Local Plan after 20 May will be reflected in the full IIA report. Therefore, any policy or site appraisals are still subject to change. This Interim IIA Report is structured as follows:

- **Chapter 1:** Introduction, including the IIA Framework
- **Chapter 2:** IIA findings for the 2018 Issues & Options Local Plan, including:
 - 2018 Draft Vision & Objectives
 - 2018 Growth (spatial distribution) options
 - 2018 Draft Policy approaches
- **Chapter 3:** IIA findings for the 2021 Regulation 18 Draft Local Plan, including the following elements:
 - Spatial Options included in Chapter 2 (and reasonable alternatives considered by LBE)

- Site Options included in Policy SP H1: Housing development sites in Chapter 8 and Policy SP E1: Options for employment and growth in Chapter 9.

- Draft policies included in Chapters 4, 5, 8, 9 and 10

- **Appendix A:** sets out the IIA assumptions used for appraising the site options

- **Appendix B:** presents the appraisal matrices for the site options

Appraisal methodology

IIA framework

1.4 The development of a set of IIA objectives (known as the IIA framework) is a recognised way in which the likely environmental and sustainability effects of a plan and reasonable alternatives can be described, analysed and compared. The IIA framework for the Local Plan is presented in **Table 1.2** and was originally developed by AECOM from the analysis of national, regional and local policy objectives, baseline information, and key sustainability issues identified in the Plan area.

1.5 The IIA framework comprises a series of IIA objectives, each accompanied by a set of guide questions that were used to appraise the performance of the Local Plan against the IIA objectives, including overall alternative spatial strategies for growth being considered by the Council for inclusion in the Local Plan.

1.6 The relationship between the 'SEA Topics', which are the specific topics that SEA is required to cover, as per Schedule 2 of the SEA Regulations, is shown in the final column of **Table 1.2**. It can be seen that a number of the IIA objectives cut across SEA Topics, showing how inter-related many of these are.

Refinements to the IIA framework

1.7 As a result of the review of earlier IIA work undertaken by AECOM, LUC proposed some refinements to the original IIA framework developed by AECOM. LUC has restructured the framework to clearly state the headline objective for each topic, in addition to moving some of the detail contained within AECOM's list of objectives to the appraisal questions columns, whilst ensuring that all SEA topics are covered. The

framework addresses any relevant concerns expressed by the statutory consultees in the IIA Scoping Report.

Site assessment assumptions

1.8 IIA inevitably relies on an element of subjective judgement. However, in order to ensure consistency in the appraisal of the site options, for each of the IIA objectives in the IIA framework, a clear set of decision-making criteria and assumptions for determining significance of the effects were developed. These assumptions set out clear parameters within which certain IIA effects would be given, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The assumptions are presented in **Appendix A**. The performance of the sites against the site assessment assumptions were used, alongside other technical assessments, to inform Enfield Council's selection of individual site allocations.

Key to IIA effects symbols

1.9 The findings of the IIA are presented as colour coded symbols showing an effect for each option against each one of the IIA objectives along with a concise justification for the effect given, where appropriate. The colour coding is shown in **Table 1.1** below.

Table 1.1: Key to IIA effects symbols

++	Significant positive effect
++/-	Mixed significant positive and minor negative effect
+	Minor positive effect
0	Negligible effect
-	Minor negative effect
--/+	Mixed significant negative and minor positive effect
--	Significant negative effect
++/--	Mixed significant positive and significant negative effect
+/-	Mixed minor positive and minor negative effect
?	Uncertain effect
N/A	Not applicable

Table 1.2: IIA framework used to appraise the Enfield Local Plan – 2018 Issues & Options and 2021 Regulation 18 Draft Local Plan

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqIA and CSIA)
<p>IIA objective 1: Ensure the Local Plan serves to minimise LBE's per capita CO₂ emissions such that the Council will become a carbon neutral organisation by 2030, and a carbon neutral Borough by 2040.</p>	<p>Minimise greenhouse gas emissions from industrial and commercial activities?</p> <p>Improve strategic public transport infrastructure?</p> <p>Ensure a complementary mix of land uses within compact communities that minimises the length of journeys to services and facilities, in addition to employment opportunities?</p> <p>Increase the proportion of journeys made on foot or by cycle, and developments are of a sufficient density to support and enhance local services and public transport provision?</p> <p>Provide roadside green infrastructure, particularly trees, which could help absorb carbon dioxide?</p> <p>Sustainable transport is addressed separately under IIA objective 12.</p>	<p>Climatic factors</p> <p>Air</p>
<p>IIA objective 2: Ensure resilience to climate change particularly mindful of the likelihood of climate change leading to problematic high temperatures, worsened flood risk and increased risk of drought.</p>	<p>Require the incorporation of sustainable design and construction techniques in development?</p> <p>Ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?</p> <p>Reduce the risk of damage to people, property and infrastructure from extreme weather events?</p> <p>Flood risk is addressed separately under IIA objective 17.</p>	<p>Climatic factors</p> <p>Human health</p> <p>Biodiversity, flora and fauna</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p>
<p>IIA objective 3: Deliver housing to meet agreed targets and support an appropriate mix of housing types and tenures, including affordable and specialist housing, including housing for the elderly and disabled people.</p>	<p>Provide for a range of housing type and tenures to meet identified housing needs?</p> <p>Provide affordable housing to meet identified needs?</p> <p>Address the housing needs of older people, i.e. extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?</p> <p>Provide specialist accommodation for those with disabilities?</p> <p>Make provision for homes that can be adapted to support independent living for older and disabled people?</p>	<p>Population</p> <p>Human health</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p> <p><i>Equalities Impact Assessment</i></p>

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqIA and CSIA)
<p>IIA objective 4: Improve the physical and mental health and wellbeing of Enfield residents and reduce health inequalities between local communities within the Borough.</p>	<p>Improve access to healthcare and provide new or enhanced local health services to support new and growing communities?</p> <p>Contribute to narrowing health inequalities?</p> <p>Improve access to outdoor and indoor sport and leisure facilities, in addition to recreation facilities?</p> <p>Improve access to open space and the countryside, including Lee Valley Regional Park, recognising its sensitivity to human disturbance?</p> <p>Provide, steward and maintain green infrastructure assets and networks, ensuring that these are linked into new and existing developments, to improve the connectivity of green space and green networks?</p> <p>Limit the risk of air, noise and light pollution on local people?</p>	<p>Population</p> <p>Human health</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p> <p><i>Equalities Impact Assessment</i></p>
<p>IIA objective 5: Support good access to services, facilities and wider community infrastructure, for new and existing residents, mindful of the potential for community needs to change over time.</p>	<p>Will it maintain and improve access to key services and facilities for all sectors of the population? / Ensure proposals retain or re-provide existing social infrastructure?</p> <p>Will it improve access to community facilities?</p> <p>Make provision for religious places of worship?</p> <p>Provide new and improved education facilities, which will support raising attainment and the development of skills, leading to a work ready population of school and college leavers?</p> <p>Improve educational attainment, qualification levels and participation in education and training?</p> <p>Access to more general services and facilities is addressed separately under IIA objective 10.</p>	<p>Population</p> <p>Human health</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p> <p><i>Equalities Impact Assessment</i></p>
<p>IIA objective 6: Encourage social inclusion, promotion of equality and a respect through diversity.</p>	<p>Reduce poverty and social exclusion in those areas most affected?</p> <p>Develop social cohesion through good urban design, using the healthy streets indicators and community spaces that act as a catalyst for community cohesion?</p> <p>Make provision for open space within town centres and new developments, encouraging interaction amongst residents?</p>	<p>Population</p> <p>Human health</p> <p><i>Health Impact Assessment</i></p> <p><i>Equalities Impact Assessment</i></p>

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqIA and CSIA)
	Make the public realm safe and attractive to use by pedestrians?	
IIA objective 7: Reduce crime and increase community safety.	<p>Support targeted interventions to reduce crime and increase community safety, guided by LBE's Crime and Community Safety team, and ensure high quality new developments that are future proofed?</p> <p>Reduce levels of crime, anti-social behaviour and the fear of crime through high quality design and intervention, i.e. street layout, public space provision, passive surveillance, lighting, etc.?</p> <p>Encourage access to, and the provision of, community and youth facilities in more deprived neighbourhoods?</p> <p>Increase the perception of safety from crime?</p>	<p>Population</p> <p>Human health</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p> <p><i>Community Safety Impact Assessment</i></p>
IIA objective 8: Focus on delivering the 'Vision Zero' target for road safety.	<p>Apply healthy streets principles to ensure pedestrians and cyclists can travel safely?</p> <p>Ensure safe street design so as to encourage walking and cycling?</p>	<p>Population</p> <p>Human health</p> <p><i>Health Impact Assessment</i></p>
IIA objective 9: Support a strong, diverse and resilient economy that provides opportunities for all.	<p>Support the growth of Strategic Industrial Locations and Locally Significant Industrial Sites?</p> <p>Ensure a sufficient supply of land to meet local employment needs?</p> <p>Provide opportunities for start-up companies and expansion of local companies, particularly in high-performance technologies, business and professional services?</p> <p>Help diversify employment opportunities locally, including employment within the social enterprise, voluntary and community sectors and a growing higher wage economy?</p> <p>Improve access to jobs for local people from all sectors of the community that will reduce inequality between standards of living?</p>	<p>Population</p> <p>Human health</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p>
IIA objective 10: Support the vitality of the Borough's town and local centres.	<p>Enhance the vitality and vibrancy of town and local centres?</p> <p>Encourage the retention of and expansion of town and local centre commercial and retail uses?</p>	<p>Population</p> <p>Material assets</p>

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqIA and CSIA)
	<p>Provide for a range of homes within the town and local centres?</p> <p>Promote regeneration in the Borough?</p> <p>Provide, protect or enhance locations for cultural activities, including the arts?</p>	
<p>IIA objective 11: Minimise air pollution.</p>	<p>Protect and improve air quality in the Borough which is entirely designated as an Air Quality Management Area (AQMA)?</p> <p>Support reduced air pollution in existing hotspots and avoid the creation of new air pollution hotspots, contributing to the achievement of the national and London-wide targets.</p> <p>Minimise air pollution caused by traffic and commercial uses?</p> <p>Address traffic congestion within the Borough and along key routes through neighbouring areas, with a focus on emission reduction, health impacts and the delivery of pedestrian friendly urban design?</p> <p>Mitigate the impacts of unenclosed waste facilities on dust and particulate pollution in less industrialised areas?</p>	<p>Air</p> <p>Human health</p> <p><i>Health Impact Assessment</i></p>
<p>IIA objective 12: Minimise the need to travel and support a modal shift away from the private car.</p>	<p>Make provision for safe and easy access to public transport services?</p> <p>Promote and facilitate the use of electric cars and sustainable modes of transport?</p> <p>Promote compact, mixed-use development, which encourages walking and cycling for short journeys?</p>	<p>Population</p> <p>Air</p> <p>Human health</p> <p>Climatic factors</p> <p>Material assets</p> <p><i>Health Impact Assessment</i></p>
<p>IIA objective 13: Deliver biodiversity net gain at an ambitious scale and avoid/mitigate impacts to valued</p>	<p>Maintain the integrity of the Epping Forest SAC?</p> <p>Protect locally designated and non-designated biodiversity sites from both the direct and indirect adverse effects of development?</p> <p>Avoid impacts of development and human disturbance on Lee Valley Regional Park?</p>	<p>Biodiversity, flora and fauna</p>

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqIA and CSIA)
habitats and ecological networks.	<p>Safeguard and strengthen local ecological/green infrastructure networks that contribute to ecological connectivity both within Enfield Borough and their links with ecological networks in neighbouring boroughs?</p> <p>Deliver targeted enhancements that improve the functioning of networks and are supportive of established conservation objectives?</p> <p>Ensure that known biodiversity of brownfield sites is given due weight reflecting its ecological interest and value?</p> <p>Deliver biodiversity net gain through individual development contributions?</p> <p>Take into account opportunities to enhance biodiversity in the layout and design of development, including allowing species to adapt to climate change?</p>	
IIA objective 14: Sustain and enhance the significance of heritage assets.	<p>Support the integrity, special interest, character, appearance and historic setting of historic settlements and heritage assets, both designated and non-designated?</p> <p>Facilitate enhancements to the fabric and setting of the historic environment?</p> <p>Support access to, interpretation and understanding of the historic environment (including through investigations and studies which better reveal the significance of archaeological assets)?</p> <p>Protect, maintain and enhance scheduled monuments and archaeological sites, and their setting?</p> <p>Protect, maintain and enhance registered parks and gardens, and their settings?</p> <p>Improve participation in cultural activities?</p> <p>Promote greater understanding and enhancement of the Borough's historic environment, such as parks and open spaces, and areas with a particular heritage significance?</p> <p>Help foster heritage-led regeneration?</p>	Cultural heritage including architectural and archaeological heritage
IIA objective 15: Protect and enhance the character, quality	<p>Protect and enhance the landscape and townscape through the appropriate location, layout and design of new development, including the preservation of important open gaps and key views?</p> <p>Protect and enhance the local distinctiveness and contribution to a sense of place?</p>	Landscape Cultural heritage including architectural and archaeological heritage

IIA Objective	Appraisal questions – Will the Local Plan...?	Relevant SEA topics covered (and coverage of HIA, EqlA and CSIA)
and diversity of the Borough's landscapes and townscapes.	Contribute to London-wide Green Infrastructure objectives, including in respect of the Lee Valley Regional Park?	
IIA objective 16: To achieve efficient use of land and materials.	<p>Avoid development of high quality agricultural land?</p> <p>Ensure the re-use and redevelopment of brownfield sites?</p> <p>Make efficient use of recycled and secondary materials?</p> <p>Encourage minimisation, reuse and recycling of waste?</p> <p>Protect mineral resources and ensure development avoids sterilisation of local mineral reserves?</p>	<p>Soil</p> <p>Material assets</p>
IIA objective 17: To manage and reduce the risk of flooding	<p>Minimise the risk of flooding to people, property and infrastructure from rivers?</p> <p>Avoid development in locations at risk from flooding or which could increase the risk of flooding elsewhere, taking into account the impacts of climate change?</p> <p>Create development that incorporates Sustainable Urban Drainage Systems (SUDS) (including their long-term maintenance) to reduce the rate of run-off and the risk of surface water flooding and combined sewer overflows?</p>	<p>Human health</p> <p>Water</p> <p>Climatic factors</p> <p><i>Health Impact Assessment</i></p>
IIA objective 18: Minimise water use and protect water quality.	<p>Ensure that development does not lead to the deterioration of groundwater, surface water or river water quality?</p> <p>Locate development where adequate foul drainage, sewage treatment facilities, adequate potable water supply and surface water drainage can be made available?</p> <p>Require the incorporation of SUDS?</p> <p>Increase water efficiency, particularly in new developments through innovative design measures?</p>	<p>Water</p>

Chapter 2

IIA findings for the Issues & Options Local Plan (2018)

Introduction

2.1 This chapter sets out the IIA findings for the plan options that were presented in the 2018 Issues & Options consultation document for the Enfield Local Plan. The options in that document comprised the draft vision and growth objectives, a set of seven growth (spatial distribution) options and a number of policy approaches presented under nine themes:

- Historic environment
- Design
- Housing
- Economy
- Town centre
- Social infrastructure
- Green infrastructure
- Transport
- Sustainable infrastructure

2.2 The options in the 2018 Issues & Options document have been appraised against the current IIA framework and the IIA findings presented in this IIA Report to help meet the SEA Regulations, which require the likely effects of the plan and 'reasonable alternatives' to be assessed and described. The IIA findings for the 2018 draft vision and growth objectives are discussed first, followed by the findings for the seven growth (or spatial distribution) options, and then the findings for each set of policy options in the order of the nine themes listed above.

IIA findings for the 2018 draft vision and growth objectives

2.3 The draft vision in the 2018 Issues & Options document was as follows:

A Place for Affordability & Accessibility

By 2036, Enfield will be a borough that provides for its residents with a choice of homes and public services to meet actual need and affordability through the successful delivery of thriving neighbourhoods that are environmentally conscious and embrace active, resilient and healthy lifestyles.

A Place of Opportunity & Enterprise

New economies are secured to bring competitiveness of the borough's employment areas to attract regional, national and international investors across all sectors to successfully deliver new jobs and assist in securing the provision of employment training opportunities for local residents.

Enfield will be a place of local entrepreneurs and 'makers' of craft and creativity where people want to innovate and do business; where levels of educational attainment, economic activity and entrepreneurship are the greatest in London; where people have access to jobs in sectors that enjoy prosperity and long-term growth; and where high-speed communications and smart technologies will lead the way in accommodating and being part of London's growth sectors.

A Place for Diversity & Equality

Prosperity is shared across the whole borough to enable people to reach their potential through access to high quality schools and learning. Enfield residents will enjoy an opportunity for active and attractive places to live and work in healthy

environments. Our youth and most vulnerable residents will be supported through improved health, education and skill levels to enable everyone to fulfil their potential.

New and regenerated neighbourhoods will be safe and defined by the highest standards of well designed, affordable, accessible and eco-friendly homes and with access to public spaces.

Residents will have improved health and wellbeing and quality of life, improvements to open spaces, as well as new employment opportunities, ensuring that the benefits of growth, regeneration and investment reach everyone in the borough.

A Place that Delivers

Enfield will be an exemplar borough of how joined up partnerships, approaches to regeneration and investment can maximise opportunities to deliver for local people. The Council will deliver on several key regeneration schemes including our flagship Meridian Water project.

New transport infrastructure projects for rail, road and cycling will deliver reduced congestion and improved air quality. The early delivery of Four Tracking of the West Anglia Mainline as an early stage of Crossrail 2 will increase rail capacity, unlock and begin the accelerated regeneration of the eastern corridor and prepare for Crossrail 2.

2.4 The Council then set out a series of growth objectives to achieve the draft vision, under four overarching objectives:

1. Promoting and managing growth

- To promote growth and help achieve sustainable patterns of development by focusing new development in the borough's main town centres and areas around all stations, transport corridors, housing estate renewal and regeneration programmes, the eastern corridor and low density industrial areas, and through a strategic plan-led approach to the release of Green Belt land where they are accessible and sustainable;
- To meet locally assessed housing need across the borough through the creation of high quality developments in a phased programme to help meet existing and future housing needs;
- To build strong and inclusive communities by providing diversity of type, size and tenure of housing including affordable homes to meet local housing needs, tackle homelessness and to deliver as a minimum the annual housing target of at least 1,876 new homes as set out by the draft new London Plan;
- Respect and enhance the character of the borough's cultural, built heritage and neighbourhoods;
- Encourage and maintain a mixture of town centre uses in Enfield Town, Angel Edmonton, Edmonton Green, Palmers Green and Southgate, and the borough's local centres and local parades;
- To improve the health and wellbeing of Enfield's population and reduce health inequalities through promoting good growth and spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities; and
- To enhance the quantity, quality and density of the borough's Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), including the possibility for substitution and consolidation, to enable new and emerging businesses in sectors, whilst supporting opportunities for a mixture of uses and co-location.

2. Achieving design excellence

- To promote high quality, safe and sustainable designed buildings, places and streets; and
- To promote and protect high levels of amenity and quality of life to make Enfield an attractive, successful and vibrant place for all – residents, workers and people visiting.

3. Enhancing Enfield's assets

- To enhance the unique historic environment of Enfield and the character, distinctiveness of the borough's conservation areas and other historic and valued buildings, cultural spaces and places;
- To improve access to existing open spaces and manage open space deficiency; and
- To protect conditions for biodiversity.

4. Promoting a green environment

- To provide a strategic spatial planning strategy for growth aligned with, and able to secure the regeneration benefits of, planned new and improved strategic and major transport infrastructure;
- To drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development;
- To encourage cleaner air;
- To promote low carbon living and working;
- To support the delivery of sustainable infrastructure in the emerging growth areas to enable sustainable mixed-use developments; and
- To manage flood risk.

2.5 Table 2.1 below summarises the sustainability effects for the 2018 draft vision and growth objectives in relation to the IIA objectives, and the findings are described below the table.

Table 2.1: IIA findings for the 2018 draft vision and growth objectives

IIA objective	Draft vision	1. Promoting and managing growth	2. Achieving design excellence	3. Enhancing Enfield's assets	4. Promoting a green environment
IIA1: Climate change mitigation	+?/-?	+?/-?	+	0	+?/-?
IIA2: Climate change adaptation	0	0	+	0	0
IIA3: Housing	+?	++	0	0	0
IIA4: Health and wellbeing	+?	+	+	+	0
IIA5: Services and facilities	+?	0	0	0	0
IIA6: Social inclusion	+?	+	0	0	0
IIA7: Crime and community safety	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0
IIA9: Economy	+?	0	+	0	+
IIA10: Town and local centres	0	++	0	0	0
IIA11: Air pollution	+?/-?	+?/-?	0	0	+?/-?
IIA12: Sustainable transport	+?/-?	+?/-?	0	0	+?/-?
IIA13: Biodiversity	0	0	0	+?	0
IIA14: Historic environment	0	+	0	+	0
IIA15: Landscape and townscape	0	0	0	0	0

IIA objective	Draft vision	1. Promoting and managing growth	2. Achieving design excellence	3. Enhancing Enfield's assets	4. Promoting a green environment
IIA16: Efficient use of land and materials	+/-	0	0	0	0
IIA17: Flooding	0	0	0	0	+?
IIA18: Water	0	0	0	0	0

Explanation of IIA findings for the 2018 draft vision and growth objectives

Draft vision

2.6 The draft vision sets out a general ambition for development to take place in a sustainable way, embracing a mix of social, economic and environmental aspirations. This will enable the Borough to be an attractive place to live, work and invest.

2.7 If the draft vision is achieved, it can be expected to lead to minor positive effects against the following IIA objectives. All effects are recorded as minor because the vision is aspirational and specifics are provided on the exact ways in which the vision will be achieved through the supporting growth objectives (see next section).

- **IIA3: Housing**, because the draft vision embraces growth which provides a choice of homes to meet actual need and affordability.
- **IIA4: Health and wellbeing**, because it seeks to improve residents' health and wellbeing and quality of life, in addition to improvements to open spaces. The draft vision also seeks to deliver neighbourhoods that embrace active, resilient and healthy lifestyles.
- **IIA5: Services and facilities**, because the provision of education and skills training, in addition to other services, is specifically mentioned in the draft vision.
- **IIA6: Social inclusion**, because the draft vision seeks to make LBE a diverse and equal place, where prosperity is shared across the Borough.
- **IIA9: Economy**, because the vision embraces growth by securing new economies that bring competitiveness to the Borough's employment areas, to attract regional, national and international investors across all sectors to successfully deliver new jobs and assist in securing the provision of employment training opportunities for local residents.

2.8 The draft vision is also expected to lead to mixed minor positive and minor negative effects against the following IIA objectives:

- **IIA1: Climate change mitigation**, because although new transport infrastructure projects for rail, road and cycling will help minimise CO₂ emissions, improvements to roads may also encourage use of the private car and an associated increase in emissions.
- **IIA11: Air pollution**, because although improvements to roads will reduce congestion and minimise air pollution, the improvements could also promote use of the private car and exacerbate existing air pollution problems.
- **IIA12: Sustainable transport**, because although new transport infrastructure projects for rail, road and cycling will be delivered and encourage more sustainable and active travel choices, improving roads could encourage use of the private car.

2.9 Due to the fact they are not specifically mentioned, the vision's contribution to the achievement of the following objectives is likely to be negligible: IIA2: Climate change adaptation, IIA7: Crime and community safety, IIA8: Road safety, IIA10: Town and local centres, IIA13: Biodiversity, IIA14: Historic environment, IIA15: Landscape and townscape, IIA16: Efficient use of land and materials, IIA17: Flooding and IIA18: Water.

2.10 All of the effects of the draft vision are subject to some uncertainty since their achievement will depend on the details of the Local Plan policies and site allocations which are designed to implement it.

Growth objectives

1. Promoting and managing growth

2.11 Growth objective 1 is expected to have a significant positive effect in relation to **IIA3: Housing** because it seeks to meet locally assessed housing needs across the Borough by providing a diversity of type, size and tenure of housing including affordable homes, in addition to tackling homelessness. For this reason, a minor positive effect is also expected in relation to **IIA6: Social inclusion**. A significant positive effect is expected against **IIA10: Town and local centres** because the objective focuses growth in the Borough's main town centres, whilst also maintaining a mixture of town centre uses in Enfield Town, Angel Edmonton, Edmonton Green, Palmers Green and Southgate, as well as the Borough's local centres and local parades.

2.12 Minor positive effects are expected in relation to **IIA4: Health and wellbeing** because the objective seeks to improve the health and wellbeing of Enfield's population and reduce health inequalities through promoting good growth and spatial planning, supporting healthier lifestyles and access to health facilities. A minor positive effect is expected against **IIA14: Historic environment** because the objective sets out that all development must respect and enhance the character of the Borough's cultural and built heritage. Mixed minor positive and minor negative but uncertain effects are expected in relation to **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport** because although this objective supports growth at town centres and areas around stations, which may reduce use of the private car and associated emissions, it also promotes growth along transport corridors, namely Great Cambridge Road (A10) and North Circular Road (A406). Therefore, it may also encourage use of the private car and exacerbate existing air quality issues. Lastly, growth objective 1 is expected to have a mixed minor positive and minor negative effect in relation to **IIA16: Efficient use of land and materials** because although it supports development of previously developed land at town centres and areas around stations, it also supports development in the Green Belt, much of which is undeveloped.

2. Achieving design excellence

2.13 Growth objective 2 promotes sustainably designed buildings and may therefore help to mitigate the effects of climate change through reductions in CO₂ emissions, whilst also adapting to climate change. Therefore, minor positive effects are expected in relation to **IIA1: Climate change mitigation** and **IIA2: Climate change adaptation**. This growth objective also seeks to protect amenity and quality of life, by making LBE an attractive, successful and vibrant place to be. Therefore, minor positive effects are also expected in relation to **IIA4: Health and wellbeing** and **IIA9: Economy**.

3. Enhancing Enfield's assets

2.14 Minor positive effects are expected in relation to **IIA4: Health and wellbeing**, **IIA13: Biodiversity** and **IIA14: Historic environment** because this objective seeks to enhance the historic environment in LBE, whilst also improving access to existing open spaces and managing open space deficiency, in addition to protecting conditions for biodiversity. The effect against IIA14 is recorded as uncertain because the objective does not specify in what ways biodiversity will be protected.

4. Promoting a green environment

2.15 Growth objective 4 supports the delivery of rail, road and cycling infrastructure improvements, which will support economic development. Therefore a minor positive effect is expected in relation to **IIA9: Economy**. However, due to the fact improvements will be made to roads so as to reduce congestion, people may be more inclined to use the car. Therefore, mixed minor positive and minor negative but uncertain effects are expected in relation to **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport**. A minor positive but uncertain effect is expected in relation to **IIA17: Flooding** because the objective seeks to manage flood risk but does not set out in what ways this will be achieved.

2.16 It is noted that none of the growth objectives explicitly address **IIA7: Crime and community safety**, **IIA8: Road safety**, **IIA15: Landscape and townscape** and **IIA18: Water**.

IIA findings for the growth options considered in the 2018 Issues & Options consultation document

2.17 This section presents the IIA findings for the 'growth' (or spatial distribution) options that are set out in the Local Plan Issues & Options consultation document. Seven broad options for where new housing, employment and other land uses should go to meet the growth being planned for at the time (i.e. the draft London Plan target of 1,876 homes a year for the next 10 years from 2018), as follows:

- Option 1: Main town centres and areas around all stations;
- Option 2: Transport corridors;
- Option 3; Existing estate renewal and regeneration programmes;
- Option 4: Eastern corridor and low density industrial areas;
- Option 5: Future Crossrail 2 Growth Corridor;
- Option 6: The New Southgate and Upper Lee Valley Opportunity Areas; and
- Option 7: Strategic plan-led approach to Green Belt.

2.18 It should be noted that these spatial distribution options are not mutually exclusive, and the Issues & Options consultation document recognised that individually they would not be able to deliver the overall growth required for the Borough, therefore choices would need to be made about which elements of these options would form the spatial strategy in the Enfield Local Plan. However, based on the potential development locations associated with each option as shown on the Strategic Growth Options diagram at Figure 2.2 in the Issues & Options consultation document, the IIA has assumed that more development would be able to be delivered under Options 1 and 2 than the remaining five options. In addition, it is noted that Option 5: Future Crossrail 2 Growth Corridor is no longer a reasonable alternative due to the Government's decision in November 2020 and notice to Transport for London to end spending on Crossrail 2. However, it has been appraised and presented for completeness to reflect the point in time at which it was being considered as a growth option for the Enfield Local Plan.

2.19 Given the 'mix and match' nature of these spatial distribution options, there are sustainability pros and cons with each of them, and no one option comes out as performing the 'best' in sustainability terms. However, Option 1: Main town centres and areas around all stations has the most potentially significant positive effects, because it would provide the most opportunities for new residents to reach employment, education, services and facilities via active and/or sustainable transport modes, which has multiple benefits in terms of health, inclusivity, reducing inequalities, reducing car travel and CO₂ emissions and maximising efficient use of land. This option would still have some potential negative effects on the more environmental IIA objectives in particular. Option 7: Strategic plan-led approach to Green Belt has the most potentially significant negative effects as although some are on the same IIA objectives as for Option 1 (e.g. biodiversity and historic environment), unlike Option 1, it would not provide new development in proximity to sustainable transport opportunities or existing services and facilities, resulting in negative effects on health, access to services, reducing car travel, CO₂ emissions and also efficient use of land (due to the necessary reliance on greenfield sites).

Table 2.2: Summary of IIA effects for the growth options considered in the 2018 Issues & Options document

IIA objective	1. Main town centres and areas around all stations	2. Transport corridors	3. Existing estate renewal and regeneration programmes	4. Eastern corridor and low density industrial areas	5. Future Crossrail 2 Growth Corridor	6. New Southgate and Upper Lee Valley Opportunity Areas	7. Strategic planned approach to Green Belt
IIA1: Climate change mitigation	+++	--/+?	+	+?/-	+++	+	--?/+?
IIA2: Climate change adaptation	0	0	0	0	0	0	0
IIA3: Housing	+++/-	+++/-	-	+	+	+	+
IIA4: Health and wellbeing	++/-?	--/+	+/-	+/-	+/-	+/-	--/+
IIA5: Services and facilities	++/-?	+/-?	+	+	+	+	--
IIA6: Social inclusion	+/-	++/-	++	++	++	++	+
IIA7: Crime and community safety	-?	-?	+	-?	-?	-?	-?
IIA8: Road safety	0	0	0	0	0	0	0
IIA9: Economy	++	++/-	+	++/--?	++/--?	+/-?	--?/+?
IIA10: Town and local centres	++	--/+	+	+	+	+	0
IIA11: Air pollution	+++/--	--/+?	+?/-	--/+?	+++/--	+?/-	--/+?
IIA12: Sustainable transport	+++	--/+?	+	+?/-	+++	+	--/+?
IIA13: Biodiversity	--?	--?	--?	--?	--?	--?	--?
IIA14: Historic environment	--?	-?	0?	-?	-?	-?	--?
IIA15: Landscape and townscape	--	--	+	--/+?	--/+?	--/+?	--

Interim IIA findings
 June 2021

IIA objective	1. Main town centres and areas around all stations	2. Transport corridors	3. Existing estate renewal and regeneration programmes	4. Eastern corridor and low density industrial areas	5. Future Crossrail 2 Growth Corridor	6. New Southgate and Upper Lee Valley Opportunity Areas	7. Strategic planned approach to Green Belt
IIA16: Efficient use of land	++	++	++	++	++	++	-
IIA17: Flooding	-?	-?	-?	-?	-?	-?	-?
IIA18: Water	-?	-?	-?	-?	-?	-?	-?

IIA1: Climate change mitigation

2.20 Options 1: Main town centres and areas around all stations and 5: Future Crossrail 2 Growth Corridor promote development around tube and railway stations, with Option 1 also supporting development at town centres where everyday services and facilities are located within walking distance of one another. The town centres are highly accessible and also contain multiple bus routes, whilst Crossrail 2 would provide a four train per hour service into the new Meridian Water, Ponders End, Brimsdown and Enfield Lock stations from 2028. These two options are therefore likely to reduce use of the private car and associated CO₂ emissions, with significant positive effects expected in relation to IIA1: Climate change mitigation. However, the effects are recorded as uncertain because levels of walking and cycling within the Borough are not very high and in the case of Option 5, which promotes development along the proposed Crossrail 2 route, delivery of this strategic infrastructure project had not been confirmed at the time of the 2018 Issues & Options consultation. It is also unknown whether people will choose public transport in place of the private car, as this will depend on a number of factors such as cost, timing of services and proximity to their final destination. Options 3: Existing estate renewal and regeneration programmes and 6: New Southgate and Upper Lee Valley Opportunity Areas are expected to have minor positive effects in relation to this objective because the estates proposed for renewal/regeneration and Opportunity Areas are located within close proximity of some tube and railway stations and may therefore encourage use of public transport. These effects are recorded as uncertain because it is unknown whether people will choose public transport as a replacement to the private car, particularly because Census data from 2011 indicates that the majority of residents use a private car to get work instead of public transport.

2.21 Option 2: Transport corridors is expected to have a mixed significant negative and minor positive effect against IIA1 because it supports development along the transport corridors and partially falls within the built-up urban areas where a number of services and facilities are present. People can therefore easily walk to various amenities. However, the transport corridors comprise Great Cambridge Road (A10) and North Circular Road (A406) and this option would therefore support use of the private car, generating associated CO₂ emissions. The positive effect is recorded as uncertain because levels of walking and cycling within the Borough are not very high, in addition to public transport use. Option 7: Strategic plan-led approach to Green Belt is also expected to have a mixed significant negative and minor positive effect in relation to this objective because the Green Belt in LBE is not located within close proximity to public transport, apart from the area around Crews Hill railway station. Therefore, depending on where development is located, this option would be likely to increase reliance on the private car. However, emphasis is placed on the Crews Hill area in the supporting text to this option, which would potentially reduce reliance on the private car and associated CO₂ emissions. The effect is recorded as uncertain because it is unknown whether people would choose public transport in place of the private car and whether some areas within the Green Belt that are not close to the Crews Hill railway stations would be developed or not. Option 4: Eastern Corridor and low density industrial areas is expected to have a mixed minor positive and minor negative effect against IIA1: Climate change mitigation because although it supports development in the eastern corridor, which contains a number of railway stations and would be within close proximity of the proposed Crossrail 2 infrastructure project, it also contains some areas that are not within close proximity of public transport infrastructure, in addition to everyday services and facilities. Conversely, including industrial land in this growth option provides the opportunity for greater variety in employment, housing and density, reducing distances between homes, schools, the workplace, community and town centres. The positive effect for Option 4 is recorded as uncertain because it is unknown whether people will choose public transport in place of the private car.

IIA2: Climate change adaptation

2.22 Given the high-level nature of these seven options, it is not possible to distinguish between them with respect to climate change adaptation. The distribution of development is not likely to influence sustainable design and construction techniques in development or respond to extreme weather effects as a result of climate change, which will be dealt with through other policies in the plan. Flood risk is dealt with separately under IIA objective 17. All growth options are expected to have negligible effects in relation to this objective.

IIA3: Housing

2.23 Options 1: Main town centres and areas around all stations and 2: Transport corridors are expected to deliver the highest amount of growth when compared to the other five options and would include a mix of housing and employment development, in addition to healthcare, schools, open space and social and community infrastructure. Options 1 and 2 would be achieved by increasing densities and building heights of new development. However, this would not provide the range of housing types needed in the Borough and instead deliver a high proportion of flats, studios and 1-bedroom apartments. This could discriminate

against certain groups of people, such as large families or those with specialist housing requirements. For this reason, Options 1 and 2 are both expected to have a mixed significant positive and minor negative effect in relation to this objective. The positive effect is recorded as uncertain because it is unknown what number of new homes would be delivered. Options 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor, 6: New Southgate and Upper Lee Valley Opportunity Areas and 7: Strategic plan-led approach to the Green Belt are expected to have minor positive effects in relation to this objective because although they are not likely to deliver as much growth as Options 1 and 2, they are still expected to deliver a considerable number of new homes. The effects are recorded as uncertain because it is unknown exactly how many new homes will be provided under these four options. The Issues & Options document noted that the Council is currently running a programme of estate renewal and under Option 3: Existing estate renewal and regeneration programmes, would deliver 3,000 new homes in New Southgate, Ponders End and Edmonton. Therefore, although this option would deliver 3,000 new homes, it would not provide the total number of new homes required across the Borough. Option 3 is therefore expected to have a minor negative effect against this objective.

IIA4: Health and wellbeing

2.24 In LBE, there is an east-west divide in terms of inequality and this correlates with health indicators. According to ONS, LBE is the fifth worst Borough in England for obesity, with significantly high levels of obesity in the east when compared to the west. Option 1: Main town centres and areas around all stations focuses growth around tube and railway stations, as well as town centres, where a number of services and facilities are available, including primary healthcare facilities. Therefore, people would be within walking distance of a number of amenities, which may encourage more active travel choices. This would have beneficial effects on people's physical health and mental wellbeing. However, the amount of development that would be delivered under Option 1 would place a significant amount of pressure on existing services, particularly GP surgeries. Further to this, the supporting text to Option 1 states that the amount of development delivered under this option could potentially require a relaxation in standards for open space provision. This is particularly concerning following the COVID-19 pandemic which has highlighted significant inequalities in access to open space. For these reasons, Option 1 is expected to have a mixed significant positive and significant negative effect against this objective. The negative effect is recorded as uncertain because it is unknown whether open space would be lost or not.

2.25 Option 2: Transport corridors supports development along Great Cambridge Road (A10) and North Circular Road (A406), which partially fall within built up urban areas where a number of services and facilities are present. However, both corridors also include areas where a range of services are not available, which may limit access to healthcare and also discourage more active travel choices (i.e. walking and cycling). Locating development along these A roads is also problematic in that residents would be located adjacent to sources of air pollution, which can have adverse effects on people's health, particularly those who suffer from asthma. Therefore, Option 2 is expected to have a mixed significant negative and minor positive effect in relation to this objective. Option 7: Strategic plan-led approach to Green Belt is also expected to have a mixed significant negative and minor positive effect against IIA4: Health and wellbeing. This is due to the fact there are no GP surgeries located within the Green Belt in the north-west of the Borough and therefore residents would not have easy access to healthcare. However, large-scale development under this option offers an opportunity to provide new GP surgeries.

2.26 According to the IIA Scoping Report, there are very few GP surgeries on the estates within LBE. As such, the delivery of 3,000 new homes under Option 3: Existing estate renewal and regeneration programmes could place a considerable amount of pressure on the limited number of surgeries available. Therefore, Option 3 is expected to have a minor negative effect in relation to this objective. However, this is mixed with a minor positive effect because regenerating estates within the Borough offers an opportunity to deliver new healthcare facilities and improve quality of life through improved housing stock. Options 4: Eastern Corridor and low density industrial areas and 5: Future Crossrail 2 Growth Corridor are expected to have mixed minor positive and minor negative effects against this objective because both options contain areas that are located within close proximity of a number of services and facilities (e.g. primary healthcare facilities) and others that are not. Option 6 focuses development in the Opportunity Areas only and may therefore result in an increase in pressure on existing healthcare facilities in those areas, which are likely to experience considerable population growth. However, it is likely that development of these Opportunity Areas will provide an opportunity to deliver new healthcare facilities in order to meet the needs of a growing population. Therefore, Option 6 is expected to have a mixed minor positive and minor negative effect in relation to this objective.

IIA5: Services and facilities

2.27 Option 1 is expected to have a significant positive effect against IIA5: Services and facilities because it supports development in main town centres and around tube and railway stations, which are built up urban areas where a number of existing services and facilities are present. New residents would therefore not be required to travel far to reach these services, as they would be within walking distance of them. For example, there are a number of primary and secondary schools located within close proximity of most of the tube and railway stations. However, the amount of development likely to be delivered under this option would place increasing strain on services, such as schools, although this is uncertain. Therefore, Option 1 is also expected to have a minor negative but uncertain effect against this objective.

2.28 Option 7 is expected to have a significant negative effect in relation to IIA5 because the Green Belt in the north west of the Borough contains a very small number of schools which are located on the very edge of the Green Belt and not within close proximity of the Crews Hill area.

2.29 Options 2: Transport corridors, 3: Existing estate renewal and regeneration programmes, 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas are expected to have minor positive effects in relation to this objective because although they tend to be located within built up urban areas where services and facilities are present, these options also contain areas that are not within close proximity of services (e.g. schools). For example, all five options propose development near Angel Road, where only one existing primary school is present and no secondary schools. Option 2 is also expected to have a minor negative effect in relation to this objective because the volume of development would place a lot of pressure on existing services, such as primary and secondary school places, although this is uncertain.

IIA6: Social inclusion

2.30 In LBE, there is an east-west divide in terms of inequality and deprivation. The eastern part of the Borough contains ten Lower Super Output Areas that fall within the 10% most deprived nationally. Options 3: Existing estate renewal and regeneration programmes, 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas are expected to have significant positive effects in relation to IIA6: Social inclusion because they focus growth in the east of the Borough in some of the most deprived areas, including through estate renewal/regeneration and redevelopment of the Upper Lee Valley Opportunity Area. Option 2: Transport corridors is also expected to have a significant positive effect in relation to this objective because one of two transport corridors, Great Cambridge Road (A10), is located in the east of the Borough, and North Circular Road (A406) runs from east to west, also falling within some of the most deprived areas within the Borough. However, the effect is mixed with a minor negative effect because focusing growth along the transport corridors may exclude those who do not have access to a private car. Option 7: Strategic plan-led approach to Green Belt is expected to have a minor positive effect in relation to this objective because it focuses development in the Green Belt located in the north west of the Borough, and therefore does not address the east-west divide. However, this area of Metropolitan Green Belt does fall within the 30% most deprived areas nationally and is therefore still likely to address poverty and social exclusion to some extent. Option 1: Main town centres and areas around all stations is expected to have a mixed minor positive and minor negative effect against IIA6 because it supports development in the town centres and areas surrounding tube and railway stations, but due to the fact the town centres and tube/railway stations are spread fairly evenly across the majority of the Borough, development would not be directed solely into the more deprived areas. Therefore, although this option would, to an extent, help regenerate the more deprived areas of the Borough, it would also enhance the least deprived areas and not specifically address the gap in inequality between the east and west.

IIA7: Crime and community safety

2.31 The spatial distribution of development is not likely to influence levels of crime, anti-social behaviour, fear of crime and perceptions of safety, which will be more influenced by policies which seek to deliver inclusive design. As set out in the IIA Scoping Report, crime is generally concentrated in the east of LBE and at Southgate, Palmers Green and the boundary LBE shares with Haringey Council, in addition to around public transport nodes. Crime levels have been rising in the area, partly due to the fact LBE has the largest youth population in Greater London, with some of the highest levels of crime recorded in the school-transport corridors. Option 3: Existing estate renewal and regeneration programmes supports the renewal and regeneration of existing estates across the Borough and may therefore help reduce levels of crime, anti-social behaviour and fear of crime at these estates. Therefore, Option 3 is expected to have a minor positive but uncertain effect against IIA7: Crime and community safety. Options 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6:

New Southgate and Upper Lee Valley Opportunity Areas focus development in the east of the Borough, with Option 6 also supporting development of the New Southgate Opportunity Area in the south west of the Borough. Option 2: Transport corridors promotes growth along the transport corridors and Option 1: Main town centres and areas around all stations promotes a more even spread of development across the Borough, including around the tube and railway stations of Southgate and Palmers Green, respectively. Option 7: Strategic plan-led approach to Green Belt, on the other hand, focuses development in the Green Belt in the north west of the Borough. These options are expected to have minor negative but uncertain effects in relation to IIA7: Crime and community safety, unless there are policies in place to support high quality development, in addition to a high quality public realm that supports the integration of communities and natural surveillance including through the co-location of shops, services, community centres and green spaces. Options 1 and 2 are expected to provide the largest amount of new development and may therefore have more of an adverse effect than others because the increase in population could result in higher levels of crime.

IIA8: Road safety

2.32 The distribution of development will not affect the achievement of this objective, which relates to healthy streets principles that encourage walking and cycling, and these could be encouraged through design policies. Therefore, all of the spatial distribution/growth options are likely to have negligible effects in relation to IIA8: Road safety.

IIA9: Economy

2.33 Option 1: Main town centres and areas around all stations promotes growth at the town centres within LBE, in addition to the tube and railway stations. The town centres offer job opportunities and locating growth around tube and railway stations ensures that people have good access to job opportunities elsewhere within and outside the Borough. Development under this option would not result in any loss of existing commercial and industrial floorspace and would instead provide more employment floorspace. According to the supporting text to this option, employment uses are often accommodated in single storey structures and with good design, most employment uses can be located alongside or below homes. Therefore, Option 1 is expected to have a significant positive effect in relation to this objective.

2.34 Options 4: Eastern corridor and low density industrial areas and 5: Future Crossrail 2 Growth Corridor support development within the east of the Borough, where most of Enfield's industrial land is located. A large amount of businesses are concentrated on the older low density industrial sites but due to the proximity of these sites to the proposed Crossrail 2 strategic infrastructure project, their future use may need to be reconsidered so as to make the best use of this land. Therefore, development under this option could potentially result in the loss of some industrial land, although this is uncertain. Conversely, the London Plan identifies LBE as a location where strategic demand for industrial logistics and related uses are anticipated to be strongest and a large number of jobs are expected to be provided under these options. As set out in the supporting text to these options, existing industrial land can be used more efficiently through the introduction of mezzanines, basements and smaller infill units. The proposed Crossrail 2 infrastructure project could also accelerate delivery of new development sites which would in turn deliver much-needed new homes, jobs and economic growth, whilst also improving connectivity into Central London. Therefore, both options are expected to have a mixed significant positive and significant negative effect, with uncertainty recorded against the negative effect.

2.35 Under Option 2: Transport corridors, development would be delivered in similar ways to those described under Option 1. There are likely to be opportunities for intensification of large retail and employment uses, as well as highways land. However, not all of the available sites along the transport corridors are within close proximity of public transport. Therefore, people would not have as easy access to employment opportunities elsewhere within the Borough, unless they have access to a car. For this reason, Option 2 is expected to have a mixed significant positive and minor negative effect in relation to this objective.

2.36 Option 7: Strategic plan-led approach to the Green Belt is expected to have a mixed significant negative and minor positive but uncertain effect in relation to this objective because there is only one railway station located in the Green Belt in the north west of the Borough, at Crews Hill. Therefore, depending on where development would be located, residents may not have easy access to employment opportunities elsewhere within the Borough. The north west of the Borough is fairly isolated and not within walking distance of many workplaces. However, some job opportunities may be provided alongside housing development and support the rural economy, although this is uncertain.

2.37 Option 3: Estate renewal and regeneration programmes is expected to have a minor positive but uncertain effect in relation to this objective because the renewal and intensification of housing estates could contribute to new job opportunities, in addition to supporting the local economy by ensuring homes are available to working age people.

2.38 Option 6: New Southgate and Upper Lee Valley Opportunity Areas is expected to have a mixed minor positive and minor negative effect in relation to this objective, with uncertainty recorded against the negative effect. According to the supporting text to this option, the Upper Lee Valley Opportunity Area will require the reconfiguration, relocation, consolidation, intensification and optimisation of Strategic Industrial Land (SIL). Therefore, although not stated, this option could potentially result in some loss of SIL. However, both the Upper Lee Valley and New Southgate and Opportunity Areas are expected to deliver new employment opportunities, in addition to supporting the local economy through the provision of new homes. The Upper Lee Valley Opportunity Area will also be located within close proximity to Crossrail 2, which will drive economic growth.

IIA10: Town and local centres

2.39 Concentrating development at the town centres will increase footfall and enhance the vitality and vibrancy of LBE's Town, District and Local Centres. Option 1: Main town centres and areas around all stations is therefore expected to have a significant positive effect in relation to this objective. Option 3: Existing estate renewal and regeneration programmes is expected to have a minor positive effect against this objective because one of the estates proposed for regeneration is located around the Ponders End Local Centre. Therefore, the development of new homes would increase footfall, enhancing the vitality and vibrancy of this local centre. Options 4: Eastern Corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas focus development in the east of the Borough, with Option 6 also supporting development of the New Southgate Opportunity Area in the south west of the Borough. These three options contain areas that only fall within close proximity of Edmonton Green District Centre and Ponders End Local Centre. Therefore, Options 4, 5 and 6 are expected to have minor positive effects in relation to this objective. Option 2: Transport corridors supports development along Great Cambridge Road (A10) and North Circular Road (A406), and therefore only falls within close proximity of Palmers Green District Centre and Bush Hill Park Local Centre. According to the supporting text to this option, there may be an opportunity to intensify Colosseum Retail Park and Enfield Retail Park. However, this would take business away from the town centres. Therefore, Option 2 is also expected to have a mixed significant negative and minor positive effect in relation to this objective. Option 7: Strategic plan-led approach to Green Belt focuses growth away from the town centres, instead supporting growth in a more rural and isolated area. Therefore, Option 7 is expected to have a negligible effect against this objective.

IIA11: Air pollution

2.40 Options 1: Main town centres and areas around all stations and 5: Future Crossrail 2 Growth Corridor promote development around tube and railway stations, with Option 1 also supporting development at town centres where everyday services and facilities are located within walking distance of one another. The town centres are highly accessible and also contain multiple bus routes, whilst Crossrail 2 would provide a four train per hour service from 2028. These two options are therefore likely to reduce reliance on the private car, which could help minimise air pollution. However, the actual use of more active and sustainable modes of travel will depend on people's behaviour and Crossrail 2 had not been confirmed at the time of the 2018 Issues & Options consultation. The positive effects are therefore recorded as uncertain. Further to this, LBE experiences severe problems with air quality, especially between the east and west of the Borough, with the entire Borough being declared an Air Quality Management Area (AQMA). Therefore, although both options focus development within close proximity to sustainable travel modes, where services and facilities are within walking and cycling distance of one another, the amount of development that would be delivered under both options would have significant adverse effects on air quality through population increase and a higher presence of cars. However, walking and cycling could be encouraged through the design of new development and incorporation of Healthy Streets principles. Overall, both options are expected to have a mixed significant positive and significant negative effect.

2.41 Option 7: Strategic plan-led approach to Green Belt supports development within the Green Belt in the north west of the Borough, where only one railway station is located in the Crews Hill area. Bus services are less frequent and services and facilities are not within easy walking distance of one another. Therefore, new residents would be more reliant on the private car, contributing towards air pollution. The amount of development delivered under this option is also expected to increase the number of cars on the road. However, the supporting text to Option 7 focuses on the Crews Hill area, which is accessible via public transport. Overall, therefore, Option 7 is expected to have a mixed significant negative and minor positive effect against IIA11: Air pollution. Although Option 2: Transport corridors contains some areas that fall within the urban area where everyday

amenities are available and within walking distance of one another, supporting development along Great Cambridge Road (A10) and North Circular Road (A406) would encourage use of the private car and result in an increase in air pollution, particularly if there are more cars on the road as a result of population increase. Option 2 is therefore also expected to have a mixed significant negative and minor positive effect in relation to this objective. Option 4: Eastern corridor and low density industrial areas is expected to have a mixed significant negative and minor positive effect against IIA11 because although it supports development in the eastern corridor where a number of railway stations are located, including the proposed Crossrail 2 infrastructure project, it also includes some areas that are not within close proximity of public transport infrastructure, in addition to everyday facilities. The development delivered under this option would also contribute to the number of cars on the road. All positive effects are recorded as uncertain because the actual use of more active and sustainable modes of travel will depend on people's behaviour.

2.42 Options 3: Existing estate renewal and regeneration programmes is expected to have a mixed minor positive and minor negative effect in relation to this objective because the estates proposed for redevelopment are located within close proximity of some tube and railway stations and may therefore reduce reliance on the private car. However, the provision of 3,000 new homes may increase the number of cars on the road, with adverse effects on air quality. Option 6: New Southgate and Upper Lee Valley Opportunity Areas also supports development in areas within close proximity of tube and railway stations and would also not result in as large amount of development as that proposed by the other options. Therefore, it is also expected to have a mixed minor positive and minor negative effect in relation to this objective. All positive effects are recorded as uncertain because the actual use of more active and sustainable modes of travel will depend on people's behaviour.

IIA12: Sustainable transport

2.43 Options 1: Main town centres and areas around all stations and 5: Future Crossrail 2 Growth Corridor promote development around tube and railway stations, with Option 1 also supporting development at town centres where everyday services and facilities are located within walking distance of one another. The town centres are highly accessible and also contain multiple bus routes, whilst Crossrail 2 would provide a four train per hour service from 2028. These two options are therefore likely to reduce reliance on the private car and increase more sustainable modes of transport. However, the use of more active and sustainable modes of transport will depend on people's behaviour, especially following the COVID-19 pandemic where there has been a significant reduction in people using public transport. The Crossrail 2 strategic infrastructure project had also not been confirmed at the time of the 2018 Issues & Options consultation. These two options are therefore expected to have a significant positive but uncertain effect in relation to this objective.

2.44 Option 2: Transport corridors contains some areas that fall within the urban area where everyday amenities are available and within walking distance of one another. However, it also supports development along Great Cambridge Road (A10) and North Circular Road (A406), which would encourage use of the private car. Option 2 is therefore expected to have a mixed significant negative and minor positive effect in relation to this objective. Option 7: Strategic plan-led approach to Green Belt supports development within the Green Belt in the north west of the Borough, where only one railway station is located in the Crews Hill area. Bus services are less frequent and services and facilities are not within easy walking distance. Therefore, new residents would be more reliant on the private car, which would prevent a modal shift away from the private car. However, the supporting text to Option 7 focuses on the Crews Hill area, which is accessible via public transport. Overall, Option 7 is expected to have a mixed minor positive and minor negative effect against this objective.

2.45 Options 3: Existing estate renewal and regeneration programmes and 6: New Southgate and Upper Lee Valley Opportunity Areas are expected to have minor positive but uncertain effects in relation to this objective because they are both located within close proximity of some tube and railway stations and may therefore reduce reliance on the private car, although this is dependent on people's travel behaviour. Option 4: Eastern corridor and low density industrial areas is expected to have a mixed minor positive and minor negative effect against IIA12 because although it supports development in the eastern corridor where a number of railway stations are located, including the proposed Crossrail 2 infrastructure project, it also includes some areas that are not within close proximity of public transport infrastructure, in addition to everyday facilities. All positive effects are recorded as uncertain because the actual use of more active and sustainable modes of travel will depend on people's behaviour.

IIA13: Biodiversity

2.46 LBE does not contain a Special Protection Area (SPA), Special Area of Conservation (SAC) or a Ramsar site. However, it is located within close proximity to the Lee Valley SPA and Ramsar site which is located to the north and south of the Borough

in Lee Valley Regional Park, which runs along the eastern edge of LBE. The Epping Forest SAC is also located just outside of the Borough, to its east. The Chingford Reservoir Site of Special Scientific Interest (SSSI) is located within the Borough, along its eastern edge. There is also one Local Nature Reserve (LNR) within the Borough, known as Covert Way, located just south of Hadley Wood in the south west of the Borough. A large number of Sites of Importance in Nature Conservation (SINC) are spread across the Borough.

2.47 Options 4: Eastern corridors and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas promote development within the east of the Borough, where the Chingford Reservoir SSSI is located, in addition to three SINC. Therefore, all three options could potentially result in a significant negative but uncertain effect in relation to IIA13: Biodiversity due to the potential for new development to cause disturbance to species, habitat loss or fragmentation and other effects such as air pollution. Option 3: Existing estate renewal and regeneration programmes also supports development within the east of the Borough, in addition to around Arnos Grove tube station, where some additional SINC are located. For this reason, Option 3 is also expected to have a significant negative but uncertain effect in relation to this objective. As mentioned already, SINC are spread across the Borough and therefore Option 1: Main town centres and areas around all stations, which supports fairly even development across the Borough, is also expected to have a significant negative but uncertain effect. This is particularly due to the fact most SINC contain or are located adjacent to a railway station, where development is supported under this option. The largest proportion of SINC are located in the north west of the Borough, within the Green Belt, whilst the strategic transport corridors about a number of SINC. Options 2: Transport corridors and 7: Strategic plan-led approach to Green Belt and therefore also expected to have significant negative but uncertain effects in relation to this objective.

IIA14: Historic environment

2.48 The northern edge of LBE does not contain a large proportion of heritage assets whereas the remainder of the Borough does, especially the more built-up areas such as Enfield Town. A number of Conservation Areas are located along the periphery of the built-up area within the edge of the Green Belt, the largest being Trent Park which is also a Registered Park and Garden. Option 1: Main town centres and areas around all stations supports development within the main town centres and around tube and railway stations, which tend to be located within close proximity of a large number of Listed Buildings, whilst also falling within or close to Conservation Areas. Therefore, Option 1 is expected to have a significant negative but uncertain effect in relation to IIA14: Historic environment. Option 7: Strategic plan-led approach to Green Belt supports development within the Green Belt in the north west of the Borough, where a number of Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens are present. Option 7 is therefore also expected to have a significant negative but uncertain effect against this objective. Options 2: Transport corridors, 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas are expected to have minor negative but uncertain effects in relation to this objective because they do not contain as many heritage assets as the other two options, and there are no Scheduled Monuments or Registered Parks and Gardens present. Option 3: Existing estate renewal and regeneration programmes is expected to have a negligible but uncertain effect in relation to this objective because it seeks to regenerate existing estates, with no adverse effects on the historic environment expected. However, the effect is recorded as uncertain because the actual effect will depend on the regeneration of the estate, such as the design, scale and layout of development.

IIA15: Landscape and townscape

2.49 Options 1: Main town centres and areas around all stations and 2: Transport corridors are expected to deliver the highest amount of growth compared to the other five options by increasing density and the building heights of new development, which would significantly alter the character of the urban area. Options 1 and 2 are therefore expected to have a significant negative effect in relation to this objective. Option 7: Strategic plan-led approach to Green Belt supports development within the Green Belt, which could potentially alter the landscape in the north west of the Borough. Therefore, Option 7 is also expected to have a significant negative effect in relation to this objective.

2.50 Options 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas support development within the east of the Borough, with Option 6 also supporting development of the New Southgate Opportunity Area in the south west of the Borough. The east of the Borough contains a lot of Enfield's industrial land, most of which is low density. According to the Issues & Options document, if the Crossrail 2 strategic infrastructure project is confirmed, Enfield would need to provide a further 40,000 plus new homes out of the 200,000 homes to

be realised through land released by Crossrail 2. However, LBE cannot meet this requirement without the strategic reconfiguration of land within the eastern corridor. Therefore, a significant amount of redevelopment would need to take place if Crossrail 2 were to be confirmed. This redevelopment would fundamentally alter the character of the area but could also potentially enhance any disused previously developed land. Options 4, 5 and 6 are therefore expected to have a mixed significant negative and minor positive effect against this objective, with uncertainty recorded against the positive effect.

2.51 Option 3 would deliver 3,000 new homes through the regeneration of existing estates within the Borough, which could potentially enhance the townscape. Therefore, Option 3 is expected to have a minor positive but uncertain effect in relation to this objective. The effect is recorded as uncertain because the actual effect will depend on the final design, scale and layout of development.

IIA16: Efficient use of land

2.52 All options with the exception of one (Option 7) support development on previously developed land that is classified under the best and most versatile agricultural land system as land predominantly in urban use. All six options are therefore expected to have significant positive effects in relation to IIA16: Efficient use of land. Option 7: Strategic plan-led approach to Green Belt promotes development within the Green Belt in the north west of the Borough, which comprises a mixture of both greenfield and brownfield sites, all of which are classified as Grade 3 agricultural land. Therefore, although this option would promote the development of previously developed land, it would also promote the development of greenfield land, which is not an efficient use of land. Therefore, Option 7 is expected to have a minor negative effect in relation to this objective.

IIA17: Flooding

2.53 The River Lee, in addition to King George's Reservoir and William Girling Reservoir located along the eastern edge of LBE create a flood risk. The immediate area surrounding these waterbodies falls within Flood Zones 3a and 3b, as well as Flood Zone 2. The NPPF discourages the development of housing within areas at the highest risk of flooding and major development should incorporate surface water management measures, such as sustainable drainage systems. Option 2: Transport corridors supports development along two transport corridors, one of which is the North Circular Road (A406). However, Pymme's Brook runs along this road, making it an area of high flood risk. Options 4: Eastern corridor and low density industrial areas, 5: Future Crossrail 2 Growth Corridor and 6: New Southgate and Upper Lee Valley Opportunity Areas focus development in the east of the Borough, whilst Option 3: Existing estate renewal and regeneration programmes supports the regeneration of existing estates. Option 7: Strategic plan-led approach to Green Belt supports development of Green Belt land in the north west of the Borough, some of which comprises greenfield land. As such, development would reduce the amount of permeable surface available and potentially contribute to surface water run-off, increasing flood risk. Option 1: Main town centres and areas around all stations promotes development within town centres and at tube and railway stations, some of which are located in the east of the Borough. The aforementioned flood zones also stretch to the west of the Borough along New River (Old Course) and a number of brooks, most of which are located within close proximity to tube and railway stations. Overall, all options are expected to have minor negative but uncertain effects in relation to IIA7: Flooding.

IIA18: Water

2.54 LBE is covered entirely by the London Water Resource Zone, with its potable water and waste water services supplied by Thames Water. Greater London is mostly supplied by surface water resources (80%), with the remainder delivered through groundwater abstractions. Given the high-level nature of these options, it is not possible to distinguish between them with respect to water resources, water quality and wastewater treatment capacity. Water resources is a key issue in LBE, given that the Thames Water Supply is designated as "seriously water stressed" and that climate change may lead to limited water availability in the future, particularly in the summer. The Borough contains a fairly high proportion of land covered by Source Protection Zones 1 and 2¹, and it is therefore unlikely that development would be able to avoid these Source Protection Zones. Development in some locations could therefore contaminate water supplies without mitigation. All options with the exception of one (Option 7) support development in existing built-up areas and therefore any effect on Source Protection Zones is likely to be limited. Due to the fact these options contain land that falls within Source Protection Zones 1 and 2 but already contain built development, minor negative but uncertain effects are expected. Although a large proportion of Green Belt land under Option 7: Strategic plan-led approach to Green Belt does not contain built development, only a very small proportion of Green Belt land

¹ There is no land in LBE covered by Source Protection Zone 3.

falls within Source Protection Zones 1 and 2. For this reason, Option 7 is also expected to have a minor negative but uncertain effect in relation to this objective.

IIA findings for the policy approaches considered in the 2018 Issues & Options document

2.55 This section presents the IIA findings for the reasonable alternative policy approaches that are set out in the 2018 Local Plan Issues & Options consultation document, under the same headings used within the consultation document.

Historic environment policy options

2.56 The likely sustainability effects of the historic environment policy approaches are set out in **Table 2.3** and described below the table.

Table 2.3: IIA results for the 2018 historic environment policy options

IIA objective	HE1: Design quality and local character	HE2: Designated heritage assets, their setting and archaeology	HE3: Locally listed and undesignated heritage assets and cultural practices	HE4: Views
IIA1: Climate change mitigation	0	0	0	0
IIA2: Climate change adaptation	0	0	0	0
IIA3: Housing	0	0	0	0
IIA4: Health and wellbeing	0	0	0	0
IIA5: Services and facilities	0	0	0	0
IIA6: Social inclusion	0	0	0	0
IIA7: Crime and community safety	0	0	0	0
IIA8: Road safety	0	0	0	0
IIA9: Economy	0	0	0	0
IIA10: Town and local centres	0	0	0	0
IIA11: Air pollution	0	0	0	0
IIA12: Sustainable transport	0	0	0	0
IIA13: Biodiversity	0	0	0	0
IIA14: Historic environment	++	++	++	++
IIA15: Landscape and townscape	+	0	+	++
IIA16: Efficient use of land and materials	0	0	0	0
IIA17: Flooding	0	0	0	0

IIA objective	HE1: Design quality and local character	HE2: Designated heritage assets, their setting and archaeology	HE3: Locally listed and undesignated heritage assets and cultural practices	HE4: Views
IIA18: Water	0	0	0	0

2.57 These four policies seek to preserve, protect and enhance the London Borough of Enfield's historic environment. Policy HE1 addresses design quality and local character, Policy HE2 examines designated heritage assets, their setting and archaeology, Policy HE3 promotes locally listed and undesignated heritage assets and cultural practices and Policy HE4 covers views. These policies have a specific focus and as a result are unlikely to affect the majority of IIA objectives.

2.58 All four policies are anticipated to have significant positive effects in relation to **IIA14: Historic environment**. The policies all support the integrity, special interest, character, appearance and historic setting of heritage assets, both designated and non-designated. Policy HE2: Designated heritage assets, their setting and archaeology requires development proposals affecting a designated heritage asset, its setting or a property within a conservation area, to submit a Heritage Statement. Policies HE1: Design quality and local character and HE3: Locally listed and undesignated heritage assets and cultural practices also promote increasing access to and understanding of heritage, both in areas where heritage is underrepresented and with the general public. Furthermore, minor positive effects are anticipated for policies HE1: design quality and local character and HE3: Locally listed and undesignated heritage assets and cultural practices in relation to **IIA15: Landscape and townscape** as they both highlight the role that heritage assets play in forming and reinforcing a sense of local distinctiveness and character in Enfield Borough. A significant positive effect is also expected for Policy HE4: Views in relation to this objective as the policy seeks to protect strategic and local views. This is key as the view to and from natural or built assets enhances local distinctiveness and character.

Design policy options

2.59 The likely sustainability effects of the design Policy approaches are set out in **Table 2.4** and described below the table.

Table 2.4: IIA results for the 2018 design policy options

IIA objective	D1: Achieving design excellence	D2: Character and density	D3: Design for co-location and mixed use development	D4: Designing for a sustainable, safe and inclusive Borough
IIA1: Climate change mitigation	+	0	+	++
IIA2: Climate change adaptation	0	0	0	++
IIA3: Housing	++	0	++	0
IIA4: Health and wellbeing	+	0	+	++

IIA objective	D1: Achieving design excellence	D2: Character and density	D3: Design for co-location and mixed use development	D4: Designing for a sustainable, safe and inclusive Borough
IIA5: Services and facilities	0	0	+	0
IIA6: Social inclusion	+	0	0	0
IIA7: Crime and community safety	+	+	0	+
IIA8: Road safety	0	+	0	0
IIA9: Economy	0	0	0	0
IIA10: Town and local centres	0	0	0	0
IIA11: Air pollution	+	0	+	0
IIA12: Sustainable transport	++	0	++	0
IIA13: Biodiversity	0	0	0	0
IIA14: Historic environment	0	+	0	0
IIA15: Landscape and townscape	++	++	0	0
IIA16: Efficient use of land and materials	+	++	++	++
IIA17: Flooding	0	0	0	+
IIA18: Water	0	0	0	0

2.60 These four policies seek to address good design in new developments. Policy D1 relates to achieving design excellence, Policy D2 covers character and density, Policy D3 addresses design for co-location and mixed use development and Policy D4 promotes design for a sustainable, safe, and inclusive Borough. These policies have a narrow focus and as a result are unlikely to adversely affect the IIA objectives.

2.61 Policy D4: Designing for a safe and inclusive Borough is expected to have significant positive effects in relation to **IIA1: Climate change mitigation** and **IIA2: Climate change adaptation** because it encourages use of the BRE Home Quality Mark, which could help reduce CO₂ emissions associated with residential development, whilst directly promoting sustainable design and resilience to climate change environmental hazards and emergencies.

2.62 Policy D1: Achieving design excellence states that affordable homes must be designed to the same or higher standards as the private housing element of new developments, whilst also advocating the successful integration of different tenure types in new development. A significant positive effect is therefore expected for this policy in relation to **IIA3: Housing**. Further to this, the policy requires developments across the Borough to meet space standards, which will have beneficial effects on people's health and wellbeing. A minor positive effect is therefore expected in relation to **IIA4: Health and wellbeing**. Policy D3: Design for co-location and mixed use development promotes mixed use development and the co-location of different uses, which is an efficient use of space and also enables new homes to be built. A significant positive is therefore also expected for this policy in relation to **IIA3: Housing**. Policy D3: Design for co-location and mixed use development is also expected to have a minor positive effect in relation to **IIA4: Health and wellbeing** because when co-locating residential development or social

infrastructure with industrial uses, consideration will be given to health and residential amenity. With the promotion of mixed use development, Policy D3: Design for co-location and mixed use development is also expected to have a minor positive effect in relation to **IIA5: Services and facilities**.

2.63 A minor positive effect is anticipated for Policy D1: Achieving design excellence in relation to IIA6: Social inclusion. Both the policy and its supporting text seek to improve design quality across all types of development and across all tenures, ensuring that affordable homes are designed to the same or higher standards as the private housing element of new developments. Through improving design quality in the Borough, it is anticipated that living standards will be improved for those in more deprived areas. Further to this, Policy D1: Achieving design excellence promotes pepper potting tenure mixes across housing sites to provide choice and opportunity for all. Policies D1: Achieving design excellence, D2: Character and density and D4: Designing for a safe and inclusive Borough are expected to have minor positive effects in relation to **IIA7: Crime and community safety**. This is because both policies D1 and D4 make reference to the role that design can play in creating sustainable and safe environments, whilst the supporting text to Policy D2 highlights the importance of ensuring tall, high rise buildings are safe from fire risk.

2.64 Significant positive effects are expected in relation to **IIA12: Sustainable transport** because policies D1: Achieving design excellence and D3: Design for co-location promote sustainable modes of transport. Policy D1 states that all developments must facilitate local movement, public access through sites, sustainable transport and easy way-finding, whilst Policy D3 and its supporting text promote mixed use development and co-location, as they can encourage healthier lifestyles through walking and cycling. Furthermore, encouraging more sustainable transport choices will help minimise air pollution and greenhouse gas emissions associated with use of the private car. As such, minor positive effects are expected for policies D1: Achieving design excellence and D3: Design for co-location and mixed use development in relation to **IIA1: Climate change mitigation** and **IIA11: Air pollution**. A minor positive effect is also anticipated with Policy D2: Character and density against **IIA8: Road safety**, as the policy states that the Council will refuse proposals which negatively impact road and pedestrian safety or traffic flow.

2.65 A significant positive is anticipated in relation to policies D1: Achieving design excellence and D2: Character and density in relation to **IIA15: Landscape and townscape** as both enhance the landscape and townscape in Enfield Borough. The supporting text of Policy D1: Achieving design excellence recognises the role that tall buildings play in generating a strong sense of place in the Borough, whilst Policy D2: Character and density states that the Council will seek to protect and build on the existing positive character and individual context of the Borough. Furthermore, Policy D2: Character and density also makes reference to protect Enfield Borough's areas of historic value, therefore a minor positive is also expected in relation to Policy D2: Character and density and to **IIA14: Historic Environment**.

2.66 All four policies are expected to have positive effects in relation to **IIA16: Efficient use of land and materials**. Significant positive effects are expected for policies D2: Character and density, D3: Design for co-location and mixed use development and D4: Designing for a safe and inclusive Borough in relation to this objective, as all three policies promote efficient use of land. Policy D2: Character and density promotes small scale infill and extension developments, whilst Policy D3: Design for co-location and mixed use development promotes mixed use development, as well as the co-location of different uses. Policy D4: Designing for a safe and inclusive Borough encourages sustainable design policies and standards in development proposals, by maximising possibilities for the reuse of materials and minimise waste generated during the construction of development. The supporting text to Policy D1: Achieving design excellence states that brownfield land must be used efficiently through infill and extension development. A minor positive effect is therefore expected for Policy D1: Achieving design excellence in relation to **IIA16: Efficient use of land and materials**.

2.67 Finally, whilst the topic of flooding is not directly referenced in Policy D4: Designing for a safe and inclusive Borough, the promotion of sustainable and resilient design is likely to positively affect **IIA17: Flooding**. A minor positive is therefore expected in relation to this objective.

Housing policy options

2.68 The likely sustainability effects of the housing policy approaches are set out in **Table 2.5** and described below the table.

Table 2.5: IIA results for the 2018 housing policy options

IIA objective	H1: Housing growth and quality	H2: Affordable housing	H3: Small sites	H4: Housing mix	H5: Private rented sector and build-to-rent	H6: Custom and self-build housing	H7: Supported and specialist housing	H8: Gypsy and traveller accommodation
IIA1: Climate change mitigation	+	0	+	0	0	0	+	0
IIA2: Climate change adaptation	0	0	0	0	0	0	0	0
IIA3: Housing	++	++	++	++	++	++	++	++
IIA4: Health and wellbeing	0	0	0	0	0	0	0	0
IIA5: Services and facilities	0	0	0	0	0	0	+	+
IIA6: Social inclusion	0	+	0	0	0	+	+	0
IIA7: Crime and community safety	0	0	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0	0	0
IIA9: Economy	+	+	+	+	+	+	+	+
IIA10: Town and local centres	0	0	0	0	0	0	0	0
IIA11: Air pollution	+	0	+	0	0	0	+	0
IIA12: Sustainable transport	+	0	+	0	0	0	+	0
IIA13: Biodiversity	+	0	0	0	0	0	0	0
IIA14: Historic environment	+	0	0	0	0	0	0	0
IIA15: Landscape and townscape	+	0	0	0	0	+?/-?	0	0
IIA16: Efficient use of land and materials	++	0	++	0	0	0	0	0
IIA17: Flooding	0	0	0	0	0	0	0	+
IIA18: Water	0	0	0	0	0	0	0	0

2.69 All housing policy options will contribute to a sufficient supply of homes in the Borough and seek to ensure that the mixed demands of a growing population are met by a variety of housing sizes, types, tenures, and specialist accommodation. These policies would directly address the identified key sustainability issues of a deficiency in housing supply and availability of affordable housing across LBE and, therefore, significant positive effects are expected in relation to **IIA3: Housing**. These policies will also support the local economy by ensuring that opportunities for housing development and therefore commerce and employment are secured. Therefore, minor positive effects are expected in relation to **IIA9: Economy**.

2.70 Policy H7: Supported and specialist housing will ensure that development contributes to the creation of inclusive and sustainable neighbourhoods and offers easy access to community facilities, public transport, and other services and facilities. Therefore, minor positive effects are expected against **IIA5: Services and facilities** and **IIA6: Social inclusion** in relation to

this policy. A minor positive effect is also expected against **IIA6: Social inclusion** in relation to Policy H2: Affordable housing, as the policy is likely to improve social inclusion through mixed residential schemes that include both market and affordable housing. The provision of affordable housing will also help to address inequalities between different groups of people in the Borough, particularly in regard to the divide between the east and west of the Borough, which has been identified as a key sustainability issue. Policy H6: Custom and self-build housing is expected to have a minor positive effect in relation to **IIA6: Social inclusion** because it enables people to design a home to suit their needs, which may include specialist needs.

2.71 Policy H8: Gypsy and traveller accommodation will ensure that the development of new or existing gypsy and traveller accommodation has good access to services and facilities and supports development of these sites within Flood Zone 1, thereby reducing the risk of damage to people and property, resulting in minor positive effects against **II5: Services and facilities** and **IIA17: Flooding**.

2.72 Policy H1: Housing growth and quality seeks to prioritise the delivery of new homes around the emerging growth and investment areas outlined in Chapter 2 of the Issues & Options Local Plan. Therefore, the policy promotes more compact development where people will be located closer to other development including employment centres and may be able to walk or cycle to local services/facilities and workplaces. Policy H3: Small sites will encourage housing delivery and intensification on small sites with good accessibility to public transport and the Borough's town centres. In addition, Policy H7: Supported and specialist housing sets out the Council's approach to meeting the specialist needs of more vulnerable people such as the elderly. The policy seeks to ensure that development proposals are accessible to public transport, workplaces, shops, and other services and facilities. This is likely to reduce the reliance on private vehicles and encourage the use of public transport. These policies would therefore promote and facilitate the use of more sustainable modes of transport, including walking, cycling, and public transport, and reduce vehicular emissions in the Borough. As such, minor positive effects are expected against **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport** in relation to these policies.

2.73 Individuals wishing to self/custom build their home rather than buy it from a traditional housebuilder are likely to be motivated by a desire to have greater influence on the design and layout, and to have the ability to create a home to suit their individual needs and aspirations. In seeking to provide the flexibility for this to happen, there is a risk that Policy H6: Custom and self-build housing, which facilitates provision of new homes via self and custom build, could result in inappropriate design and layout (e.g. inconsistent with surrounding landscape and townscape) with potential minor negative effects in relation to **IIA15: Landscape and townscape**. On the other hand, the variations in design may enhance the landscape and townscape. It is noted that these developments would also be subject to the requirements of the Design policies, which seek to avoid adverse impacts. Therefore, the effect is mixed with a minor positive effect and recorded as uncertain.

2.74 Policy H1: Housing growth and quality seeks to promote higher density development in suitable, accessible locations as well as ensure that vacant and new homes are occupied, while Policy H3: Small sites will encourage infill development on vacant or underused sites as well as the redevelopment of flats and non-residential buildings in order to deliver additional housing. As such, significant positive effects are expected against **IIA16: Efficient use of land and materials**.

Economy policy options

2.75 The likely sustainability effects of the economy policy approaches are set out in **Table 2.6** and described below the table.

Table 2.6: IIA results for the 2018 economy policy options

IIA objective	E1: Business and job growth	E2: Approach to employment land	E3: Office	E4: Supporting small business	E5: Skills and access to employment	E6: Digital infrastructure	E7: Creative Enterprise Zone
IIA1: Climate change mitigation	+/-?	+/-?	+	+	0	+	0

IIA objective	E1: Business and job growth	E2: Approach to employment land	E3: Office	E4: Supporting small business	E5: Skills and access to employment	E6: Digital infrastructure	E7: Creative Enterprise Zone
IIA2: Climate change adaptation	0	0	0	0	0	0	0
IIA3: Housing	0	+	0	0	0	0	0
IIA4: Health and wellbeing	0	0	0	0	0	0	0
IIA5: Services and facilities	0	0	0	0	++	0	0
IIA6: Social inclusion	0	0	0	0	+	+	0
IIA7: Crime and community safety	0	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0	0
IIA9: Economy	++	++	++	++	++	++	++
IIA10: Town and local centres	+	+	+	+	0	0	+
IIA11: Air pollution	+	+/-?	+	+	0	+	0
IIA12: Sustainable transport	+	+/-?	+	+	0	+	0
IIA13: Biodiversity	0	0	0	0	0	0	0
IIA14: Historic environment	0	0	0	0	0	0	+
IIA15: Landscape and townscape	0	0	0	0	0	0	0
IIA16: Efficient use of land and materials	++	++/-	++/-	++	0	0	++
IIA17: Flooding	0	0	0	0	0	0	0
IIA18: Water	0	0	0	0	0	0	0

2.76 All economy policy options will contribute to the protection and enhancement of the local economy by aiming to attract and retain investment from existing and emerging growth sectors in order to ensure that opportunities for commerce and employment within the Borough of Enfield are secured. Policy E1: Business and job growth in particular, seeks to promote employment, industry and logistics. All policy options are therefore expected to have significant positive effects in relation to **IIA9: Economy**.

2.77 Policies E1: Business and job growth, E2: Approach to employment land and E3: Office will ensure that employment growth is focused on emerging growth and investment areas including town centres, as well as intensified at Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS) in order to support economic growth and a higher job density and to achieve more efficient use of employment land. In addition, Policy E4: Supporting small business will support existing and new businesses in the Borough through the provision of new business floorspace in mixed use or commercial schemes with particular consideration for development within town centres, and Policy E7: Creative Enterprise Zone will encourage the temporary use of vacant buildings and sites for creative workspace and industries. These policies would therefore promote more

compact development patterns and encourage the efficient use of land within the Borough, including within the town centres. As such, minor positive effects are expected against **IIA10: Town and local centres** and significant positive effects are expected against **IIA16: Efficient use of land and materials**. By supporting more compact development and proposals for mixed-use development, policies E1 to E4 would also reduce the need to travel within the Borough and are therefore likely to result in minor positive effects in relation to **IIA1: Climate change mitigation** and **IIA11: Air pollution**, as well as **IIA12: Sustainable transport**.

2.78 Policies E2: Approach to employment land and E3: Office state that they will support floorspace for new purpose built office and business accommodation throughout the Borough. Although this will be focused within growth and investment areas and other land previously identified for employment purposes, these policies may result in the use of previously unused land. As such, minor negative effects are expected in relation to **IIA16: Efficient use of land and materials**, resulting in mixed significant positive and minor negative effects for policies E2: Approach to employment land and E3: Office.

2.79 Policy E2: Approach to employment will support mixed-use, employment-led schemes which include housing, as long as the uses are compatible. As such, a minor positive effect is expected against **IIA3: Housing** in relation to this policy.

2.80 Policy E5: Skills and access to employment will seek to enhance the employability and long-term employment prospects for all residents, regardless of health or disability. The policy states that it will provide support for improvements to skills and educational attainment, as well as childcare and training provision. The policy also seeks to increase the proportion of under-represented groups within the construction industry workforce. In addition, the policy supports the development of educational facilities and the provision of new training opportunities, skills development and apprenticeships. Therefore, this policy is likely to provide a higher number of residents with access to services in the District, with a significant positive effect is expected against **IIA5: Services and facilities** in relation to this policy. In addition, Policy E6: Digital infrastructure sets out the approach of the Council to promote the development of high quality communications infrastructure in order to support economic growth and more accessible and inclusive communities. The policy is therefore likely to reduce social exclusion in the Borough, resulting in minor positive effects in relation to **IIA6: Social inclusion**.

2.81 In addition, Policy E5: Skills and access to employment states that the Council will work with their partners to enhance the employability and long-term employment prospects for all residents within Enfield, regardless of health or disability status. As such, a minor positive effect is expected against **IIA6: Social inclusion** in relation to this policy.

2.82 Policy E2: Approach to employment land states that the Council will support further development of Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), as well as development at new locations that are accessible to the strategic road network. This could result in increased pressure on the transport system and potential traffic congestion, as well as potential impacts on air pollution which has been identified as a key sustainability issue in the Borough. As such, minor negative effects are expected against **IIA1: Climate change mitigation**, **IIA11: Air pollution**, and **IIA12: Sustainable transport**. However, the policy will also seek to ensure that impacts on the transport network as a result of development within LSIS are mitigated. As such, these effects are uncertain as the potential negative impacts are dependent on the implementation of mitigation measures. As a result, uncertain mixed minor positive and minor negative effects are expected against **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport** in relation to Policy E2: Approach to employment land.

2.83 In addition, Policy E6: Digital infrastructure sets out the Council's approach to promoting the development of high quality communications infrastructure and will improve digital connectivity. The policy is therefore likely to encourage people to work from home, reducing the need to travel and the use of private vehicles. As such, minor positive effects are expected in relation to **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport**.

2.84 Policy E7: Creative Enterprise Zone outlines how the Council will promote Meridian Water as a creative enterprise zone, which will build upon the heritage of the area. The policy will therefore help to foster heritage-led regeneration within the Borough and is likely to have a minor positive effect in relation to **IIA14: Historic environment**.

Town centre policy options

2.85 The likely sustainability effects of the town centre policy approaches are set out in **Table 2.7** and described below the table.

Table 2.7: IIA results for the 2018 town centre policy options

IIA objective	TC1: Town centres	TC2: Successful town centres	TC3: Meanwhile uses	TC4: Evening and night time economy
IIA1: Climate change mitigation	+	+	0	0
IIA2: Climate change adaptation	0	0	0	0
IIA3: Housing	0	+	0	0
IIA4: Health and wellbeing	0	+	0	+/-
IIA5: Services and facilities	+	+	+	+
IIA6: Social inclusion	0	+	0	+
IIA7: Crime and community safety	0	+	0	0
IIA8: Road safety	0	0	0	0
IIA9: Economy	++	++	+	++
IIA10: Town and local centres	++	++	++	++
IIA11: Air pollution	+	+	0	0
IIA12: Sustainable transport	+	+	0	0
IIA13: Biodiversity	0	0	0	0
IIA14: Historic environment	0	0	0	0
IIA15: Landscape and townscape	0	+	+	0
IIA16: Efficient use of land and materials	0	+	0	0
IIA17: Flooding	0	+	0	0
IIA18: Water	0	0	0	0

2.86 All town centre policy options will contribute to the maintenance, enhancement and regeneration of the vitality and viability of the town and local centres in the Borough of Enfield's town centre hierarchy through appropriate development, and would therefore all have significant positive effects against **IIA10: Town and local centres**. By encouraging and focusing development within town centre locations, all of these policies are likely to increase the provision of and improve access to, services and facilities within the Borough. As such, minor positive effects are expected against **IIA5: Services and facilities**.

2.87 These policies will also support the local economy by ensuring that opportunities for town and local centre development and therefore commerce and employment are secured. Therefore, significant positive effects are expected in relation to **IIA9: Economy** in relation to policies TC1: Town centres, TC2: Successful town centres and TC4: Evening and night time economy,

while the effect is likely to be less significant in relation to Policy TC3: Meanwhile uses and so a minor positive effect is expected.

2.88 In order to support and avoid significant impacts to the role and function of town centres in the Borough, Policy TC1: Town centres will support proposals for town centre uses within the emerging growth and investment areas identified in the Issues & Options Local Plan. Policy TC2: Successful town centres also seeks to ensure that the Council works with key stakeholders to support improvements to public transport and access to transport, services and facilities. This is likely to reduce the need to travel as well as promote and facilitate the use of more sustainable modes of transport, including walking and cycling. Therefore, these policies are expected to have minor positive effects against **IIA1: Climate change mitigation** and **IIA12: Sustainable transport**. By supporting development within existing town and local centres, these policies avoid the creation of new air pollution hotspots and help to address the identified key issues relating to air quality in the Borough. Therefore, minor positive effects are also expected against **IIA11: Air pollution** in relation to these policies.

2.89 Policy TC2: Successful town centres will encourage the redevelopment of underused space in the Borough's centres, including car parks, for residential use, in order to promote a better use of available land. This policy would directly address the key sustainability issue of a housing supply deficiency and ensure the efficient use of land. As such, minor positive effects are expected against **IIA3: Housing** and **IIA16: Efficient use of land and materials**.

2.90 Policies TC2: Successful town centres and TC4: Evening and night time economy will also seek to ensure that public and residential amenity in the Borough's centres is protected, for example by requiring that development proposals provide appropriate attenuation measures in locations with high levels of noise. In addition, Policy TC2: Successful town centres states that the Council will support uses in town centres that have a positive impact on health and well-being and would therefore help to address the identified key sustainability issue of health deficiencies in Enfield. Therefore, minor positive effects are expected for both policies against **IIA4: Health and wellbeing**.

2.91 Policy TC4: Evening and night time economy outlines the Council's approach to food and drink establishments, as well as arts, culture and leisure uses. It will support improvements to green spaces in the Borough, specifically to the west of Church Street/Windmill Hill and the entrances to the town centre in order to create attractive public areas and will also promote the use of empty shop units as community use hubs. This will result in the provision of, and improved access to, open spaces and community facilities within town centres in the Borough, as well as contribute to an attractive and safe public realm. Therefore, minor positive effects are expected against **IIA5: Services and facilities** and **IIA6: Social inclusion** in relation to this policy. However, as the policy supports the provision of developments including fast food establishments, public houses and nightclubs, this may encourage residents and visitors to lead unhealthy lifestyles. As such, the effect expected against **IIA4: Health and wellbeing** is mixed with a minor negative effect.

2.92 Policy TC2: Successful town centres will seek to review town centre boundaries and ensure that travel routes and nodes across the Borough are convenient, attractive, and safe. Therefore, this policy is likely to increase the perception of safety from crime and reduce the fear of crime, as well as promote the public realm as a safe and attractive place to use by pedestrians. As such, minor positive effects are expected against **IIA6: Social inclusion** and **IIA7: Crime and community safety**.

2.93 Policy TC2: Successful town centres will seek to protect the role and character of centres in the Borough and so will contribute to the conservation of local distinctiveness and sense of place. In addition, this policy will aim to prevent development in areas that are at risk of flooding. As such, minor positive effects are expected in relation to **IIA15: Landscape and townscape** and **IIA17: Flooding**. In addition, Policy TC3: Meanwhile uses will ensure that proposals for meanwhile uses will be supported where they contribute to the regeneration and enhancement of the area's character. As such, a minor positive effect is expected against **IIA15: Landscape and townscape** in relation to this policy.

Social infrastructure policy options

2.94 The likely sustainability effects of the social infrastructure policy approaches are set out in **Table 2.8** and described below the table.

Table 2.8: IIA results for the 2018 social infrastructure policy options

IIA objective	SI1: Social and community infrastructure	SI2: Health and wellbeing	SI3: Arts and cultural facilities
IIA1: Climate change mitigation	+	+	0
IIA2: Climate change adaptation	0	0	0
IIA3: Housing	+	+	0
IIA4: Health and wellbeing	++	++	0
IIA5: Services and facilities	++	++	++
IIA6: Social inclusion	+	++	+
IIA7: Crime and community safety	0	++	0
IIA8: Road safety	0	++	0
IIA9: Economy	+	+	+
IIA10: Town and local centres	++	0	+
IIA11: Air pollution	+	++	0
IIA12: Sustainable transport	++	+	0
IIA13: Biodiversity	0	+	0
IIA14: Historic environment	0	0	0
IIA15: Landscape and townscape	+	0	0
IIA16: Efficient use of land and materials	+	0	0
IIA17: Flooding	0	0	0
IIA18: Water	0	0	0

2.95 These three policies seek to increase the provision of social infrastructure in the Borough. Policy SI1 relates to social and community infrastructure, Policy SI2 covers health and wellbeing and Policy SI3 addresses arts and cultural facilities.

2.96 Policies SI1: Social and community infrastructure and SI2: Health and wellbeing are expected to have minor positive effects in relation to **IIA3: Housing**. This is because Policy SI1 encourages mixed use development, including housing to support viability, security and efficient land use, whilst Policy SI2 states that future development proposals must include measures to improve housing quality. Whilst this is in the context of improving health outcomes, it is thought that this policy will improve the general condition of housing stock in the Borough.

2.97 Policies SI1: Social and community infrastructure and SI2: Health and wellbeing are expected to have significant positive effects in relation to **IIA4: Health and wellbeing**. Policy SI1 seeks to prioritise the provision of community health facilities and

services, whilst Policy SI2 states that development proposals must incorporate measures to improve public health i.e. promote healthy eating and create new/improved health facilities. Significant positive effects are also expected in relation to policies SI1: Social and community infrastructure, SI2: Health and wellbeing and SI3: Arts and cultural facilities in relation to **IIA5: Services and facilities**, as all three policies support improved access to services, facilities and wider community infrastructure. Policy SI1: Social and community infrastructure encourages development and modernisation of new and existing social infrastructure in the Borough, including educational facilities, as well as supporting the investment plans of educational bodies to expand and enhance their operations within the Borough. Policy SI2: Health and wellbeing highlights the key role that development proposals must play in recognising and promoting access to community facilities. Policy SI3: Arts and cultural facilities seeks to enhance existing arts, cultural, entertainment, leisure, recreation and sport uses in venues across the Borough.

2.98 A minor positive effect is anticipated for policies SI1: Social and community infrastructure and SI3: Arts and cultural facilities in relation to **IIA6: Social inclusion**, as they both promote the need for community facilities to be accessible, welcoming, inclusive and open and available to all members of the local community. Policy SI2: Health and wellbeing is also expected to have a significant positive effect in relation to this objective because it requires development proposals to directly respond to issues surrounding poverty and inequality in the Borough. The policy also references the need for new or improved, or access to inclusive open space for local communities. Policy SI2: Health and wellbeing is also expected to have a significant positive in relation to **IIA7: Crime and community safety** because it highlights the role that development proposals must have in responding to issues surrounding crime through better urban design and housing mix.

2.99 Policy SI1: Social and community infrastructure and its supporting text highlight the need for community facilities to be located in places that are or will be accessible by a range of sustainable means of transport, including walking and cycling. They also promote the co-location of facilities and services, encouraging journeys to be undertaken by sustainable modes of transport. A significant positive effect is therefore expected in relation to **IIA12: Sustainable transport**. Similarly, Policy SI2: Health and wellbeing states that development proposals must recognise the importance of facilitating and promoting walking and cycling in future developments. As this policy promotes sustainable modes of transport in new developments, a minor positive effect is also expected in relation to **IIA12: Sustainable transport**. Furthermore, encouraging more sustainable transport choices will help minimise air pollution and greenhouse gas emissions associated with use of the private car. As such, minor positive effects can be expected for both policies in relation to **IIA1: Climate change mitigation** and for Policy SI1: Social and community infrastructure in relation to **IIA11: Air quality**. Policy SI2: Health and wellbeing is anticipated to have a significant positive effect in relation to **IIA11: Air quality** as the policy also includes reference to improving Enfield Borough's air quality and reducing exposure to airborne pollutants.

2.100 Minor positive effects are anticipated for all policies in relation to **IIA9: Economy**. Policy SI1: Social and community infrastructure promotes the development and retention of educational community facilities, which will help produce a skilled workforce with greater access to employment opportunities. Likewise, Policy SI2: Health and wellbeing states that development proposals must respond to issues surrounding improving employment in the Borough. This may subsequently result in the generation of new local employment. Further to this, Policy SI1: Social and community infrastructure states that town centres and areas with good accessibility will be prioritised for the location of community facilities, where they will help to promote access to services across the Borough. A significant positive effect is therefore expected for Policy SI1: Social and community infrastructure in relation to **IIA10: Town and local centres**. Policy SI3: Arts and cultural facilities also directly supports the development of arts, cultural, entertainment, leisure and sport uses in the Borough, which could have beneficial effects on the economy by attracting more visitors to the area. For this reason, a minor positive effect is expected in relation to **IIA10: Town and local centres**, as the policy promotes the protection and enhancement of locations for cultural activities in the Borough, which tend to be located within the town and local centres.

2.101 Whilst in the context of improving health outcomes, Policy SI2: Health and wellbeing encourages access to food growing and blue and green spaces in the Borough. The provision of such spaces would increase and strengthen LBE's ecological/green infrastructure networks. A minor positive is therefore expected in relation to **IIA13: Biodiversity**.

2.102 Policy SI1: Social and community infrastructure states that development proposals must be outwardly looking, address the street and neighbourhood in their design. A minor positive effect is therefore expected in relation to **IIA15: Landscape and townscape**, as the policy seeks to enhance the landscape and townscape of the Borough through appropriate layout and design. Finally, a minor positive effect is anticipated in relation to Policy SI1: Social and community infrastructure and **IIA16: Efficient use of land and materials**, as it supports the co-location of facilities and services in the Borough and encourages mixed use formats to support the viability, security and efficient use of land.

Green infrastructure policy options

2.103The likely sustainability effects of the green infrastructure policy approaches are set out in **Table 2.9** and described below the table.

Table 2.9: IIA results for the 2018 green infrastructure policy options

IIA objective	GI1: Green and blue spaces	GI2: Green Belt and Metropolitan Open Land	GI3: Greening the Borough	GI4: Biodiversity and Sites of Importance for Nature Conservation	GI5: Blue Ribbon Network	GI6: Burial space and crematorium
IIA1: Climate change mitigation	0	0	+	+	0	0
IIA2: Climate change adaptation	0	0	+	0	0	0
IIA3: Housing	0	0	0	0	0	0
IIA4: Health and wellbeing	++	++	+	+	++	0
IIA5: Services and facilities	++	++	0	0	0	+
IIA6: Social inclusion	+	0	+	0	0	0
IIA7: Crime and community safety	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0
IIA9: Economy	0	0	0	0	0	0
IIA10: Town and local centres	0	0	0	0	0	0
IIA11: Air pollution	0	0	+	+	0	0
IIA12: Sustainable transport	0	0	+	0	+	0
IIA13: Biodiversity	+	-	++	++	++	+
IIA14: Historic environment	0	0	0	0	0	0
IIA15: Landscape and townscape	+	+/-	0	0	0	+
IIA16: Efficient use of land and materials	0	0	0	0	0	0
IIA17: Flooding	0	0	+	0	++	0
IIA18: Water	0	0	0	0	0	+

2.104The green infrastructure policy options set out the Council's approach to the network of green, blue and open spaces within Enfield Borough and the provision of this infrastructure to ensure that it is sufficient to meet the identified growth and demand in the Borough. Policies GI1: Green and blue spaces and GI2: Green Belt and Metropolitan Open Land seek to protect and enhance the quality and quantity of green infrastructure such as open space in the Borough and improve access to these spaces for the Borough's residents in order to meet the needs of future and existing residents, particularly within areas of identified deficiency, as well as emerging growth and investment areas. In addition, policies GI1: Green and blue spaces and

GI2: Green Belt and Metropolitan Open Land will seek to promote the multifunctional and shared use of open space and the provision of new outdoor leisure facilities, whilst also supporting development that improves access to the Green Belt for beneficial uses including outdoor sport and recreation. These policies would therefore promote sports, active recreation and more healthy lifestyles, and would enable development in the Borough to address identified key sustainability issues including the imbalance of green space availability between the east and west of the Borough and health issues relating to access to green spaces and obesity. As a result, these policies are expected to have significant positive effects against **IIA4: Health and wellbeing** and **IIA5: Services and facilities**. Policy GI1: Green and blue spaces also has the potential to increase spontaneous social interaction between members of the public in areas of public open space, with a minor positive effect expected against **IIA6: Social inclusion**.

2.105 Policies GI3: Greening the borough and GI4: Biodiversity and Sites of Importance for Nature Conservation outline the Council's approach to the protection and enhancement of the Borough's natural environment and will seek to enhance biodiversity through the retention and provision of trees, greening of the public realm, as well as improvements to access, connectivity and creation of new habitats. An increase in the quality and quantity of green infrastructure and vegetation would contribute to the improvement of local air quality in the Borough, bringing both physical and mental health benefits to residents. As such, minor positive effects are expected against **IIA1: Climate change mitigation**, **IIA4: Health and wellbeing** and **IIA11: Air pollution**, while significant positive effects are expected against **IIA13: Biodiversity** in relation to these policies. Policy GI1: Green and blue spaces is also expected to have a significant positive effect in relation to **IIA13: Biodiversity** because it seeks to enhance the quality of open space, which includes green open space. Policy GI2: Green Belt and Metropolitan Open Land, on the other hand, may have a minor negative effect in relation to **IIA13: Biodiversity** because supporting development which improves access to Green Belt areas could result in adverse effects on biodiversity as a result of increased recreational activity. The provision of green infrastructure such as trees, particularly at the roadside as set out within Policy GI3: Greening the borough, would contribute to the creation of attractive streets that encourage residents to walk and cycle. The supporting text to Policy GI3: Greening the borough also makes reference to softer landscaping and states that increasing the number of trees can help to reduce the impact of higher summer temperatures and reduce rainfall run-off rates, which will contribute to reducing the risk of surface water flooding. This policy will also maximise the provision of gardens and garden space, with the supporting text making a particular reference to community gardens and allotments, which play an important role in social cohesion. Therefore, minor positive effects are expected against **IIA2: Climate change adaptation**, **IIA6: Social inclusion**, **IIA12: Sustainable transport** and **IIA17: Flooding** in relation to Policy GI3: Greening the borough.

2.106 The Council's approach to the protection and enhancement of the Boroughs 'Blue Ribbon Network' is set out within Policy GI5: Blue Ribbon Network, which recognises the importance of the multi-functional role that rivers and waterways play and contribute to the Borough. The policy will seek to promote the enhancement of waterways and improve access to them through the provision of infrastructure that supports walking, cycling, leisure and recreation, as well as river-based transport, providing alternative modes of transport that may contribute to the alleviation of road traffic congestion. This policy is therefore likely to have a significant positive effect in relation to **IIA4: Health and wellbeing** and a minor positive effect in relation to **IIA12: Sustainable transport**. Policy GI5: Blue Ribbon Network recognises the role that the Blue Ribbon Network of waterbodies in the Borough plays in flood and surface water management by seeking to safeguard access to flood defences and promoting the use of sustainable drainage systems in new developments. The policy also recognises the importance of the network to biodiversity and will ensure that habitats in the network are protected and that adverse impacts on waterside environments and waterbodies in the Borough. As such, significant positive effects are expected in relation to **IIA13: Biodiversity** and **IIA17: Flooding**.

2.107 Policy GI6: Burial space and crematorium will seek to identify and meet the requirements of religious groups in regard to burial provision and ensure that burial space shortages are addressed where they are identified. The supporting text highlights the importance of these spaces in providing green, quiet areas for people, and in contributing to biodiversity within the Borough. Through the protection of existing land and the provision of new land for burial grounds and crematoriums, this policy will maintain and improve access to key facilities and religious places as well as provide opportunities for biodiversity enhancement in LBE. Therefore, minor positive effects are expected against **IIA5: Services and facilities** and **IIA13: Biodiversity**. A minor positive effect is also expected in relation to **IIA15: Landscapes and townscapes** because the policy seeks to maintain the landscape when providing new burial space.

2.108 Policy GI1: Green and blue spaces is expected to have a minor positive effect in relation to **IIA15: Landscape and townscape** because protecting existing open spaces from development would protect the landscape/townscape. As Policy GI2: Green Belt and Metropolitan Open Land would support particular development of land within the Green Belt, the policy may

result in the fragmentation of valued landscapes in the Borough. As such, a minor negative effect is expected against **IIA15: Landscapes and townscapes**. However, this is mixed with a minor positive effect because the policy also resists development in the Green Belt, which would help protect the landscape.

2.109 Policy GI5: Blue Ribbon Network states that the Council will work with the Environment Agency and other partners in order to promote the improvement of water quality within the Blue Ribbon Network. The policy also seeks to ensure that where a development proposal is likely to have a significant adverse impact, assessment of the impact of the proposal on the status of the waterbody is provided. The policy will therefore contribute to the improvement of water quality in Enfield and help to address the water quality issues that impact the Borough. As such, a minor positive effect is expected against **IIA18: Water**.

Transport policy options

2.110 The likely sustainability effects of the transport policy approaches are set out in **Table 2.10** and described below the table.

Table 2.10: IIA results for the 2018 transport policy options

IIA objective	T1: Making the public transport more accessible and the natural choice for longer trips	T2: Reducing the impact of private vehicles on our streets	T3: Making active travel the natural choice	T4: Making more school trips safe, sustainable and healthy
IIA1: Climate change mitigation	++/-	++	++	++
IIA2: Climate change adaptation	0	+	0	0
IIA3: Housing	0	0	0	0
IIA4: Health and wellbeing	++/-	++	++	++
IIA5: Services and facilities	+	+	+	+
IIA6: Social inclusion	+	+	+	+
IIA7: Crime and community safety	0	0	0	0
IIA8: Road safety	++	++	++	++
IIA9: Economy	+	0	0	0
IIA10: Town and local centres	0	0	0	0
IIA11: Air pollution	++/-	++	++	++
IIA12: Sustainable transport	++/-	++	++	++
IIA13: Biodiversity	0	0	0	0
IIA14: Historic environment	0	0	0	0
IIA15: Landscape and townscape	-	0	0	0
IIA16: Efficient use of land and materials	0	0	0	0

IIA objective	T1: Making the public transport more accessible and the natural choice for longer trips	T2: Reducing the impact of private vehicles on our streets	T3: Making active travel the natural choice	T4: Making more school trips safe, sustainable and healthy
IIA17: Flooding	0	+	0	0
IIA18: Water	0	0	0	0

2.111All transport policy options will contribute to the improvement of access and movement in the Borough, particularly in regard to sustainable transport modes. As the reliance on private vehicles has been identified as a key sustainability issue in the Borough, the support of improvements to transport infrastructure and the promotion of more sustainable modes of transport set out within these policies will directly address this issue. In particular, Policy T1: Making the public transport more accessible and the natural choice for longer trips will support improvements to public transport infrastructure and the road network in order to reduce traffic congestion and improve connectivity between the east and west of the Borough. This will help to address the transport severance between these areas.

2.112All of these policy options seek to directly address the use of more active and sustainable modes of transport including walking and cycling. Policies T1: Making the public transport more accessible and the natural choice for longer trips and T2: Reducing the impact of private vehicles on our streets both seek to promote and maximise opportunities for cycling and walking by creating well connected, high-quality and convenient, safe cycle and walking routes to support alternative, more sustainable modes of transport for access to employment, education and services. Policy T3: Making active travel the natural choice sets out the Council's approach to encouraging more sustainable and active modes of transport, including the facilitation of walking and increasing the use of bicycles. The policy seeks to enable and encourage more active modes of transport by requiring that developments protect and enhance existing footpaths and cycleways and make provision for the provision of new routes which are accessible, inclusive, safe, and linked to town centres, public transport infrastructure and green spaces. Policy T4: Making more school trips safe, sustainable and healthy seeks to ensure that new residential development includes the provision of convenient, safe and well connected cycle and walking routes that link to local schools in order to provide safe, sustainable and healthy school trips. Policies T1 and T2 will also seek to promote the use of public transport in the Borough through the enhancement and development of transport infrastructure that is accessible and well-connected, particularly between the eastern and western areas of the Borough. As a result, these policies are likely to reduce the use of private vehicles via the promotion of alternative transport methods that are more sustainable, active and safe, thereby reducing traffic congestion and associated emissions and contributing to the improvement of air quality, as well as physical and mental health in the Borough. Therefore, significant positive effects are expected against **IIA1: Climate change mitigation, IIA4: Health and wellbeing, IIA8: Road safety, IIA11: Air pollution and IIA12: Sustainable transport** in relation to these policies. Due to the fact Policy T1 will promote the development of strategic and major road network enhancements as well as localised improvements to the highway network, the policy may encourage the use of private cars. The effects against **IIA1: Climate change mitigation, IIA4: Health and wellbeing, IIA11: Air pollution and IIA12: Sustainable transport** are therefore mixed with minor negative effects. In addition, accessibility within the Borough of Enfield is likely to be improved through these policies by the development of transport routes that are well connected to local services and facilities. As such, minor positive effects are expected against **IIA5: Services and facilities and IIA6: Social inclusion.**

2.113In addition to outlining the Council's approach to tackling climate change, Policy T2: Reducing the impact of private vehicles on our streets also sets out measures to mitigate and adapt to climate change in the Borough. Although the construction of transport infrastructure, which is supported by several policies, could result in a larger area of land covered in impermeable surfaces, Policy T2 seeks to ensure that development proposals within Enfield are sensitively designed to reduce the impact of expected changes in climate, including permeable surfaces that reduce surface water runoff. As such, minor positive effects are expected against **IIA2: Climate change adaptation and IIA17: Flooding.**

2.114An improved transport system, including enhanced access throughout the Borough may improve accessibility to employment opportunities, and as such Policy T1: Making the public transport more accessible and the natural choice for longer trips may have a minor positive effect in relation to **IIA9: Employment opportunities**. The development of new transport infrastructure associated with these improvements may also result in the fragmentation of landscapes within the Borough. Therefore, a minor negative effect is expected against **IIA15: Landscapes and townscapes**. However, this depends on the location and extent of improvements and so the effect is uncertain.

Sustainable infrastructure policy options

2.115The likely sustainability effects of the sustainable infrastructure policy approaches are set out in **Table 2.11** and described below the table.

Table 2.11: IIA results for the 2018 sustainable infrastructure policy options

IIA objective	SUS1: Sustainable building	SUS2: Sustainable living and working	SUS3: Sustainable infrastructure	SUS4: Minimising flood risk	SUS5: Surface water management
IIA1: Climate change mitigation	+	++	++	0	0
IIA2: Climate change adaptation	++	0	++	++	++
IIA3: Housing	0	0	0	0	0
IIA4: Health and wellbeing	0	+	0	0	+
IIA5: Services and facilities	0	0	0	0	0
IIA6: Social inclusion	0	0	+	0	0
IIA7: Crime and community safety	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0
IIA9: Economy	0	0	++	0	0
IIA10: Town and local centres	0	0	0	0	0
IIA11: Air pollution	0	++	+	0	+
IIA12: Sustainable transport	0	++	++	0	0
IIA13: Biodiversity	++	+	0	+	+
IIA14: Historic environment	0	0	0	0	0
IIA15: Landscape and townscape	0	0	0	0	0
IIA16: Efficient use of land and materials	+	0	0	0	0
IIA17: Flooding	0	0	0	++	++

IIA objective	SUS1: Sustainable building	SUS2: Sustainable living and working	SUS3: Sustainable infrastructure	SUS4: Minimising flood risk	SUS5: Surface water management
IIA18: Water	++	++	++	0	++

2.116 These five policies seek to implement sustainable infrastructure networks in the Borough. Policy SUS1 relates to sustainable building, Policy SUS2 covers sustainable living and working, Policy SUS3 addresses sustainable infrastructure, Policy SUS4 covers minimising flood risk and policy SUS5 looks at surface water management.

2.117 Policy SUS1: Sustainable building promotes the use of existing and emerging standards and assessment methods such as BREEAM, Home Quality Mark One (HQM1) and Environmental Impact Assessments in climate change mitigation, which are expected to help reduce emissions associated with built development. As such, a minor positive effect is expected in relation to **IIA1: Climate change mitigation**. Policy SUS2: Sustainable living and working seeks to minimise energy demand and carbon emissions in new and refurbished buildings, with reference made to BREEAM, while Policy SUS3: Sustainable infrastructure promotes sustainable and reduced resource consumption relating to energy. A significant positive effect is therefore likely for both policies against **IIA1: Climate change mitigation**. Significant positive effects are largely expected against **IIA2: Climate change adaptation** in relation to policies SUS1: Sustainable building, SUS3: Sustainable infrastructure, SUS4: Minimising flood risk and SUS5: Surface water management. Policy SUS1: Sustainable building directly commits to higher standards of environmental sustainability in building practices, by minimising construction and operations waste, sourcing sustainable new materials and maximising reuse of recovered materials in line with circular economy principals. Policy SUS3: Sustainable infrastructure similarly promotes sustainable and reduced resource consumption in the Borough. Policy SUS4: Minimising flood risk requires developments to minimise current and future risk of flooding to people and property, whilst Policy SUS5: Surface water management states that development should be designed in a way that minimises flood risk and incorporates surface water drainage measures. All policies therefore promote the incorporation of sustainable design and construction techniques in development.

2.118 Minor positive effects are anticipated for both SUS2: Sustainable living and working and SUS5: Surface water management in relation to **IIA4: Health and wellbeing**. The supporting text of SUS2: Sustainable living and working outlines the crucial role that sustainable transport (i.e. walking and cycling) plays in increasing health and wellbeing in the Borough. Additionally, the policy seeks to reduce air pollution, which would have beneficial effects on people's health. Likewise, the supporting text to Policy SUS5: Surface water management promotes the use of Sustainable Drainage Systems (SuDS) in relation to the improved health and wellbeing of residents. The policy states that SuDS improve air quality, increase amenity space and create aesthetic improvements to the public realm, subsequently contributing to an increased quality of life for residents in the Borough. A minor positive effect can therefore be expected in relation to **IIA4: Health and wellbeing**.

2.119 A significant positive effect is also expected in relation to SUS3: Sustainable infrastructure against **IIA9: Economy** as the policy states that with respect to waste management facilities, development proposals will be expected to provide job creation and social value benefits, including skills, training and apprenticeship opportunities. This will subsequently promote socio-economic growth in Borough. The policy also notes that in areas of high deprivation, employers must match or exceed the London Living Wage. This will have a subsequent minor positive effect in relation to **IIA6: Social inclusion**, as it would work to reduce poverty and social exclusion in deprived areas.

2.120 Policy SUS2: Sustainable living and working seeks to address issues of air quality by monitoring and improving air quality and reducing congestion, with a focus on enabling use of sustainable, particularly active, modes of transport such as walking and cycling. A significant positive effect is therefore likely in relation to **IIA11: Air pollution**. As per above, the supporting text to Policy SUS5: Surface water management supports the incorporation of living roofs into new development, which would help improve air quality. This is therefore anticipated to result in a minor positive effect in relation to **IIA11: Air pollution**.

2.121 Policies SUS2: Sustainable living and working and SUS3: Sustainable infrastructure are anticipated to have a significant positive effect in relation to **IIA12: Sustainable transport**. This is because Policy SUS2: Sustainable living and working promotes the use of sustainable and particularly active modes of transport, whilst Policy SUS3 states that development proposals must provide access to high quality digital connectivity services from a range of providers. This would therefore reduce the need to travel and support smart city concepts. Policy SUS3 also states that development proposals must be supported by and connected to sufficient, up to date and distributed sustainable infrastructure for transport. For this reason, a minor positive effect is expected in relation to **IIA11: Air pollution** because supporting smart city concepts and promoting sustainable travel choices will help minimise air pollution.

2.122 Policy SUS1: Sustainable building states that development proposals must result in net gain to, or at minimum level no net loss of local environmental quality. Therefore, it is expected to have a significant positive effect in relation to **IIA13: Biodiversity**. Policy SUS2: Sustainable living and working on the other hand promotes the provision of and improvements in supply of green infrastructure, with a minor positive effect expected in relation to **IIA13: Biodiversity**. A minor positive is also anticipated for policies SUS4: Minimising flood risk and SUS5: Surface water management in relation to this objective; Policy SUS4: Minimising flood risk makes reference to improving the ecological functioning of river corridors, whilst SUS5: Surface water management promotes the use of SuDS which would result in increased urban greening in the Borough. With SuDS significantly reducing flood risk, this policy would be likely to have a significant positive effect in relation to **IIA17: Flooding**. Similarly, Policy SUS4: Minimising flood risk states that the Council will require developments to minimise current and future risk of flooding to people and property, taking into account climate change, without increasing flood risk elsewhere. A significant positive is also therefore anticipated for SUS4: Minimising flood risk and **IIA17: Flooding**. Policy SUS1: Sustainable building is expected to have a minor positive effect in relation to **IIA16: Efficient use of land and materials** because the policy states that development proposals are expected to assess, protect and improve soil quality.

2.123 Finally, significant positive effects are likely for policies SUS1: Sustainable building, SUS2: Sustainable living and working, SUS3: Sustainable infrastructure and SUS5: Surface water management in relation to **IIA18: Water**, as they address issues surrounding water quality. Policy SUS1: Sustainable building states that development proposals must assess, protect and improve groundwater quality, particularly where it occurs within an Inner Source Protection Zone or on sites where historic contamination is likely to present a significant risk to groundwater, whilst Policy SUS2: Sustainable living and working promotes the restriction of mains water to 105 litres per head per day or less. Policy SUS3: Sustainable infrastructure states that development proposals must deliver or improve sustainable water supply, drainage and sewerage infrastructure, while Policy SUS5: Surface water management encourages all major developments to implement SuDS.

Chapter 3

IIA findings for the Regulation 18 Local Plan (2021)

Introduction

3.1 This chapter sets out the IIA findings for the elements of the 2021 Regulation 18 Draft Local Plan that have been appraised to date, as follows:

- Spatial options included in Chapter 2 (and reasonable alternatives considered by LBE).
- Site options for allocation included in Policy SP H1: Housing development sites in Chapter 8 and Policy SP E1: Options for employment and growth in Chapter 9.
- Draft policies included in Chapters 4, 5, 8, 9 and 10.

IIA findings for the spatial options considered in 2021

3.2 This section presents the IIA findings for the spatial options that have been considered by LBE during preparation of the 2021 Regulation 18 Local Plan, as shown in **Table 3.1**. The findings are illustrated in **Table 3.2** and described below the table, by IIA objective.

Table 3.1: Reasonable alternative spatial options considered during preparation of the Regulation 18 Enfield Local Plan

Option as described in Enfield Draft Plan (Chapter 2) v3 (received 21/5/21)	Appraise as reasonable alternative and include in IIA Report?
Option 1A: Baseline growth Baseline growth in the urban area	Yes
Option 1A: Baseline growth Baseline growth in the urban area and employment areas	Yes
Option 2A: Medium growth Medium growth in the urban area and employment areas	Yes
Option 2B: Medium growth Medium growth in the urban area, employment areas and some release of Green Belt	Yes
Option 2C: Medium growth Medium growth in the urban area and Green Belt	Yes (still to be appraised)
Option 2D: Medium growth Medium growth in the urban area only	Yes
Option 3A: High growth Focused in the urban area only	Yes
Option 3B: High growth Focused in the urban area and employment areas	Yes

Option as described in Enfield Draft Plan (Chapter 2) v3 (received 21/5/21)	Appraise as reasonable alternative and include in IIA Report?
Option 3C: High growth Widespread growth across the Borough including the urban area, employment areas and the Green Belt	Yes
Option 3D: High growth Focused in the urban area and Green Belt	Yes (still to be appraised)
Option 4: seeking to accommodate most growth outside the borough	No – not a reasonable alternative in IIA terms as it is outside the geographical scope of the Local Plan
Option 5: seeking to accommodate most of the development to the east of the A10	Yes (still to be appraised)
Option 6: seeking to accommodate majority of development west of the A10	Yes (still to be appraised)

Table 3.2: Summary of IIA effects for the spatial options

IIA objective	Option 1: Baseline growth		Option 2: Medium growth				Option 3: High growth				Option 5	Option 6
	1A: Focused in the urban area only	1B: Focused in the urban area and employment areas	2A: Focused in the urban area and employment areas	2B: Growth in the urban area, employment areas and some release of Green Belt	2C: Focused in the urban area and Green Belt	2D: Focused in the urban area only	3A: Focused in the urban area only	3B: Focused in the urban area and employment areas	3C: Growth across the Borough including the urban area, employment areas and the Green Belt	3D: Focused in the urban area and Green Belt	5: Focus growth in the urban area east of the A10	6: Focus growth in the urban area west of the A10
IIA1: Climate change mitigation	+	+/-	+	+/-	TBC	+	+	+	+/-	TBC	TBC	TBC
IIA2: Climate change adaptation	0	0	0	0	TBC	0	0	0	0	TBC	TBC	TBC
IIA3: Housing	+?/-	+?	++?	++?	TBC	++?/-	++/--	++	++	TBC	TBC	TBC
IIA4: Health and wellbeing	++	++	++/-?	++/-?	TBC	++/-?	++/--?	++/--?	++/--?	TBC	TBC	TBC
IIA5: Services and facilities	++	++	++/-?	++/-?	TBC	++/-?	++/-?	++/-?	++/-?	TBC	TBC	TBC

IIA objective	Option 1: Baseline growth		Option 2: Medium growth				Option 3: High growth				Option 5	Option 6
	1A: Focused in the urban area only	1B: Focused in the urban area and employment areas	2A: Focused in the urban area and employment areas	2B: Growth in the urban area, employment areas and some release of Green Belt	2C: Focused in the urban area and Green Belt	2D: Focused in the urban area only	3A: Focused in the urban area only	3B: Focused in the urban area and employment areas	3C: Growth across the Borough including the urban area, employment areas and the Green Belt	3D: Focused in the urban area and Green Belt	5: Focus growth in the urban area east of the A10	6: Focus growth in the urban area west of the A10
IIA6: Social inclusion	+?/-?	+?/-?	+	+	TBC	+/-	+/-	+/-	+/-	TBC	TBC	TBC
IIA7: Crime and community safety	-?	-?	-?	-?	TBC	-?	-?	-?	-?	TBC	TBC	TBC
IIA8: Road safety	0	0	0	0	TBC	0	0	0	0	TBC	TBC	TBC
IIA9: Economy	++	++/-?	++/-?	++/-?	TBC	++	++	++/-?	++/-?	TBC	TBC	TBC
IIA10: Town and local centres	++	++	++	++	TBC	++	++	++	++	TBC	TBC	TBC
IIA11: Air pollution	++/--	++/--	++/--	++/--	TBC	++/--	++/--	++/--	++/--	TBC	TBC	TBC

IIA objective	Option 1: Baseline growth		Option 2: Medium growth				Option 3: High growth				Option 5	Option 6
	1A: Focused in the urban area only	1B: Focused in the urban area and employment areas	2A: Focused in the urban area and employment areas	2B: Growth in the urban area, employment areas and some release of Green Belt	2C: Focused in the urban area and Green Belt	2D: Focused in the urban area only	3A: Focused in the urban area only	3B: Focused in the urban area and employment areas	3C: Growth across the Borough including the urban area, employment areas and the Green Belt	3D: Focused in the urban area and Green Belt	5: Focus growth in the urban area east of the A10	6: Focus growth in the urban area west of the A10
IIA12: Sustainable transport	++?	++?/-	++?	++?/-	TBC	++?	++?	++?	++?/-	TBC	TBC	TBC
IIA13: Biodiversity	--?	--?	--?	--?	TBC	--?	--?	--?	--?	TBC	TBC	TBC
IIA14: Historic environment	-?	-?	-?	-?	TBC	--?	--	--	--	TBC	TBC	TBC
IIA15: Landscape and townscape	-?	-?	-?	-?	TBC	--?	--	--	--?	TBC	TBC	TBC
IIA16: Efficient use of land	++	++/-	++	++/-	TBC	++	++	++	++/-	TBC	TBC	TBC
IIA17: Flooding	-?	-?	-?	-?	TBC	-?	-?	-?	-?	TBC	TBC	TBC

IIA objective	Option 1: Baseline growth		Option 2: Medium growth				Option 3: High growth				Option 5	Option 6
	1A: Focused in the urban area only	1B: Focused in the urban area and employment areas	2A: Focused in the urban area and employment areas	2B: Growth in the urban area, employment areas and some release of Green Belt	2C: Focused in the urban area and Green Belt	2D: Focused in the urban area only	3A: Focused in the urban area only	3B: Focused in the urban area and employment areas	3C: Growth across the Borough including the urban area, employment areas and the Green Belt	3D: Focused in the urban area and Green Belt	5: Focus growth in the urban area east of the A10	6: Focus growth in the urban area west of the A10
IIA18: Water	-?	-?	-?	-?	TBC	-?	-?	-?	-?	TBC	TBC	TBC

IIA1: Climate change mitigation

3.3 All options focus development around the transport nodes in LBE, which consist of a mixture of railway stations and tube stations. These railway stations and tube stations are located in built up urban areas, where frequent bus services are also present, in addition to everyday services and facilities, including employment opportunities – all of which are within walking distance of one another. This element of all options is therefore likely to reduce use of the private car and associated CO₂ emissions, with minor positive effects expected in relation to IIA1: Climate change mitigation. However, these effects are recorded as uncertain because levels of walking and cycling within the Borough are not currently very high. For example, 95% of LBE's population is not physically active enough to maximise benefits to their health (see baseline information). Additionally, the sheer scale of developed proposed by these options would result in significant population growth, as well as an increase in the presence of cars. Options 2B and 3C also support development of Green Belt land in the north west of the Borough, where very few railway stations are located (there are no tube stations), bus services are less frequent and services and facilities are not within easy walking distance of one another. Therefore, it is very likely that new residents in these locations would have to drive to their workplace, as well as everyday services and amenities, which would increase greenhouse gas emissions associated with transport. Options 1B, 2B and 3C are therefore also expected to result in minor negative effects in relation to this objective. The incorporation of energy efficient design in new developments could also help reduce greenhouse gas emissions, but this would be influenced by other policies in the Local Plan and determined at planning application stage.

IIA2: Climate change adaptation

3.4 Given the high-level nature of these spatial options, it is not possible to distinguish between them with respect to climate change adaptation. The spatial distribution of development is not likely to influence sustainable design and construction techniques in development or respond to extreme weather effects as a result of climate change. Flood risk is dealt with separately under IIA objective 17. All options are expected to have negligible effects in relation to this objective.

IIA3: Housing

3.5 The high growth options (3A to 3C) seek to meet the housing requirement identified in the London Plan for the first ten years² and then apply the government's standard methodology for calculating housing need in the remaining period up to 2039. All three options would therefore deliver the number of new homes identified under the high growth scenario. As such, they are expected to have significant positive effects in relation to IIA3: Housing. Option 3A would result in a significant increase in the density of development around the transport nodes, involving the development of significantly taller buildings which would result in a very high proportion of flats, studios and 1-bedroom dwellings. Development would therefore not provide the range of housing types needed in the Borough, which could potentially discriminate against certain groups of people, such as larger families or those with specialist housing requirements. For this reason, Option 3A is also expected to have a significant negative effect in relation to this objective. Option 3C, on the other hand, supports development in employment areas and the Green Belt, in addition to transport nodes, which may help in the delivery of a greater mix of housing types.

3.6 The baseline growth options (1A and 1B) seek to meet the housing requirement identified in the London Plan for the first ten years in full and then deliver a significantly lower number of homes in the remaining Local Plan period. Therefore, although Options 1A and 1B would deliver the number of new homes identified under this baseline growth scenario, they may not meet future housing needs in full, although this is uncertain. Both options are therefore expected to have minor positive but uncertain effects in relation to this objective. Option 1A would result in an increase in the density of development around the transport nodes only but because it is not providing as much growth as Option 3A, it is expected to have a minor negative effect in relation to this objective in terms of meeting the Borough's need for a range of housing sizes and types.

3.7 The medium growth options (2A, 2B and 2D) seek to meet the housing requirement identified in the London Plan and carry this same annual requirement forward, beyond the first ten years of the London Plan period. All three options would deliver the number of new homes identified under the medium growth scenario and are therefore expected to have significant positive effects in relation to this objective. The effects are recorded as uncertain because LBE has had to predict what their housing targets might be beyond the first ten years of the London Plan period. As was the case with Options 1A and 3A, Option 2D focuses development at the transport nodes only and is therefore expected to result in an increase in the density of development in these areas, which could potentially limit the availability of housing types in the Borough. Therefore, Option 2D

² The London Plan covers the period up to 2041 but only provides housing targets for the first ten years of the London Plan period.

is also expected to have a minor negative effect in relation to this objective. Option 2A, on the other hand, supports development in employment areas and the Green Belt, in addition to transport nodes, which may help in the delivery of a greater mix of housing types.

IIA4: Health and wellbeing

3.8 As set out in the baseline information in the IIA Scoping Report produced by AECOM, there is an east-west divide in terms of inequality in LBE, and this correlates with health indicators. For example, LBE is the fifth worst Borough in England for obesity, with significantly higher levels of obesity in the east when compared to the west. All eight options focus development around the transport nodes in LBE, which consist of a mixture of railway stations and tube stations. These railway stations and tube stations are located in built up urban areas, where existing primary healthcare facilities are available. New residents would also be located within very close proximity to other services and facilities, which may encourage them to walk or cycle to reach these services, with beneficial effects on their physical health. All options are therefore expected to have significant positive effects in relation to IIA4: Health and wellbeing. However, as set out in the baseline information, there are very few GP surgeries on the estates within LBE and where GP surgeries are present, they are often outdated with inadequate facilities. Development does, however, offer an opportunity for new development to provide new GP surgeries and improve the design of existing GP surgeries, in the areas that need them the most. The volume of development proposed by the high and medium growth options would undoubtedly place a lot of pressure on existing services, particularly GP surgeries, whilst also potentially resulting in the loss of Metropolitan Open Land to make room for housing. Furthermore, higher density development can contribute to social isolation and poorer health. Indeed, there is growing evidence of the link between high density development and the negative public health impacts this has. Therefore, Options 3A, 3B and 3C are also expected to have significant negative but uncertain effects in relation to this objective, whilst Options 2A, 2B and 2D are expected to have minor negative but uncertain effects. Options 3C and 2B support more widespread growth across the Borough than the other options, supporting development within the Green Belt, but there are no GP surgeries located in the Green Belt to the north west of the Borough. The services and facilities that are present within the Green Belt are not close to potential development locations and would therefore discourage active travel choices (e.g. walking and cycling).

IIA5: Services and facilities

3.9 All options focus development around the transport nodes in LBE, which consist of a mixture of railway stations and tube stations. These railway stations and tube stations are located in built up urban areas, where a number of existing services and facilities are present. New residents would therefore not be required to travel far to reach the services, as they would be within walking distance of them. For example, there are a number of primary schools located within close proximity of the transport nodes, in addition to secondary schools. Options 2B and 3C also support development of Green Belt land in the north west of the Borough. However, the majority of these Green Belt sites are not located within close proximity of a primary or secondary school. Despite this, all options are expected to have significant positive effects in relation to this objective. The volume of development proposed by the high and medium growth scenario options would be likely to place a lot of pressure on existing services, such as primary and secondary school places, although this is uncertain. Therefore, Options 2A, 2B, 2D, 3A, 3B and 3C are also expected to have minor negative but uncertain effects in relation to this objective.

IIA6: Social inclusion

3.10 LBE is characterised by an east-west divide in terms of inequality and deprivation, with the eastern part of the Borough containing ten Lower Super Output Areas that fall within the 10% most deprived nationally. All eight options support development around the transport nodes, which are spread across the Borough but not towards the north west, which comprises Green Belt land. Development is expected to help regenerate the areas surrounding the transport nodes but due to the fact the transport nodes are spread fairly evenly across the majority of the Borough, development would not only be directed into the more deprived areas. Therefore, although these options would, to an extent, help regenerate the more deprived areas of the Borough, they would also enhance the less deprived areas and not specifically address the gap in inequality between the east and west. Moreover, the level of development proposed by the high growth options, particularly Option 3C, would result in a significant increase in the density of development around the transport nodes in LBE. As a result, there would be a significant increase in the height of existing tall buildings and new high-rise buildings, which would limit the mix of housing types available and potentially discriminate against certain groups of people such as those with specialist housing requirements. Open space may also be lost to new housing, contributing to inequalities in access to open space. This is particularly important following the Covid-19 pandemic, which has highlighted the importance of public open space, particularly if people do not have access to a

private garden. Therefore, the high growth options (3A to 3C) are expected to have mixed minor positive and minor negative effects in relation to this objective. Option 2D (medium growth) is also expected to have a mixed minor positive and minor negative effect because like Option 3A, it seeks to intensify land around transport nodes only and may therefore result in an over reliance on flats and a subsequent decrease in housing mix. The baseline growth options support the lowest number of new homes and would therefore contribute a lower amount of affordable housing than the medium and high growth options. Therefore, Options 1A and 1B are expected to have mixed minor positive and minor negative but uncertain effects in relation to this objective. The remaining options (2A and 2B) are expected to have minor positive effects in relation to IIA6: Social inclusion because they would provide more development than the baseline growth options, as well as a greater range of housing types due to more widespread growth.

IIA7: Crime and community safety

3.11 The spatial distribution of development is not likely to influence levels of crime, anti-social behaviour, fear of crime and perceptions of safety, which will be more influenced by policies which seek to deliver inclusive design. As set out in the IIA Scoping Report, crime is generally concentrated in the east of LBE at Southgate, Palmers Green and the boundary LBE shares with Haringey Council, in addition to around transport nodes. Crime levels have been rising in the area, partly due to the fact LBE has the largest youth population in Greater London, with some of the highest levels of crime recorded in the school-transport corridors. All options concentrate growth at the transport nodes, whilst Options 1B, 2A and 3B also support development at SIL and LSIS sites, located in the east of the Borough. Overall, all options are expected to have minor negative effects in relation to IIA7: Crime and community safety, unless there are policies in place to support high quality developments, improvements to estates that suffer from poor quality housing and a high quality public realm that supports the integration of communities and natural surveillance including through the co-location of shops, services, community centres and green spaces. The higher growth options may have more of an adverse effect than the other options because the exceptionally high level of growth proposed under this scenario could result in higher levels of crime.

IIA8: Road safety

3.12 The spatial distribution of development will not affect the achievement of this objective, which relates to healthy streets principles that encourage walking and cycling. Therefore, all options are likely to have negligible effects in relation to IIA8: Road safety.

IIA9: Economy

3.13 Concentrating development at the transport nodes in LBE which are very central and well-connected, is expected to encourage the retention and expansion of town and local centre commercial and retail uses. The transport nodes in LBE contain a range of services and facilities, and therefore offer job opportunities. Options 1A, 2D and 3A seek to focus development at the transport nodes only. Concentrating new residential development in these central and well-connected areas would help boost the economy by increasing the available workforce and attracting investment to the area, whilst also helping improve these local economies. These three options (1A, 2D and 3A) are therefore expected to have significant positive effects in relation to this objective. An even larger proportion of job opportunities are provided at the SIL and LSIS sites and with Options 1B, 2A and 3B concentrating future residential development in these areas, as well as at the transport nodes, there would be a loss in SIL and LSIS land. Options 1B, 2A and 3B are therefore expected to have mixed significant positive and minor negative effects in relation to IIA9: Economy. The minor negative effects are recorded as uncertain because although there may be a loss in employment land, residential development may be provided as part of mixed-use schemes at the SIL and LSIS sites. Options 2B and 3C spread development more evenly across the Borough, including on Green Belt land. However, the areas of Green Belt land where intensification is proposed, are not located within the main urban centres of the Borough, where more job opportunities are available. Conversely, supporting development in these areas may have positive effects on the rural economy and jobs. Option 3C is therefore expected to have a mixed significant positive and significant negative effect in relation to this objective, whilst Option 2B is expected to have a mixed significant positive and minor negative effect, because although both options may support the rural economy, they could also result in the loss of SIL and LSIS land. This is particularly the case for Option 3C, which proposes the highest number of new homes out of all options. The negative effects are recorded as uncertain because residential development may be provided as part of mixed-use schemes at the SIL and LSIS sites.

IIA10: Town and local centres

3.14 Concentrating development at the transport nodes in LBE which are very central and well-connected, is expected to encourage the retention and expansion of town and local centre commercial and retail uses. Options 1A, 2D and 3A are therefore expected to enhance the vitality and vibrancy of the town and local centres in LBE, resulting in significant positive effects against IIA10: Town and local centres. The remaining options support development at the transport nodes in LBE, but also support the development of SIL and LSIS sites (Options 1B, 2A, 2B, 3B and 3C) and intensification within the Green Belt (Options 2BC and 3C). Although the SIL, LSIS and Green Belt sites are located on the edge and/or outside of the town and local centres and development under these options may not directly revitalise the town and local centres, these options still support development around the transport nodes, where the town and local centres are located. All remaining options are therefore also expected to have significant positive effects in relation to this objective.

IIA11: Air pollution

3.15 All options focus development around the transport nodes in LBE, which consist of a mixture of railway stations and tube stations. These railway stations and tube stations are located in built up urban areas, where frequent bus services are also present, in addition to everyday services and facilities that are within walking distance of one another. All options are therefore likely to reduce reliance on the private car, which would help minimise air pollution. However, the actual use of more active and sustainable modes of travel will depend on people's behaviour. Further to this, LBE experiences severe problems with air quality, especially between the east and west of the Borough, with the entire Borough being declared an Air Quality Management Area (AQMA). Therefore, although all options focus development within close proximity to sustainable travel modes, where services and facilities are within easy walking and cycling distance of one another, the amount of development proposed by all eight options is expected to have significant adverse effects on air quality through population increase and a higher presence of cars. Having said that, walking and cycling could be encouraged through the design of new development and incorporation of Healthy Streets principles. Options 2B and 3C also support development of Green Belt land in the north west of the Borough, where very few railway stations are located (there are no tube stations), bus services are less frequent and services and facilities are not within easy walking distance of one another. Therefore, new residents in these locations would be more reliant on the private car, contributing towards air pollution. Overall, all options are expected to have mixed significant positive and significant negative effects in relation to IIA11: Air pollution.

IIA12: Sustainable transport

3.16 All options focus development around the transport nodes in LBE, which consist of a mixture of railway stations and tube stations. These railway stations and tube stations are located in built up urban areas, where frequent bus services are present, in addition to everyday services and facilities that are within walking distance of one another. These options are therefore likely to reduce reliance on the private car and increase more sustainable modes of transport. However, the use of more sustainable modes of transport will depend on people's behaviour, especially following the Covid-19 pandemic where there has been a significant reduction in people using public transport. Indeed, the majority of residents in LBE use a private car to get to work instead of public transport. All eight options are therefore expected to have significant positive but uncertain effects in relation to IIA12: Sustainable transport. However, Options 2B and 3C also support development of Green Belt land in the north west of the Borough, where very few railway stations are located (there are no tube stations), bus services are less frequent and services and facilities are not within easy walking distance of one another. Therefore, residents in these locations are expected to be more reliant on the private car, particularly because they are within close proximity of the M25 which borders the northern edge of LBE. These two options are therefore also likely to result in minor negative effects in relation to this objective.

IIA13: Biodiversity

3.17 LBE does not contain a Special Protection Area (SPA), Special Area of Conservation (SAC) or a Ramsar site. However, it is located within close proximity to the Lee Valley SPA and Ramsar site which is located to the north and south of the Borough in Lee Valley Regional Park, which runs along the eastern edge of LBE. The Epping Forest SAC is also located just outside of the Borough, to its east. The Chingford Reservoir Site of Special Scientific Interest (SSSI) is located within the Borough, along its eastern edge. There is also one Local Nature Reserve (LNR) within the Borough, known as Covert Way, located just south of Hadley Wood. A large number of Sites of Importance in Nature Conservation (SINC) are spread across the Borough.

3.18 All options would intensify development at transport nodes in the urban areas of the Borough, where no internationally designated biodiversity assets are present. Although there is one SSSI and one NNR present within the Borough, neither are

located within close proximity to where development is proposed under all eight options. However, the potential for indirect effects due to general population increase and pressure on nature conservation sites from recreation and increased air pollution for example could still occur. The SINCs are spread relatively evenly across the Borough, with most containing a railway station. All options would therefore include land that falls within a SINC. Options 2B and 3C also promote development in the Green Belt in areas that comprise a mixture of both greenfield and brownfield sites. Greenfield and brownfield sites can have biodiversity interest which would be lost as a result of development. Overall, all options are expected to have significant negative effects in relation to IIA13: Biodiversity. The effects are recorded as uncertain because there may be opportunities to promote habitat connectivity if new developments include green infrastructure.

IIA14: Historic environment

3.19 The northern edge of LBE does not contain a large proportion of heritage assets whereas the remainder of the Borough does, especially the more built-up areas such as Enfield Town. A number of Conservation areas are located along the periphery of the built-up area within the edge of the Green Belt, the largest being Trent Park which is also a Registered Park and Garden. All options seek to intensify the areas surrounding the railway and tube stations within the Borough, which tend to be located within close proximity to a large number of Listed Buildings, whilst also falling within or close to Conservation Areas. The high growth options would provide the highest number of new homes at around 36,000. This is significantly higher than the remaining options and considering the fact that Option 3A seeks to concentrate development within the urban area only, effects on the historic environment would be substantial. All high growth options are expected to have significant negative effects in relation to IIA14: Historic environment due to the scale of development proposed.

3.20 Options 1A and 1B would support the lowest number of new homes in the Borough. Option 1A supports intensification around travel nodes in the urban area only, whereas Option 1B supports intensification of existing SIL and LSIS sites, in addition to travel nodes in the urban area. The SIL and LSIS sites identified for potential development contain very few heritage assets with some containing none at all, and therefore development within them is unlikely to result in adverse effects on the historic environment. Overall, Options 1A and 1B are expected to have minor negative but uncertain effects in relation to this objective. Option 2D is expected to have a significant negative effect in relation to this objective because it supports a medium number of new homes in the urban area only, where most historic assets are located. Options 2A and 2B on the other hand, are expected to have minor negative effects in relation to this objective because although they do not propose the lowest number of new homes when compared to the other growth scenarios, they do not solely focus development in the urban area and instead spread growth more widely across the Borough. These effects are recorded as uncertain because development could potentially reduce adverse impacts on the historic environment through mitigation and the design, scale and layout of development.

IIA15: Landscape and townscape

3.21 Options 3A and 3B would result in a significant increase in the density of development in LBE around the transport nodes, as well as in SIL and LSIS sites under Option 3B. There would need to be a significant increase in the height of existing tall buildings, in addition to new high-rise buildings, both of which would fundamentally alter the character of the urban area and Borough as a whole. Options 3A and 3B are therefore expected to have significant negative effects in relation to IIA15: Landscape and townscape. Option 3C would deliver a similar number of new homes to Options 3A and 3B but would spread this development more evenly across the Borough, including areas that fall within the Green Belt. However, the intensification of areas within the Green Belt under the high growth scenario could potentially alter the landscape in the north west of the Borough. Option 3C is therefore expected to have a significant negative effect in relation to this objective. However, the effect is recorded as uncertain because development within the Green Belt could be designed in a way that helps mitigate any adverse impacts on the character of the area.

3.22 Options 1A and 1B would support the lowest number of new homes in the Borough. Option 1A supports intensification around travel nodes in the urban area and would therefore result in an increase in density within the urban area, whilst Option 1B would result in an increase in density within SIL and LSIS sites, as well as the urban area. However, this increase in density would not be comparable to that under the high growth scenario options. Overall, Options 1A and 1B are expected to have minor negative but uncertain effects in relation to this objective. The effects are recorded as uncertain as the actual effects would depend on the final design, scale and layout of development. Options 2A, 2B and 2D support a higher number of new homes than Options 1A and 1B and could therefore potentially result in more adverse effects on landscape character, particularly Option 2D which focuses development in the urban area only. Overall, Option 2D is expected to have a significant

negative but uncertain effect against this objective, whilst Options 2A and 2B are expected to have minor negative but uncertain effects.

IIA16: Efficient use of land

3.23 All options would result in intensification around transport nodes within LBE, which fall on previously developed land that is classified as land predominantly in urban use. All eight options are therefore expected to have significant positive effects in relation to IIA16: Efficient use of land. However, Options 2B and 3C also promote development in the Green Belt in areas that comprise a mixture of both greenfield and brownfield sites, all of which are classified as Grade 3 agricultural land. Therefore, although these two options would promote the development of previously developed land, they would also promote the development of greenfield sites, which is not an efficient use of land. Therefore, Options 2B and 3C are also expected to have minor negative effects in relation to this objective.

IIA17: Flooding

3.24 The River Lee, in addition to King George's Reservoir and William Girling Reservoir located along the eastern edge of LBE create a flood risk. The immediate area surrounding these waterbodies falls within Flood Zones 3a and 3b, as well as Flood Zone 2. All eight options promote development around transport nodes within LBE, a number of which are located in the east of the Borough. The above mentioned flood zones also stretch to the west of the Borough along New River (Old Course) and a number of brooks, most of which are also located within close proximity to transport nodes. The NPPF discourages the development of housing within areas at the highest risk of flooding. However, development may be able to incorporate surface water management measures, such as sustainable drainage systems to address the existing flood risk, as well as that generated by development. It is also likely that under Options 1A, 1B, 2A, 2D, 3A and 3B, housing would be delivered through an increase in height of existing buildings and would therefore not cause a reduction in permeable surfaces. Options 2B and 3C support development of Green Belt land in the north west of the Borough, some of which comprises greenfield land. As such, development would reduce the amount of permeable surface available and potentially contribute to surface water run-off, increasing flood risk. Overall, all options are expected to have minor negative but uncertain effects in relation to IIA17: Flooding.

IIA18: Water

3.25 LBE is covered entirely by the London Water Resource Zone, with its potable water and waste water services supplied by Thames Water. Greater London is mostly supplied by surface water resources (80%), with the remainder delivered through groundwater abstractions. Given the high-level nature of these spatial options, it is not possible to distinguish between them with respect to water resources, water quality and wastewater treatment capacity. Water resources is a key issue in LBE, given that the Thames Water Supply is designated as "seriously water stressed" and that climate change may lead to limited water availability in the future, particularly in the summer. The Borough contains a fairly high proportion of land covered by Source Protection Zones 1 and 2³, and it is therefore unlikely that development would be able to avoid these Source Protection Zones. Development in some locations could therefore contaminate water supplies without mitigation. However, all options support development in existing built-up areas and therefore any effect on Source Protection Zones is likely to be limited. Due to the fact all options contain land that falls within Source Protection Zones 1 and 2 but already contain built development, minor negative but uncertain effects are expected.

³ There is no land in LBE covered by Source Protection Zone 3.

IIA findings for the site options

3.26 This section presents the IIA findings for the site options allocated in Policy SP H1: Housing development sites in Chapter 8 of the Local Plan and Policy SP E1: Options for employment and growth in Chapter 9 of the Local Plan. Overall, there are 44 housing sites, nine industrial sites and 20 mixed use sites. **Table 3.3** contains a summary of the effects the site options received in relation to the IIA objectives, with the findings summarised below the table.

Table 3.3: Summary of IIA effects for site options

Site	Size	Yield	IIA1: Climate change mitigation	IIA2: Climate change adaptation	IIA3: Housing	IIA4: Health and wellbeing	IIA5: Services and facilities	IIA6: Social inclusion	IIA7: Crime and community safety	IIA8: Road safety	IIA9: Economy	IIA10: Town and local centres	IIA11: Air pollution	IIA12: Sustainable transport	IIA13: Biodiversity	IIA14: Historic environment	IIA15: Landscape and townscape	IIA16: Efficient use of land and materials	IIA17: Flooding	IIA18: Water
Housing sites																				
CHC1/LP031: Warmerdams Nursery, Cattlegate Road	3.04	345	0	0	++	++/-	-?	0	0	0	-	0	0	++/-	--?	-?	++?	++	0	0
CHC10/LP179: Site at Oak Farm and Homestead Nursery, Cattlegate Road	2.62	340	0	0	++	+/-	-?	0	0	0	-	0	0	--/+	--?	-?	-?	+	-	0
CHC11/LP472 – Parcel 1: Land to the rear of Jesus Christ Church, Parcel 1	1.70	160	0	0	++	++/-	++?	0	0	0	-	0	0	--/+	--?	--?	-?	+	-	--?
CHC12/LP472 – Parcel 2: Land to the south of Forty Hill Church of England School, Forty Hill, Parcel 2	2.15	399	0	0	++	++/-	++?	0	0	0	-	0	0	++/-	--?	--?	-?	+	-	--?
CHC14/LP637: Land north of Goat Lane	0.46	60	0	0	+	++/-	++?	0	0	0	-	0	0	-	--?	-?	-?	+	-	--?
CHC17/LP645: Towneley Nurseries, Theobalds Park	1.70	113	0	0	++	++/-	-?	0	0	0	-	0	0	++/-	--?	-?	++?	+	0	--?
CHC18/LP649: Brown's Garden Village, Theobalds Park Road	0.94	62	0	0	+	+/-	-?	0	0	0	-	0	0	++/-	-?	-?	++?	+	-	0
CHC2/LP056: Wolden Garden Centre, Cattlegate Road	1.19	135	0	0	++	+/-	-?	0	0	0	-	0	0	++/-	--?	-?	++?	+	0	0
CHC3/LP107: Burton Farm Ride	2.47	97	0	0	+	+/-	-?	0	0	0	-	0	0	++/-	-?	--?	-?	--?	-	--?
CHC5/LP1138: Land opposite Enfield Crematorium (aka The Dell), Great Cambridge Road	4.07	270	0	0	++	++/-?	++?	0	0	0	-	0	0	++/-	--?	--?	--?	--?	-	--?
COC8/LP465: Land between Camlet Way and Crescent Way, Hadley	11.05	160	0	0	++	++/-	++?	0	0	0	-	+	0	++/-	--?	--?	--?	--?	-	--?
COC9a, COC9b/LP608_1: Cockfosters Station Car Park, Cockfosters Road, Barnet	1.15	316	0	0	++	++	++?	0	0	0	-	+	0	++	--?	--?	-?	+	-	0
COP10 (20/03200/PRJ): Blackhorse Tower, Holbrook House and Churchwood House, 116 Cockfosters Road	1.25	200	0	0	++	++	++?	0	0	0	-	+	0	++	--?	--?	++?	+	-	0
GRC1/LP1105, LP652, CFS040, CFS060: St Anne's Catholic High School for Girls	1.76	236	0	0	++	++	++?	0	0	0	-	+	0	++	--?	--?	++?	+	-	--?
GRC12/LP603, CFS197: Palace Gardens Shopping Centre	3.73	350	0	0	++	++	++?	0	0	0	-	+	0	++	--?	--?	++?	++	-	--?
GRC3/LP1117: 100 Church Street	0.28	56	0	0	+	++	++?	0	0	0	-	+	0	++	--?	--?	++?	+	0	--?
HIC10/LP642: Land opposite Jolly Farmers	1.70	89	0	0	+	++	++?	0	0	0	-	0	0	++	--?	0?	++?	+	-	--?
HIC11/LP707: Chase Park	59.74	3000	0	0	++	++	++?	0	0	0	-	+	0	++	--?	-?	--?	--?	-	--?
HIC6/LP1153: Bramley Road	5.63	268	0	0	++	+	-?	0	0	0	-	+	0	++	--?	--?	--?	--?	-	0
HIC9/LP623: Land south of Enfield Road	13.28	494	0	0	++	++	++?	0	0	0	-	0	0	++/-	--?	-?	++?	--?	-	0
LOC1/LP1108: Chiswick Road Estate (Oswald and Newdales)	2.37	272	0	0	++	++/-?	++?	+	0	0	-	+	0	++	0	--?	++?	+	-	0
POC6/LP1196: Land at former Wessex Hall Building	0.38	110	0	0	++	--?/+	++?	+	0	0	++	0	0	++	--?	0?	--	+	-	--?
SBC2/LP1107: Main Avenue Site	4.49	82	0	0	+	++/-?	++?	+	0	0	-	+	0	++	-?	-?	++?	++	0	0

Site	Size	Yield	IIA1: Climate change mitigation	IIA2: Climate change adaptation	IIA3: Housing	IIA4: Health and wellbeing	IIA5: Services and facilities	IIA6: Social inclusion	IIA7: Crime and community safety	IIA8: Road safety	IIA9: Economy	IIA10: Town and local centres	IIA11: Air pollution	IIA12: Sustainable transport	IIA13: Biodiversity	IIA14: Historic environment	IIA15: Landscape and townscape	IIA16: Efficient use of land and materials	IIA17: Flooding	IIA18: Water
SGC1/LP1145: Site between North Circular Road and Station Road	1.13	230	0	0	++	++	+?	+	0	0	++	0	0	++/-	--?	-?	+?	+	-	0
SGC4/LP608_2: Arnos Grove Station Car Park	1.08	162	0	0	++	++/-?	++?	0	0	0	-	+	0	++	--?	--?	--	+	-	0
SGP13 (18/00388/OUT): 188-200 Bowes Road	0.48	86	0	0	+	++	++?	0	0	0	-	+	0	++	-?	-?	+?	+	-	--?
SGS14/17100370: Station Road, New Southgate	1.37	203	0	0	++	++	+?	+	0	0	++	0	0	++/-	--?	0?	+?	+	-	0
CFS162_A: Land to the Rear of Arnold House (West)	0.90	36	0	0	+	+	-?	0	0	0	-	0	0	++/-	--?	0?	-?	--?	-	0
CFS162_B: Land to the Rear of Arnold House (East)	0.75	36	0	0	+	++/-	-?	0	0	0	-	0	0	++/-	--?	0?	-?	-	-	0
CFS162_C: Arnold House	0.60	36	0	0	+	++/-	-?	0	0	0	-	0	0	++/-	--?	0?	-?	+	-	0
UPM1: Joyce Avenue and Snells Park Estate	9.94	1217	0	0	++	++/-?	+?	0	0	0	++	+	0	++	--?	--?	--	++	-	--?
UPP9 (18/00760/FUL): Public House, 50-56 Fore Street	0.19	68	0	0	+	++	+?	+	0	0	-	+	0	++	-?	--?	+?	+	-	--?
UPS21/17100372: Upton Road and Raynham Road	1.92	198	0	0	++	++/-?	+?	+	0	0	-	+	0	++	-?	--?	+?	+	-	--?
CFS150, CFS189: Alan Pullinger Centre and Minchenden Car Park	0.11	48	0	0	+	++/-	+?	0	0	0	-	+	0	++	--?	-?	+?	+	-	0
CFS159: Wyevale Garden Centre, Cattlegate Road	2.00	260	0	0	++	++/-	-?	0	0	0	-	0	0	++/-	--?	-?	+?	+	0	0
CFS165: South east corner of North Middlesex University Hospital Trust of Sterling Way	1.35	400	0	0	++	++	+?	0	0	0	++	0	0	++	--?	-?	+?	+	0	0
CFS169: Kings Oak Equestrian Centre (Part)	4.23	127	0	0	++	++/-	+?	0	0	0	-	0	0	++/-	--?	-?	-?	++	-	0
CFS178: Oak House, 43 Baker Street	0.26	55	0	0	+	++	++?	0	0	0	-	+	0	++	--?	--?	+?	+	0	--?
CFS183: Enfield Town Station and Former Enfield Arms, Genotin Road	0.07	6	0	0	+	++	++?	0	0	0	-	+	0	++	--?	--?	+?	+	0	--?
CFS207: Albany Leisure Centre and Car Park, 55 Albany Road	0.63	30	0	0	+	++	+?	+	0	0	-	+	0	++	0	-?	+?	+	-	--?
CFS210: Southgate Library, High Street, Southgate	0.15	9	0	0	+	++/-	+?	0	0	0	-	+	0	++	-?	-?	+?	+	-	0
CFS223: Fords Grove Car Park	0.24	24	0	0	+	++	++?	0	0	0	-	+	0	++	--?	-?	+?	+	0	--?
CFS226: Lodge Drive Car Park (incl. Depot)	0.66	18	0	0	+	++	+?	0	0	0	-	+	0	++	--?	-?	+?	+	-	--?
CFS253: Southbury Leisure Park	2.95	450	0	0	++	++/-	++?	+	0	0	-	0	0	++	-?	0?	+?	+	0	0
Industrial sites																				
ELC3/LP606: Ramney Marsh Mollison Avenue	12.01	70,200 sqm	0	0	0	0	0	0	0	0	++	0	0	++/-	--?	--?	+?	++	-	--?
POC5/LP694/CFS135: Car Park Site, Wharf Road	0.79	5,115 sqm	0	0	0	0	0	+	0	0	+	0	0	++/-	--?	--?	-?	+	-	--?

Site	Size	Yield	IIA1: Climate change mitigation	IIA2: Climate change adaptation	IIA3: Housing	IIA4: Health and wellbeing	IIA5: Services and facilities	IIA6: Social inclusion	IIA7: Crime and community safety	IIA8: Road safety	IIA9: Economy	IIA10: Town and local centres	IIA11: Air pollution	IIA12: Sustainable transport	IIA13: Biodiversity	IIA14: Historic environment	IIA15: Landscape and townscape	IIA16: Efficient use of land and materials	IIA17: Flooding	IIA18: Water
CFS132: Land at 135 Theobalds Park Road, Crews Hill	1.64	3,251 sqm	0	0	0	0	0	0	0	0	+	0	0	++/-	--?	-?	+?	+	-	0
CFS136: 6 Morson Road	0.83	2,600 sqm	0	0	0	0	0	+	0	0	+	0	0	++/-	--?	-?	-?	+	-	--?
CFS148: Land to North West of Innova Park	3.46	16,445 sqm	0	0	0	0	0	0	0	0	+	0	0	++/-	--?	0?	+?	++	-	--?
CFS151: Crown Road Lorry Park, Crown Road	0.71	4,530 sqm	0	0	0	0	0	+	0	0	+	0	0	++	0	-?	+?	+	0	0
CFS153: Montagu Ind Estate, Montagu Road, Edmonton	5.68	6,613 sqm	0	0	0	0	0	+	0	0	+	0	0	++	--?	--?	+?	++	--	--?
CFS155: Junction 24 (Part New Cottage and Holly Hill Farm)	5.16	30,000 sqm	0	0	0	0	0	0	0	0	+	0	0	--/+	--?	0?	--?	--?	-	--?
NA001: Ravenside Retail Park	3.99	21,645 sqm	0	0	0	0	0	+	0	0	+	0	0	++/-	--?	-?	+?	++	-	--?
Mixed use sites																				
EDC2/LP1137: Edmonton Green Town Centre	10.00	1173	0	0	++	++/-?	+?	++	0	0	+?/-	+	0	++	-?	--?	+?	++	-	--?
EHP34 (18/04935/FUL): 241 Green Street	0.45	92	0	0	+	++/-	+?	+	0	0	++?	+	0	++	-?	0?	+?	+	-	--?
PA39/LP654: Sainsburys Green Lanes	2.20	299	0	0	++	++/-?	++?	0	0	0	+?/-	+	0	++	--?	--?	+?	+	0	--?
PAC8/LP656: Travis Perkins Palmers Green, Bridge Drive, Bloomfield Lane	0.62	76	0	0	+	++/-?	+?	0	0	0	+?/-	+	0	++	--?	--?	+?	+	-	--?
SBC35/LP653: Sainsburys Crown Road	3.21	1041	0	0	++	++	++?	+	0	0	++?	0	0	++/-	0	0?	+?	++	0	0
SBC36/LP1104: Morrisons, Southbury Road	2.75	892	0	0	++	++	++?	0	0	0	++?	0	0	++	0	-?	+?	+	0	0
SBC4/LP1131: Southbury Road Superstore Area	1.74	291	0	0	++	++	++?	0	0	0	+?/-	+	0	++	--?	--?	+?	+	0	--?
SBC7/LP659: Colosseum Retail Park	4.35	1587	0	0	++	++	++?	+	0	0	++?	0	0	++	0	-?	+?	++	0	0
SGC2/LP1159: Land at Ritz Parade	0.65	79	0	0	+	++	++?	0	0	0	+?/-	+	0	++	-?	-?	+?	+	-	--?
SOP35 (19/01941/FUL): Southgate Office Village, 286 Chase Road	0.55	125	0	0	++	++/-	+?	0	0	0	+?/-	+	0	++	-?	--?	+?	+	-	0
UPP24 (19/02718/RE3): Meridian Water Orbital Business Park (and adjoining land including Land South of Argon Road and Land Known as IKEA Clear and Gas Holder Leaside Road), 5 Argon Road	11.90	2300	0	0	++	--?	-?	+	0	0	++?	0	0	++/-	--?	0?	--?	++	--	--?
UPP32 (16/01197/RE3): Meridian Water, Willoughby Lane and Meridian Way	8.13	725	0	0	++	++	+?	+	0	0	++?	+	0	++	--?	0?	+?	++	-	--?
UPC2/LP1130: Tesco Extra, 1 Glover Drive	4.24	661	0	0	++	++/-	-?	+	0	0	++?	0	0	++	-?	0?	+?	++	0	--?
UPC1/LP1111: IKEA Meridian Water	8.43	854	0	0	++	++/-	-?	+	0	0	++?	0	0	++	--?	0?	+?	++	0	--?

Site	Size	Yield	IIA1: Climate change mitigation	IIA2: Climate change adaptation	IIA3: Housing	IIA4: Health and wellbeing	IIA5: Services and facilities	IIA6: Social inclusion	IIA7: Crime and community safety	IIA8: Road safety	IIA9: Economy	IIA10: Town and local centres	IIA11: Air pollution	IIA12: Sustainable transport	IIA13: Biodiversity	IIA14: Historic environment	IIA15: Landscape and townscape	IIA16: Efficient use of land and materials	IIA17: Flooding	IIA18: Water
CFS152: Claverings, Centre Way	2.41	587	0	0	++	++	++?	+	0	0	++?	0	0	+	-?	0?	-?	++	-	--?
SOS11: M&S Food	0.45	150	0	0	++	++/-	+?	0	0	0	+?/-	+	0	++	--?	--?	+?	+	-	0
CFS166: Tesco, Ponders End, 288 High Street	2.77	350	0	0	++	++	+?	+	0	0	++?	+	0	++	0	-?	+?	+	-	--?
CFS191: Civic Centre	1.41	150	0	0	++	++	++?	0	0	0	+?/-	+	0	++	--?	--?	-?	+	-	--?
CFS209: Asda Southgate, 130 Chase Side, Southgate	1.65	165	0	0	++	--?	+?	0	0	0	+?/-	+	0	++	-?	--?	+?	+	-	0
CFS217: Land known as Brimsdown Sports Ground	8.08	50	0	0	+	--?/+	+?	+	0	0	+?/-	+	0	++	-?	-?	+?	--	-	0
Other sites																				
LOC2/LP675: Land at Picketts Lock	6.50	N/A	0	0	0	++	0	+	0	0	0	0	0	+	--?	0?	--?	--	-	0
CFS161: Whitewebbs Golf Course, Beggar's Hollow	41.34	N/A	0	0	0	0	0	0	0	0	0	0	0	0	++	0	+	0	-	0
CFS167: Alma Road Open Space	2.68	N/A	0	0	0	--?	0	0	0	0	0	0	0	++/-	--?	0	0	0	-	--?
CFS168: Firs Farm Recreation Ground (Part)	3.67	N/A	0	0	0	--?	0	0	0	0	0	0	0	+	--?	0?	--	--	-	--?
CFS171: Sloemans Farm	47.32	N/A	0	0	0	0	0	0	0	0	0	0	0	++/-	--?	0	0	0	-	--?
CFS230: Church Street Recreation Ground	5.54	N/A	0	0	0	--?	0	0	0	0	0	0	0	+	--?	0?	--	--	-	--?
CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground	42.25	N/A	0	0	0	++	0	0	0	0	0	0	0	+/-	--?	-?	-?	--?	-	0

IIA1: Climate change mitigation

Housing sites

3.27 All housing sites are expected to have negligible effects in relation to this objective. This is because the location of housing sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Industrial sites

3.28 All industrial sites are expected to have negligible effects in relation to this objective. This is because the location of industrial sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Mixed use sites

3.29 All mixed use sites are expected to have negligible effects in relation to this objective. This is because the location of mixed use sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

IIA2: Climate change adaptation

Housing sites

3.30 All housing sites are expected to have negligible effects in relation to this objective. This is because the location of housing sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Industrial sites

3.31 All industrial sites are expected to have negligible effects in relation to this objective. This is because the location of industrial sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Mixed use sites

3.32 All mixed use sites are expected to have negligible effects in relation to this objective. This is because the location of mixed use sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

IIA3: Housing

Housing sites

3.33 Around two thirds of the housing site options are expected to have significant positive effects against this objective because they have the capacity to deliver more than 100 housing units. Therefore, they will contribute significantly to the total housing need. The remaining housing site options are expected to have minor positive effects in relation to this objective because they have capacity to deliver fewer than 100 housing units.

Industrial sites

3.34 The location of industrial sites is not considered likely to affect this objective; therefore the effects of all industrial site options are negligible.

Mixed use sites

3.35 Most of the mixed use sites are expected to have significant positive effects against this objective because they have capacity to deliver more than 100 housing units as part of the mixed use development. Therefore, they will contribute significantly to the total housing need. The remaining sites are anticipated to have minor positive effects in relation to this objective because they have capacity to deliver fewer than 100 housing units.

IIA4: Health and wellbeing

Housing sites

3.36 Around 40% of the housing sites are expected to have significant positive effects in relation to this objective because they are all located within 800m of an area of open space, with some of them also located within 400m of a GP surgery. Some of the sites are also within 400m of a walking or cycle path. Development of these sites is therefore expected to help improve people's physical health and mental well-being because they will have access to open space and/or easy access to primary healthcare facilities (i.e. GP surgeries). Access to open space is particularly important in LBE as there is an identified imbalance in open space between the east and west and the COVID-19 pandemic has highlighted the importance of access to open space.

3.37 Just under one third of the housing sites are expected to have a mixed significant positive and minor negative effect in relation to this objective because although they are within 800m of an area of open space, they are not within 800m of a GP surgery. Six of the sites are expected to have a mixed significant positive and significant negative effect in relation to this objective because although they are within 800m of an area of open space and some are also within 400m of a GP surgery, they contain a walking or cycle path which could be lost as a result of development, although this is uncertain. Two of these sites also contain an area of open space, which could be lost as a result of development: (1) Arnos Park Metropolitan Open Land which is within site SGC4/LP608_2: Arnos Grove Station Car Park; and (2) a number of areas of Amenity Green Space within site UPM1: Joyce Avenue and Snells Park Estate.

3.38 One of the site options, POC6/LP1196: Land at former Wessex Hall Building, is expected to have a mixed significant negative and minor positive effect against this objective because although it is within 400-800m of a GP surgery, it partially overlaps Durants Park Metropolitan Open Land and so this area could be lost to new development, although this is uncertain. Two sites are expected to have minor positive effects in relation to this objective because they are within 400-800m of a GP surgery and 800m of an area of open space but are not within 400m of a walking or cycling path. Four sites are expected to have a mixed minor positive and minor negative effect because they are either within 800m of open space or within 400m of a walking or cycle path, but are not within 800m of a GP surgery.

Industrial sites

3.39 The location of industrial sites is not considered likely to affect this objective; therefore the effects for all industrial site options are negligible.

Mixed use sites

3.40 Just under half of the mixed use sites are expected to have significant positive effects in relation to this objective because they are all located within 800m of an area of open space, with some of them also located within 400m of a GP surgery, and a walking or cycle path. Development of these sites is therefore expected to help improve people's physical health and mental well-being because they will have access to open space and/or easy access to primary healthcare facilities. One quarter of the sites are expected to have mixed significant positive and minor negative effects in relation to this objective because they are within 800m of an area of open space but are not within 800m of a GP surgery. Just one site, CFS217: Land known as Brimsdown Sports Ground, has a potential but uncertain mixed significant negative and minor positive effect against this objective because it contains a walking path that could be lost as a result of new development. However, the site is located within 400-800m of a GP surgery.

3.41 Three of the mixed use sites have potential but uncertain mixed significant positive and significant negative effects in relation to this objective: (1) EDC2/LP1137: Edmonton Green Town Centre; (2) PA39/LP654: Sainsburys Green Lanes; and (3) PAC8/LP656: Travis Palmers Green. One of these sites (EDC2/LP1137: Edmonton Green Town Centre) contains a walking path that could be lost as a result of development, whilst the other two contain cycling paths that could be lost as a result of development. These effects are recorded as uncertain because it is unknown whether these walking and cycling paths will

definitely be lost as a result of development or not. Just two mixed use sites have potential but uncertain significant negative effects against this objective because they contain a walking or cycle path: (1) UPP24 (19/02718/RE3): Meridan Water Orbital Business Park; and (2) CFS209: Asda Southgate.

IIA5: Services and facilities

Housing sites

3.42 Around two fifths of the housing site options could have significant positive effects in relation to this objective (although these are uncertain) because they are within 800m of an existing primary school and an existing secondary school. Development of these sites is therefore expected to improve people's access to education facilities which will support raising attainment and the development of a skilled workforce within the Borough. A similar number of the housing site options could have minor positive effects in relation to this objective (although these effects are again uncertain) because they are within 800m of either one existing primary school or one existing secondary school, but not both. All effects are recorded as uncertain because it is unknown whether the schools in question will have capacity to accommodate new pupils or not. The remaining housing site options may have minor negative effects in relation to this objective as they do not fall within 800m of a primary school or a secondary school. These effects are also recorded as uncertain because new residential development could potentially stimulate the provision of new schools/school places.

Industrial Sites

3.43 The location of industrial sites is not considered likely to affect this objective; therefore the effects for all industrial site options are negligible.

Mixed use sites

3.44 Around two fifths of the mixed use site options could have significant positive effects in relation to this objective because they are within 800m of an existing primary school and an existing secondary school. Development of these sites is therefore expected to improve people's access to education facilities which will support raising attainment and the development of a skilled workforce within the Borough. Just under half of the mixed use site options could have minor positive effects in relation to this objective because they are within 800m of either one existing primary school or one existing secondary school, but not both. As with the housing site options, all effects are recorded as uncertain because it is unknown whether the schools in question will have capacity to accommodate new pupils or not. The remaining mixed use site options could have minor negative effects in relation to this objective as they do not fall within 800m of a primary school or a secondary school. These effects are recorded as uncertain because new residential development as part of mixed use sites could potentially stimulate the provision of new schools/school places.

IIA6: Social inclusion

Housing sites

3.45 Only nine housing site options are expected to have minor positive effects in relation to this objective because they partially or entirely fall within one of the 20% most deprived areas in England. Although LBE contains ten Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England, none of the housing site options fall within them. Site options that fall within the most deprived areas of the Borough could help regenerate those areas through development and the delivery of supporting infrastructure. The remaining site options are expected to have negligible effects in relation to this objective as they do not fall within the 10% or 20% most deprived areas in England.

Industrial sites

3.46 Over half of the industrial sites are expected to have minor positive effects in relation to this objective because they are partially or entirely located within one of the 20% most deprived areas in England. Development of these sites would help to regenerate the surrounding areas through the delivery of supporting infrastructure. Although LBE contains ten Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England, none of the industrial site options fall within them. The remaining industrial site options are expected to have negligible effects in relation to this objective as they do not fall within the 10% or 20% most deprived areas in England.

Mixed use sites

3.47 Just one mixed use site, EDC2/LP1137: Edmonton Green Town Centre, is expected to have a significant positive effect in relation to this objective because it is entirely located within one of the 10% most deprived areas in the Borough. Site options that fall within the most deprived areas of the Borough will help regenerate those areas through development and the delivery of supporting infrastructure. Half of the mixed use site options are expected to have minor positive effects in relation to this objective because they are partially or entirely located within one of the 20% most deprived areas within the Borough. The remaining sites are expected to have negligible effects in relation to this objective as they do not fall within the 10% or 20% most deprived areas in the England.

IIA7: Crime and community safety

Housing sites

3.48 All of the housing site options are expected to have negligible effects in relation to this objective. This is because the location of housing sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Industrial sites

3.49 All of the industrial site options are expected to have negligible effects in relation to this objective. This is because the location of industrial sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Mixed use sites

3.50 All of the mixed use site options are expected to have negligible effects in relation to this objective. This is because the location of mixed use sites will not affect the achievement of this objective - effects will depend largely on the detailed proposal for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

IIA8: Road safety

Housing sites

3.51 All of the housing site options are expected to have negligible effects in relation to this objective. This is because the location of housing sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Industrial sites

3.52 All of the industrial site options are expected to have negligible effects in relation to this objective. This is because the location of industrial sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

Mixed use sites

3.53 All of the mixed use site options are expected to have negligible effects in relation to this objective. This is because the location of mixed use sites will not affect the achievement of this objective - effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage.

IIA9: Economy

Housing sites

3.54 Five of the housing site options are anticipated to have significant positive effects in relation to this objective as they are adjacent or close to (i.e. within 100m of) at least one Locally Significant Industrial Site. Therefore, these five sites provide easy access to job opportunities. The remaining site options are expected to have minor negative effects in relation to this objective because they are not adjacent or close to Strategic Industrial Locations or Locally Significant Industrial Sites. Development of these sites would therefore not provide good access to employment opportunities for local people, which could slow LBE's economic recovery from the COVID-19 pandemic.

Industrial sites

3.55 One of the industrial sites, ELC3/LP606: Ramney Marsh Mollison Avenue, is expected to have a significant positive effect in relation to this objective because it falls into the 'large sites' category (sites that are 10ha or larger). Development of this site would result in the creation of a significant number of new job opportunities, which would support the population growth that is being planned for within the Local Plan. The remaining industrial sites are expected to have minor positive effects in relation to the objective because they fall into the 'small sites' category (sites that are under 10ha) and so would provide a smaller number of new jobs.

Mixed use sites

3.56 Half of the mixed use site options could have significant positive effects in relation to this objective because they are next to Strategic Industrial Locations and/or Locally Significant Infrastructure Sites and would therefore provide easy access to employment opportunities. One of these sites, UPC1/LP1111: IKEA Meridian Water, is also over 10ha in size and would therefore contribute significantly towards new employment opportunities. All effects are recorded as uncertain because it is unknown what proportion of each mixed use site would comprise employment development. The remaining sites are expected to have mixed minor positive and minor negative effects in relation to this objective because they will contribute towards employment development (although are under 10ha in size), but are not located adjacent or close to Strategic Industrial Locations or Locally Significant Industrial Sites. The positive effect is again recorded as uncertain because it is unknown what proportion of each mixed use site will comprise employment development.

IIA10: Town and local centres

Housing sites

3.57 Around half of the housing site options are anticipated to have minor positive effects in relation to this objective as they are within or adjacent to a Major, District or Local Centre. New development located within or next to these centres will contribute to their vitality through an increase in footfall, whilst also encouraging the retention and expansion of town and local centre commercial and retail uses. The remaining site options are expected to have negligible effects in relation to the objective because they are not within or adjacent to a Major, District or Local Centre.

Industrial sites

3.58 All of the industrial site options are expected to have negligible effects in relation to this objective because they are not within or adjacent to a Major, District or Local Centre.

Mixed use sites

3.59 Over half of the mixed use site options are expected to have minor positive effects in relation to this objective as they are within or adjacent to a Major, District or Local Centre. New development located within these centres will contribute to their vitality through an increase in footfall, whilst also encouraging the retention and expansion of town and local centre commercial and retail uses. The remaining mixed use site options are expected to have negligible effects in relation to this objective because they are not within or adjacent to a Major, District or Local Centre.

IIA11: Air pollution**Housing sites**

3.60 IIA awaiting data from WSP.

Industrial sites

3.61 IIA awaiting data from WSP.

Mixed use sites

3.62 IIA awaiting data from WSP.

IIA12: Sustainable transport**Housing sites**

3.63 Just over half of the housing site options are expected to have significant positive effects in relation to this objective because they are within 1km of a railway/tube station and 350m of at least one bus stop, and some of them fall within 200m of a Major, District or Local Centre. Development of these sites that are near to sustainable transport links will therefore help support a modal shift away from the private car. Just under one third of the housing site options are expected to have mixed significant positive and significant negative effects in relation to this objective, because although they are within 1km of a railway/tube station and 350m of a bus stop, they are more than 800m from a Major, District or Local Centre.

3.64 Four of the housing site options are anticipated to have mixed significant positive and minor negative effects in relation to this objective because, although they are all within 1km of a railway/tube station and 350m of at least one bus stop, they are within 401-800m of a Major, District or Local Centre. A further two housing site options are anticipated to have mixed significant negative and minor positive effects against this objective because they are more than 800m from a Major, District or Local Centre but are within 1km of a railway station. Finally, one site, CHC14/LP637: Land north of Goat Lane, is expected to have a minor negative effect in relation to this objective because it is within 401-800m of a Local Centre, more than 1km from a railway/tube station and 350m from a bus stop with no existing cycle route passing the site.

Industrial sites

3.65 Just two industrial site options, CFS151: Crown Road Lorry Park and CFS153: Montagu Ind Estate are expected to have significant positive effects in relation to this objective as they are within 1km of a railway/tube station and 350m of a bus stop. Site CFS151 is also within 200m of a Local Centre. Development of these sites near sustainable transport links will therefore help support a modal shift away from the private car. Over half of the industrial site options are expected to have mixed significant positive and minor negative effects in relation to this objective because they are located within 1km of a railway station and 350m of at least one bus stop, but are only within 401-800m of a Major, District or Local Centre. Just one site, CFS155: Junction 24, will have a mixed significant negative and minor positive effect as the site is more than 800m from a Major, District and Local Centre, but is within 350m of at least one bus stop. One site, CFS132: Land at 135 Theobalds Park Road, is expected to have a mixed significant positive and significant negative effect in relation to this objective because it is within 1km of a railway station and 350m of at least one bus stop, but is more than 800m from a Major, District and Local Centre.

Mixed Use

3.66 Over 80% of the mixed use site options are expected to have significant positive effects in relation to IIA12: Sustainable transport because they are within 1km of a railway/tube station and 350m of at least one bus stop. Development of these sites near to sustainable transport links will therefore help support a modal shift away from the private car. Just one site option, CFS152: Claverings, Centre Way, is expected to have a minor positive effect in relation to this objective because it is within 350m of a bus stop and 201-400m of a Local Centre. Similarly, just one site, SBC35/LP653: Sainsbury's Crown Road is expected to have a mixed significant positive and minor negative effect as it is within 1km of a railway station and 350m of a bus stop but is only within 401-800m of a Local Centre. Finally, one site, UPP24 (19/02718/RE3): Meridian Water Orbital Business Park, is anticipated to have a mixed significant positive and significant negative effect in relation to this objective because it is

within 1km of a railway station and 350m of at least one bus stop, but is more than 800m from a Major, District and Local Centre.

IIA13: Biodiversity

Housing sites

3.67 Over three quarters of the housing site options could have significant negative effects against this objective because they fall within 250m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 100m of a Priority Habitat or Ancient Woodland. Five of the residential site options contain a Priority Habitat: (1); COC9a, COC9b/LP608_1: Cockfosters Station Car Park (2); HIC10/LP642: Land opposite Jolly Farmers; (3) HIC11/LP707: Chase Park; (4) CFS162_B: Land to the Rear of Arnold House (East); and (5) CFS162_C: Arnold House. Development of these sites will therefore place increased stress on the designated and non-designated biodiversity assets within the Borough which are already experiencing pressure from recreational use, as well as poor air quality. Eight of the housing site options could have minor negative effects against this objective, as they fall within 250-750m of a Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 750m of a Local Nature Reserve, as well as 100-250m from a Priority Habitat or Ancient Woodland. All effects are recorded as uncertain because appropriate mitigation may avoid adverse effects and may even result in beneficial effects. The remaining site options are expected to have negligible effects in relation to this objective because they do not fall within 750m of any of these biodiversity assets.

Industrial sites

3.68 Almost all of the industrial site options could have significant negative effects in relation to this objective because they fall within 250m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 100m of a Priority Habitat or Ancient Woodland. One of the industrial sites, ELC3/LP606: Ramney Marsh Mollison Avenue, contains a Priority Habitat. Development of these sites will therefore place increased stress on the designated and non-designated biodiversity assets within the Borough which are already experiencing pressure from recreational use, as well as poor air quality. The effects are uncertain because appropriate mitigation may avoid adverse effects and may even result in beneficial effects. The remaining site is expected to have a negligible effect in relation to this objective because it does not fall within close proximity of a biodiversity asset.

Mixed use sites

3.69 Around two fifths of mixed use site options could have significant negative effects in relation to this objective because they fall within 250m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 100m of a Priority Habitat or Ancient Woodland. Two of the mixed use sites contain a Priority Habitat: (1) PA39/LP654: Sainsburys Green Lanes; and (2) UPP32 (16/01197/RE3): Meridian Water. A further eight mixed use site options could have minor negative effects in relation to this objective because they fall within 250-750m of a Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 750m of a Local Nature Reserve, as well as 100-250m from a Priority Habitat or Ancient Woodland. Development of these sites will therefore place increased stress on the designated and non-designated biodiversity assets within the Borough which are already experiencing pressure from recreational use, as well as poor air quality. The remaining four sites are expected to have negligible effects in relation to this objective because they do not fall within 750m of any of these biodiversity assets.

IIA14: Historic environment

Housing sites

3.70 Just over two fifths of the housing site options could have significant negative effects against this objective because they have the potential to cause harm to heritage assets where it is unlikely that these can be adequately mitigated. Development of these sites will therefore place increased pressure on the LBE's rich variety of designated heritage assets which are already under stress from inappropriate development and activity affecting their setting and context. Another two fifths of housing site options could have minor negative effects against this objective because they have the potential to cause harm to heritage assets, but this harm could potentially be mitigated. The remaining housing site options could have negligible effects in relation

to this objective as they are more than 500m from the nearest designated heritage asset but there is still some potential for impacts on non-designated heritage features and effects may extend beyond 500m in some cases.

Industrial sites

3.71 Three industrial site options, ELC3/LP606: Ramney Marsh Mollison Avenue, POC5/LP694/CFS135: Car Park Site and CFS153: Montagu Industrial Estate could have significant negative effects against this objective because they have the potential to cause harm to heritage assets where it is unlikely that these can be adequately mitigated. Less than half of the industrial site options could have minor negative effects in relation to this objective as they have the potential to cause harm to heritage assets, but this harm can potentially be mitigated. Development of these sites would therefore place increased pressure on the LBE's rich variety of designated heritage assets which are already under stress from inappropriate development and activity affecting their setting and context. The remaining site options could have negligible but uncertain effects in relation to this objective as they are more than 500m from the nearest designated heritage asset but there is still some potential for impacts on non-designated heritage features and effects may extend beyond 500m in some cases.

Mixed use sites

3.72 Two fifths of mixed use site options could have significant negative effects in relation to this objective because they have the potential to cause harm to heritage assets where it is unlikely that these can be adequately mitigated. Development of these sites will therefore place increased pressure on the LBE's rich variety of designated heritage assets which are already under stress from inappropriate development and activity affecting their setting and context. Approximately one quarter of site options could have minor negative effects in relation to this objective because they have the potential to cause harm to heritage assets, but this harm could potentially be mitigated. The remaining sites could have negligible effects in relation to this objective as they are more than 500m from the nearest designated heritage asset but there is still some potential for impacts on non-designated heritage features and effects may extend beyond 500m in some cases.

IIA15: Landscape and townscape

Housing sites

3.73 Just under two thirds of the housing site options could have minor positive effects in relation to this objective because they are located within a settlement and contain built development. Development of these sites is therefore expected to help improve the quality of the landscape and/or townscape within LBE, including designated landscapes and extensive semi-rural landscape character areas, all of which need to be protected. Just over one fifth of the housing site options could have minor negative effects in relation to this objective because they are either located within a settlement but do not contain built development, are not large in scale (i.e. <3ha), located on the edge of a settlement or within a relatively undeveloped area. Four of the housing site options could have significant negative effects in relation to this objective because they are large in scale (i.e. >=3ha), located on the edge of a settlement or within a relatively undeveloped area. Three site options could have significant negative effects against this objective because they contain open space, including Metropolitan Open Land and/or Green Chains: (1) Durants Park Metropolitan Open Land in site POC6/LP1196: Land at former Wessex Hall Building; (2) Arnos Park Metropolitan Open Land in site SGC4/LP608_2: Arnos Grove Station Car Park; and (3) a number of areas of Amenity Green Space within site UPM1: Joye Avenue and Snells Park Estate.

Industrial sites

3.74 Around two thirds of industrial site options could have minor positive effects in relation to this objective because they are located within a settlement and contain built development. Two industrial site options, POC5/LP694/CFS135: Car Park Site, Wharf Road and CFS136: 6 Morson Road, could have minor negative effects against this objective because although they are not large in scale (i.e. <3ha), they are located on the edge of Ponders End. The remaining site option, CFS155: Junction 24 (Part New Cottage and Holly Hill Farm), is expected to have a significant negative effect against this objective because it is large in scale (>=3ha) and located in an undeveloped area.

Mixed use sites

3.75 Just under 90% of the mixed use site options could have minor positive effects in relation to this objective because they are located within a settlement and contain built development. Development of these sites is therefore expected to help improve

the quality of the landscape and/or townscape within LBE, including designated landscapes and extensive semi-rural landscape character areas, all of which need to be protected. Just one site option could have a significant negative effect in relation to this objective: UPP24 (19/02718/RE3): Meridian Water Orbital Business Park, 5 Argon Road. This is because the site is large in scale (i.e. ≥ 3 ha) and located on the edge of Upper Edmonton. The two remaining sites, CFS152: Claverings, Centre Way and CFS191: Civic Centre, are expected to have minor negative but uncertain effects in relation to this objective because they are not large in scale but located on the edge of settlements.

IIA16: Efficient use of land

Housing sites

3.76 Five of the housing site options are expected to have significant positive effects in relation to this objective because they are relatively large in size (i.e. ≥ 3 ha) and on brownfield land. Just under three quarters of the housing site options are anticipated to have minor positive effects in relation to the objective because they are relatively small in size (i.e. < 3 ha) and on brownfield land. Therefore, development of these sites would be an efficient use of previously developed land. However, seven housing site options are anticipated to have significant negative effects in relation to this objective as they are relatively large in size (i.e. ≥ 3 h) and on greenfield land, which is not an efficient use of land. The effects are recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land (Grade 3a is considered to be high quality, while Grade 3b is not). Just one housing site option, CFS162_B:Land to the Rear of Arnold House (East), is expected to have a minor positive effect as it is relatively small in size (i.e. < 3 ha) but is on greenfield land.

Industrial sites

3.77 Less than half of the industrial site options are expected to have significant positive effects in relation to this objective because they are relatively large in size (i.e. ≥ 3 ha) and on brownfield land. Four of the industrial site options are expected to have minor positive effects in relation to this objective because they are relatively small in size (i.e. < 3 ha) and on brownfield land; therefore development of these sites would be an efficient use of previously developed land. Just one industrial site option, CFS155: Junction 24 (Part New Cottage and Holly Hill Farm), is expected to have a significant negative effect against this objective because it is on greenfield land classed as Grade 3. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land (Grade 3a is considered to be high quality, while Grade 3b is not).

Mixed use sites

3.78 Two fifths of the mixed use site options are expected to have significant positive effects in relation to this objective because they are relatively large in size (i.e. ≥ 3 ha) and on brownfield land. Over half of the sites are expected to have minor positive effects against this objective because they are relatively small in size (i.e. < 3 ha) and on brownfield land. However, one site, CFS217: Land known as Brimsdown Sports Ground, is expected to have a significant negative effect in relation to this objective as it is relatively large in size (i.e. ≥ 3 h) and on greenfield land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land (Grade 3a is considered to be high quality, while Grade 3b is not).

IIA17: Flooding

Housing sites

3.79 Approximately three quarters of the housing site options are expected to have minor negative effects in relation to this objective because they partially fall within Flood Zones 3a or 3b, are entirely or mainly within Flood Zone 2, and/or are at risk of groundwater flooding. Development of these sites may therefore exacerbate flood risk within LBE, particularly in the east of the Borough along the River Lee or by King George's Reservoir or William Girling Reservoir. None of the housing site options were found to contain a risk of surface water flooding. The remaining housing site options are expected to have negligible effects in relation to this objective as they are outside of Flood Zones 3a, 3b or partially within Flood Zone 2, and not at risk of groundwater or surface water flooding.

Industrial sites

3.80 Just over three quarters of the industrial site options are expected to have minor negative effects in relation to this objective as they partially fall (i.e. <25%) within Flood Zones 3a or 3b and/or are at risk of groundwater flooding. Development of these sites may therefore increase the risk of flooding in those areas. None of the industrial site options were found to contain a risk of surface water flooding. One site, CFS153: Montagu Industrial Estate, Edmonton, is expected to have a significant negative effect in relation to this objective as it mainly falls within Flood Zone 3a, in addition to being at risk of groundwater flooding. The remaining site is expected to have a negligible effect in relation to this objective as it is outside of Flood Zones 3a and 3b, and not at risk of groundwater or surface water flooding.

Mixed use sites

3.81 Over half of the mixed use site options are expected to have minor negative effects in relation to this objective because they partially fall within Flood Zones 3a or 3b, are entirely or mainly within Flood Zone 2, and/or at risk of groundwater flooding. None of the sites contain a risk of surface water flooding. Just one site, UPP24 (19/02718/RE3): Meridan Water Orbital Business Park, is expected to have a significant negative effect in relation to this objective as it is mainly falls within Flood Zone 3a. Development of these sites may therefore exacerbate flood risk within LBE, particularly in the east of the Borough along the River Lee or by King George's Reservoir or William Girling Reservoir. The remaining sites are expected to have negligible effects in relation to this objective as they are outside of Flood Zones 3a, 3b or partially within Flood Zone 2, and not at risk of groundwater or surface water flooding.

IIA18: Water

Housing sites

3.82 Approximately half of the housing site options could have significant negative effects in relation to this objective because they contain a watercourse, water body or fall within Source Protection Zones 1 or 2⁴. Development of these sites may therefore exacerbate water quality issues that currently impact the Borough, such as not meeting the Water Framework Directive (WFD) required ecological status of 'Good'. The remaining site options are expected to have negligible effects in relation to this objective as they do not contain a watercourse, water body or fall within a Source Protection Zone.

Industrial sites

3.83 Just over three quarters of the industrial site options could have significant negative effects in relation to this objective because they contain a watercourse, water body or fall within Source Protection Zones 1 or 2. Development of these sites may therefore exacerbate water quality issues that currently impact the Borough, such as not meeting the Water Framework Directive (WFD) required ecological status of 'Good'. The remaining sites are expected to have negligible effects in relation to this objective as they do not contain a watercourse, water body or fall within a Source Protection Zone.

Mixed use sites

3.84 Just under three quarters of the mixed use site options could have significant negative effects in relation to this objective because they contain a watercourse, water body or fall within Source Protection Zones 1 or 2. Development of these sites may therefore exacerbate water quality issues that currently impact the Borough, such as not meeting the Water Framework Directive (WFD) required ecological status of 'Good'. The remaining site options are expected to have negligible effects in relation to this objective as they do not contain a watercourse, water body or fall within a Source Protection Zone.

Other sites

3.85 There are seven 'Other' sites and their uses are as follows:

- **LOC2/LP675: Land at Picketts Lock:** leisure uses site.
- **CFS161: Whitewebbs Golf Course, Beggar's Hollow:** nature recovery site.

⁴ Source Protection Zone 3 is present within LBE.

- **CFS167: Alma Road Open Space:** cemetery.
- **CFS168: Firs Farm Recreation Ground (Part):** crematorium.
- **CFS171: Sloemans Farm:** natural burial site.
- **CFS230: Church Street Recreation Ground:** crematorium.
- **CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground:** sport and recreation site.

3.86 Two of these sites, LOC2/LP675: Land at Picketts Lock and CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground, are expected to have significant positive effects in relation to **IIA4: Health and wellbeing** because the development of a leisure uses and sport and recreation site, respectively, would have beneficial effects on people's health and wellbeing. Three of the sites are expected to have significant negative effects in relation to this objective as they contain an area of open space that could be lost to the proposed site use: (1) Durants Park Metropolitan Open Land at site CFS167: Alma Road Open Space; (2) Firs Farm & Clowes Sportsgrounds Metropolitan Open Land at site CFS168: Firs Farm Recreation Ground (Part); and (3) Church Street Recreation Ground Metropolitan Open Land at site CFS230: Church Street Recreation Ground.

3.87 Site LOC2/LP675: Land at Picketts Lock is expected to have a minor positive effect against **IIA6: Social inclusion** because it falls within the 20% most deprived area within England. The development of a leisure uses site will benefit people living within this area of the Borough.

3.88 Site CFS171: Sloemans Farm is expected to have a mixed significant positive and significant negative effect in relation to **IIA12: Sustainable transport** because although it is within 1km of a railway station and 350m of at least one bus stop, it is more than 800m from a Major, District and Local Centre. Site CFS167: Alma Road Open Space is expected to have a mixed significant positive and minor negative effect against this objective because it is located within 1km of a railway station and 350m of at least one bus stop but is only within 401-800m of a Local Centre. Site CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground is expected to have a mixed minor positive and minor negative effect in relation to this objective because it is within 1km of a railway station but not within 350m of a bus stop and only within 401-800m of a Local Centre. Three of the sites are expected to have minor positive effects in relation to IIA12 because they are all within 350m of at least one bus stop and 201-400m of a Local Centre.

3.89 All but one of the sites could have significant negative effects in relation to **IIA13: Biodiversity** because they are within 250m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or less than 100m from a Priority Habitat or Ancient Woodland. Three of the sites contain a Priority Habitat: (1) CFS171: Sloemans Farm; (2) CFS230: Church Street Recreation Ground; and (3) CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground. The effects are recorded as uncertain because appropriate mitigation may avoid any adverse effects and may even result in beneficial effects. Site CFS161: Whitewebbs Golf Course is expected to have a significant positive effect in relation to this objective because it is proposed as a nature recovery site and would therefore have beneficial effects on biodiversity.

3.90 Site CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground could have a minor negative but uncertain effect in relation to **IIA14: Historic environment** because over half of the site falls within Forty Hill Conservation Area, which contains a number of listed buildings, as well as Myddelton House Registered Park and Garden which falls partially within the site. Due to the fact this site is allocated as a sport and recreation site, future development could potentially take place with an adverse effect on the historic environment. Three of the remaining sites could have negligible but uncertain effects in relation to this objective because although they are more than 500m from a designated heritage asset, they may have some potential for impacts on non-designated heritage features and effects may extend beyond the 500m distance threshold.

3.91 Two of the sites are expected to have significant negative effects against **IIA15: Landscape and townscape**, whilst one of the sites could have a significant negative effect but this is uncertain. The two sites that are expected to have significant negative effects against this objective contain an area of open space, that could be lost as a result of development: (1) Firs Farm & Clowes Sportsgrounds Metropolitan Open Land at site CFS168: Firs Farm Recreation Ground (Part); and (2) Church Street Recreation Ground Metropolitan Open Land at site CFS230: Church Street Recreation Ground. Although site CFS167: Alma Road Open Space also contains an open space, the development of a cemetery is not considered to have an adverse

effect on the landscape. Site LOC2/LP675: Land at Picketts Lock is expected to have a significant negative but uncertain effect against this objective because it is large in scale and located on the edge of Lower Edmonton. Therefore, the potential future development of this site could result in an adverse effect on the landscape. Site CFS161: Whitwebbs Golf Course is expected to have a minor positive effect in relation to this objective because the development of a nature recovery site is expected to have beneficial effects on the landscape. Site CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground is expected to have a minor negative but uncertain effect in relation to this objective because it is large in scale and located in a relatively undeveloped area. Due to the fact the site is allocated as a sport and recreation site which could contain built development in the future, its development could affect the landscape.

3.92 Three of the sites are expected to have significant negative effects in relation to **IIA16: Efficient use of land and materials** because they are relatively large and on greenfield land, classed as Urban land. Therefore, if development were to take place on these sites, it would not be an efficient use of previously developed land. One of the sites could have a significant negative effect in relation to this objective because it is relatively large and on greenfield land which is classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.

3.93 All of these site options are expected to have minor negative effects in relation to **IIA17: Flooding** because they partially fall within Flood Zones 3a or 3b, are at risk of groundwater flooding and/or are located on greenfield land. None of the sites contain a risk of surface water flooding. Four of the sites could have significant negative effects in relation to **IIA18: Water** because they contain a watercourse, water body or fall within Source Protection Zones 1 or 2.

3.94 All eight sites are expected to have negligible effects against the remaining IIA objectives.

IIA findings for the policies

4. Sustainable Enfield

3.95 The likely sustainability effects of the Sustainable Enfield policies are set out in **Table 3.4** and described below the table.

Table 3.4: IIA results for the Sustainable Enfield policies

IIA objective	SP SE1: Responding to the climate emergency	DM SE2: Sustainable design and construction	DM SE3: Whole-life carbon and circular economy	DM SE4: Reducing energy demand	DM SE5: Greenhouse gas emissions and low carbon energy supply	DM SE6: Renewable energy development	DM SE7: Climate change adaptation and managing heat risk	DM SE8: Managing flood risk	DM SE9: Sustainable drainage systems
IIA1: Climate change mitigation	++	+	+	++	++	++	0	0	0
IIA2: Climate change adaptation	++	+	0	0	0	0	++	+	+
IIA3: Housing	0	0	0	0	0	0	0	0	0
IIA4: Health and wellbeing	+	0	0	0	0	+	0	0	+
IIA5: Services and facilities	0	0	0	0	0	0	0	0	0
IIA6: Social inclusion	0	0	0	0	0	0	0	0	0
IIA7: Crime and community safety	0	0	0	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0	0	0	0
IIA9: Economy	0	0	0	0	0	0	0	0	0
IIA10: Town and local centres	0	0	0	0	0	0	0	0	0
IIA11: Air pollution	++	0	0	0	+	0	0	0	0
IIA12: Sustainable transport	+	0	0	0	0	0	0	0	0
IIA13: Biodiversity	0	0	0	0	0	0	+	+	+
IIA14: Historic environment	0	0	0	0	0	0	0	0	0
IIA15: Landscape and townscape	0	0	0	0	0	+	0	0	0
IIA16: Efficient use of land	+	0	++	0	0	+	0	0	0
IIA17: Flooding	+	0	0	0	0	0	0	++	++
IIA18: Water	+	0	0	0	0	0	0	+	+

3.96 Policy SP SE1: Responding to the climate emergency sets out the Council's approach to tackling climate change and meeting the 2040 net zero carbon target set out in the Climate Action Plan, whilst Policies DM SE4: Reducing energy demand, DM SE5: Greenhouse gas emissions and low carbon energy supply and DM SE6: Renewable energy development outline in detail what measures will be taken to minimise greenhouse gas emissions. Policy DM SE4 contains targets for heating and energy use with reference made to a Passivhaus equivalent certification, while Policy DM DE5 requires provision of an Energy

Statement setting out how emissions savings have been maximised and carbon reduced, in addition to a requirement for major developments to be net-zero carbon. The policy also supports the installation of low carbon heating and hot water, no onsite combustion of fossil fuels and connecting developments to decentralised energy networks. Policy DM SE6 promotes development that incorporates renewable and low carbon energy. Therefore, all four policies are expected to have a significant positive effect in relation to **IIA1: Climate change mitigation**. Policies DM SE2: Sustainable design and construction and DM SE3: Whole-life carbon and circular economy are expected to have minor positive effects in relation to this objective for the reasons outlined below. Policy DM SE2 seeks to ensure that the design and construction of development is sustainable through the submission of a Sustainable Design and Construction Statement, in addition to tracking credits in line with the Home Quality Mark and BREEAM, whilst Policy DM SE3 requires the submission of a Circular Economy Statement, which sets out how circular economy principles have been taken into consideration.

3.97 A number of policies aim to ensure that the Borough is resilient to the effects of climate change. Policy SP SE1: Responding to the climate emergency seeks to reduce flood risk (SuDS) and promote sustainable infrastructure, while Policy DM SE7: Climate change adaptation and managing heat risk will seek to avoid exacerbation of the urban heat island effect, which has been identified as a key sustainability issue in the Borough and will require development to provide adequate mitigation measures to minimise the risk of overheating, taking into account future climate change. As such, these policies will encourage development proposals to incorporate sustainable design and construction techniques which are likely to ensure that development within Enfield is resilient to the effects of climate change and so are expected to have significant positive effects against **IIA2: Climate change adaption**. Policies DM SE8: Managing flood risk and DM SE9: Sustainable drainage systems will seek to reduce flood risk and alleviate the effects of flooding. In addition, Policy DM SE2: Sustainable design and construction states that it will require a Sustainable Design and Construction Statement with development proposals, which sets out how sustainable design principles have been integrated into the construction and operational phases of the development. Therefore, these policies will also contribute towards building a Borough that is resilient to climate change. As such, minor positive effects are expected against IIA2 in relation to these policies.

3.98 Policy SP SE1: Responding to the climate emergency states that the Council will ensure that all development manages nuisances such as noise, vibration, artificial light, odour fumes and dust pollution as a result of development through appropriate mitigation, while Policy DM SE5: Renewable energy development only supports development involving renewable and low carbon energy where it protects local amenity and includes appropriate stand-off distances between technologies (e.g. wind turbines) and sensitive uses. Policy DM SE9: Sustainable drainage systems states that measures should be incorporated to maximise opportunities to improve recreation value, and is therefore likely to provide opportunities for, and improve access to, recreation for the resident population. It also makes reference to improving local amenity and will therefore benefit communities within the Borough. Therefore, all three policies are expected to have minor positive effects in relation to **IIA4: Health and wellbeing**.

3.99 Policies SP SE1: Responding to the climate emergency states that the Council will improve the Borough's air quality in line with the Council's Air Quality Management Plan, including by promoting sustainable transport and green infrastructure interventions. Therefore, Policy SP SE1 is expected to have a significant positive effect in relation to **IIA11: Air pollution** and a minor positive effect in relation **IIA12: Sustainable transport**. Policy DM SE5: Greenhouse gas emissions and low carbon energy supply is expected to have a minor positive effect in relation to **IIA11: Air pollution** because it states that no onsite combustion of fossil fuels should take place, which would help minimise air pollution.

3.100 Policy DM SE7: Climate change adaptation and managing heat risk includes measures such as landscaping, tree planting and the use of blue-green infrastructure in order to mitigate the urban heat island effect, whilst Policy DM SE9: Sustainable drainage systems requires that developments include measures to maximise opportunities to improve biodiversity. Similarly, Policy DM SE8: Managing flood risk requires development adjoining a watercourse or containing a watercourse, to enhance the environment of the watercourse. These policies are therefore likely to contribute towards biodiversity enhancement. As such, these policies are likely to result in minor positive effects against **IIA13: Biodiversity**.

3.101 Policy DM SE6: Renewable energy development states that the Council will support development involving renewable and low carbon energy that has regard to sensitive receptors, including high quality landscapes such as river valleys, reservoirs and regional parks, parts of the urban fringe, areas of special character and areas of Metropolitan Open Land. As such, a minor positive effect is expected against **IIA15: Landscape and townscape** in relation to this policy.

3.102 Policies SP SE1: Responding to the climate emergency and DM SE3: Whole-life carbon and circular economy will seek to minimise the production of waste, promote the use of sustainable materials and ensure that new development applies circular

economy principles to the reuse of building components, energy, water and waste infrastructure. Policy DM SE3 specifically prioritises the reuse and retrofitting of existing buildings. In addition, Policy DM SE6: Renewable energy development will seek to enable the reuse and regeneration of land in the Borough. Overall, therefore, Policy DM SE3 is expected to have a significant positive effect in relation to **IIA16: Efficient use of land and materials**, whilst Policies SP SE1 and DM SE6 are expected to have minor positive effects in relation to this objective.

3.103 Policy DM SE8: Managing flood risk seeks to ensure that new development includes measures to avoid and reduce the risk of flooding, as well as not increase flood risk elsewhere while Policy DM SE9: Sustainable drainage systems will contribute to reducing flood risk in the Borough through the use of Sustainable Drainage Systems (SuDS). Therefore, significant positive effects are expected against **IIA17: Flooding** in relation to these policies. Policy SP SE1: Responding to the climate emergency will also seek to ensure that development incorporates SuDS and is therefore also expected to have a minor positive effect against IIA17. Policy SP SE1 also seeks to improve wastewater infrastructure in line with the Council's Infrastructure Delivery Plan. Policies DM SE8 and DM SE9 will help development to manage surface water and reduce runoff using sustainable drainage systems and preventing the loss of permeable surfaces. These policies are therefore also likely to protect surface water quality, with minor positive effects expected against **IIA18: Water**.

5. Addressing equality and improving health and wellbeing

3.104 The likely sustainability effects of the addressing equality and improving health and wellbeing policies are set out in **Table 3.5** and described below the table.

Table 3.5: IIA results for the addressing equality and improving health and wellbeing policies

IIA objective	SP SC1: Improving health and wellbeing of Enfield's diverse communities	SP SC2: Protecting and enhancing social and community infrastructure
IIA1: Climate change mitigation	+	+
IIA2: Climate change adaptation	0	0
IIA3: Housing	0	0
IIA4: Health and wellbeing	++	+
IIA5: Services and facilities	++	++
IIA6: Social inclusion	++	++
IIA7: Crime and community safety	0	+
IIA8: Road safety	+	0
IIA9: Economy	0	0
IIA10: Town and local centres	0	+
IIA11: Air pollution	+	+
IIA12: Sustainable transport	+	+

IIA objective	SP SC1: Improving health and wellbeing of Enfield's diverse communities	SP SC2: Protecting and enhancing social and community infrastructure
IIA13: Biodiversity	++	0
IIA14: Historic environment	0	0
IIA15: Landscape and townscape	0	0
IIA16: Efficient use of land	0	0
IIA17: Flooding	0	0
IIA18: Water	0	0

3.105 Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities is expected to have a minor positive effect in relation to **IIA1: Climate change mitigation** because it states that development proposals will be expected to make provision for sustainable modes of travel, including safe cycling routes, attractive walking routes and easy access to public transport. This would reduce reliance on the private car and minimise CO₂ emissions. The policy also supports the provision of green infrastructure, which will help absorb CO₂ emissions. Policy SP SC2: Protecting and enhancing social and community infrastructure is also expected to have a minor positive effect in relation to this objective because it states that new or improved community facilities should be located within the Borough's designated town centres, where a number of services and facilities are within walking distance of one another. This policy is therefore expected to promote more active and sustainable travel choices.

3.106 Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities is expected to have a significant positive effect in relation to **IIA4: Health and wellbeing** because it requires development proposals to demonstrate how they will improve the health and well-being of the Borough. It states that development proposals must contribute to healthy and active lifestyles, whilst also seeking to improve access to local healthy food opportunities, allotments and food growing spaces. Further to this, the policy promotes leisure, recreation and play facilities to encourage physical activity. Policy SP SC2: Protecting and enhancing social and community infrastructure is expected to have a minor positive effect in relation to this objective because it promotes the development of social and community facilities in town centres or waling distance of public transport, pedestrian and cycling routes. Therefore, it will encourage more walking and cycling, with beneficial effects on people's health.

3.107 Policies SP SC1: Improving health and wellbeing of Enfield's diverse communities and SP SC2: Protecting and enhancing social and community infrastructure are expected to have significant positive effects in relation to **IIA5: Services and facilities** because they make provision for social and community infrastructure, including the development of education, health, leisure and community facilities.

3.108 Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities is also expected to have a significant positive effect in relation to **IIA6: Social Inclusion** because it requires developments to have an inclusive layout with a public realm that considers the needs of all, including the older population and disabled people. A significant positive is also expected for Policy SP SC2: Protecting and enhancing social and community infrastructure as it requires community infrastructure to be welcoming, safe, affordable and inclusive.

3.109 Policy SP SC2: Protecting and enhancing social and community infrastructure is expected to have a minor positive effect in relation to **IIA7: Crime and community** because it promotes the increased provision of community infrastructure, which may help reduce crime levels, in addition to requiring a strong active frontage which will enable passive surveillance. Policy SP SC1:

Improving health and wellbeing of Enfield's diverse communities is expected to have a minor positive effect in relation to **IIA8: Road Safety** because it promotes safe cycle routes.

3.110 Policy SP SC2: Protecting and enhancing social and community infrastructure is expected to have a minor positive effect in relation to **IIA10: Town and local centres** because it requires new or improved community facilities to be located within or adjacent to the Borough's designated town centres, which will increase footfall within the town centres and enhance their vitality.

3.111 Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities is expected to have a minor positive effect in relation to **IIA12: Sustainable transport** because it promotes access to sustainable modes of travel, including safe cycling routes, attractive walking routes and easy access to public transport. A minor positive is also expected for Policy SP SC2: Protecting and enhancing social and community infrastructure as it states that community centres must be within walking distance of public transport, pedestrian and cycling routes. For this reason, a minor positive effect is also expected for both policies in relation to **IIA11: Air pollution** as they both promote sustainable transport options which will contribute to reducing air pollution associated with use of the private car.

3.112 Policy SP SC1: Improving health and wellbeing of Enfield's diverse communities is expected to have a minor positive effect in relation to **IIA13: Biodiversity** because it promotes access to green infrastructure, including blue corridors and open spaces within the Borough.

8. Homes for all

3.113 The likely sustainability effects of the homes for all policies are set out in **Table 3.6** and described below the table.

Table 3.6: IIA results for the homes for all policies

IIA objective	SP H1: Options for housing growth	SP H2: Affordable housing	DM H3: Housing mix and type	DM H4: Small sites and small housing development	DM H5: Supported and specialist housing	DM H6: Community led housing	DM H7: Build to rent	DM H8: Large scale purpose built shared housing	DM H9: Student accommodation	DM H10: Option for accommodating gyps and traveller accommodation
IIA1: Climate change mitigation	+?/-?	0	0	+	0	0	0	+	+	+
IIA2: Climate change adaptation	0	0	0	0	0	0	0	0	0	0
IIA3: Housing	++	++	++	++	++	++	++	++	++	++
IIA4: Health and wellbeing	++/--?	+	+	+	+	+	0	0	+	0
IIA5: Services and facilities	++/-?	0	0	+	+	0	0	+	+	+
IIA6: Social inclusion	+	++	++	0	++	++	+	0	+	+
IIA7: Crime and community safety	0	0	0	0	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0	0	0	0	0
IIA9: Economy	+	+	+	+	+	+	+	+	+	+
IIA10: Town and local centres	++	0	0	+	0	0	0	0	+	0
IIA11: Air pollution	+?/-?	0	0	+	0	0	0	+	+	+

IIA objective	SP H1: Options for housing growth	SP H2: Affordable housing	DM H3: Housing mix and type	DM H4: Small sites and small housing development	DM H5: Supported and specialist housing	DM H6: Community led housing	DM H7: Build to rent	DM H8: Large scale purpose built shared housing	DM H9: Student accommodation	DM H10: Option for accommodating gyps and traveller accommodation
IIA12: Sustainable transport	++?/- -?	0	0	+	0	0	0	+	+	+
IIA13: Biodiversity	--?	0	0	0	0	0	0	0	0	+
IIA14: Historic environment	-?	0	0	0	0	0	0	0	0	+
IIA15: Landscape and townscape	-?	0	+	+	0	0	0	0	0	+
IIA16: Efficient use of land	++/-- ?	0	0	++	0	0	0	0	0	0
IIA17: Flooding	-?	0	0	0	0	0	0	0	0	0
IIA18: Water	-?	0	0	0	0	0	0	0	0	0

3.114All housing policies will contribute to a sufficient supply of homes in the Borough. These policies would directly address the identified key sustainability issues of a deficiency in housing supply and availability of affordable housing across LBE. In particular, Policy SP H1: Options for housing growth supports the delivery of housing through the allocation of sites for housing development and Policy SP H2: Affordable housing would seek to secure 50% of all new homes across the Plan period as genuinely affordable. Policy DM H6: Community led housing will also seek to ensure that proposals for community-led housing optimise the use of land for residential development in contributing to the delivery of Enfield's strategic housing target as well as make provision for affordable housing. The remaining housing policies support a mix of housing types, including specialist housing and accommodation for students and gypsies and travellers. Therefore, significant positive effects are expected for these policies in relation to **IIA3: Housing**. All of these policies will also support the local economy by ensuring that opportunities for housing development and therefore commerce and employment are secured. Therefore, minor positive effects are expected in relation to **IIA9: Economy**.

3.115A number of policies seek to protect the amenity of the Borough's residents, in addition to open space provision. Policy SP H2: Affordable housing requires development involving the provision of affordable housing to provide private outdoor space, whilst Policy DM H6: Community led housing supports proposals for community led housing that integrate amenity space. Policy DM H4: Small sites and small housing development seeks to secure useable external amenity space and the retention of existing features of amenity value and Policy DM H9: Student accommodation seeks to ensure that proposals provide an acceptable level of amenity, with Policies DM H3: Housing mix and type and SM H5: Supported and specialist housing also seeking to protect amenity. Therefore, minor positive effects are expected against **IIA4: Health and wellbeing** in relation to these policies. Policy SP H1: Options for housing growth is also expected to have a significant positive effect in relation to this objective because it includes site allocations for residential development, a number of which are located within close proximity to an area of open space, walking paths and/or cycle paths, and is therefore likely to encourage recreational activity and more active modes of travel, providing both physical and mental health benefits to residents. However, some of the allocated sites may also result in a loss of open space, walking paths and/or cycle paths, and therefore this effect is mixed with a significant negative but uncertain effect.

3.116Policies DM H5: Supported and specialist housing and DM H10: Option for accommodating gypsy and traveller accommodation will ensure that development offers easy or safe access to community facilities, public transport and other services. Additionally, Policies DM H4: Small sites and small housing development, DM H8: Large scale purpose built shared

housing and DM H9: Student accommodation seek to ensure that development is directed towards locations that are well-connected to local services, infrastructure and employment, such as the edge of town centres, local centres or other locations in proximity to services and facilities. Therefore, minor positive effects are expected against **IIA5: Services and facilities** in relation to these policies. Policy SP H1: Options for housing growth includes site allocations for residential development, a number of which are located within close proximity to educational facilities such as primary schools or secondary schools and would therefore ensure that residents have access to these facilities. As such, a significant positive effect is expected against IIA5. However, several sites do not fall within close proximity to a primary or secondary school, and therefore the effect is mixed with a minor negative effect. The effect is recorded as uncertain because it is unknown whether the schools will have capacity to accommodate new residents in the area and if an allocated site is not within close proximity to an existing school, its development could stimulate the provision of new educational facilities.

3.117 Policy SP H1: Options for housing growth includes site allocations for residential development, several of which are located within the 20% most deprived areas in England. Therefore, these site allocations would help regenerate these areas through development and the delivery of supporting infrastructure. A number of policies seek to ensure that the mixed demands of a growing population are met with a variety of housing sizes, types, tenures, and specialist accommodation. Policy SP H2: Affordable housing is likely to improve social inclusion through mixed residential schemes that include both market and affordable housing, while Policy DM H6: Community led housing will seek to ensure that provision for affordable housing is made through community led housing development, at the same time as encouraging interaction amongst residents and community groups. The provision of affordable housing will also help to address inequalities between different groups of people in the Borough, particularly in regard to the divide between the east and west of the Borough. Policies DM H5: Supported and specialist housing, DM H9: Student accommodation and DM H10: Option for accommodating gypsy and traveller accommodation will support the provision of appropriate housing to meet the specialist needs of local people, including Gypsies and Travellers, disabled and vulnerable people, students, and the elderly, and will ensure that development contributes to the creation of inclusive and sustainable neighbourhoods. In particular, Policy DM H5 will provide options at a range of costs to suit resident's different financial circumstances, contributing to a mixed, balanced, inclusive and sustainable neighbourhood. Policy DM H3: Housing mix and type seeks to deliver a mix of homes that would meet a variety of people's needs, such as those of disabled and elderly people, and would reduce social exclusion. The policy also sets out that 10% and 90% of new dwellings should be built to M4(3) and M4(2) accessible dwelling standards, respectively. Policy DM H7: Build to rent will support the provision of rented accommodation that is affordable and is therefore likely to benefit people on a lower income who may not be able to afford their own home. Overall, Policies SP H2, DM H3, DM H5 and DM H6 are expected to have significant positive effects in relation to **IIA6: Social inclusion**, with the remaining policies expected to have minor positive effects in relation to this objective.

3.118 Several policies are likely to contribute to the reduction of the use of private vehicles and encourage the use of more sustainable modes of transport, which will help minimise CO₂ emissions associated with the private car, as well as air pollution. Policies DM H10: Option for accommodating gypsy and traveller accommodation, DM H4: Small sites and small housing development, DM H8: Large scale purpose built shared housing and DM H9: Student accommodation will seek to encourage and ensure that development is directed towards locations that are well-connected to local services and employment by walking and cycling, as well as having good public transport accessibility. In addition, Policy DM H8 will ensure that the design of purpose built shared living development does not contribute to car dependency and Policies DM H4 and DM H9 will require that development proposals provide adequate cycle parking facilities. As such, minor positive effects are expected against **IIA1: Climate change mitigation, IIA11: Air pollution and IIA12: Sustainable transport** in relation to these policies. Policy SP H1: Options for housing growth includes site allocations for residential development, a number of which are located within close proximity to a railway station and at least one bus stop or are located in proximity to a Local, District or Major Centre such as Enfield Town. As such, this policy is likely to encourage the use of more sustainable modes of travel such as public transport, walking and cycling, resulting in a significant positive effect against **IIA12: Sustainable transport**. As a result, minor positive effects are also expected against IIA1 and IIA11 in relation to this policy, as the proximity of a number of site allocations to public transport nodes and walking and cycling routes may contribute to a reduction in the use of private vehicles and carbon emissions. Conversely, some of the site allocations are not located within close proximity to a railway station, bus stop or a Local, District or Major Centre and as such, are expected to have significant negative effects against IIA12. This is likely to encourage the use of private vehicles, resulting in minor negative effects against IIA1 and IIA11 and therefore mixed effects. In addition, these effects are dependent on the behaviour of individuals and choice of travel and, therefore, these effects are recorded as uncertain in relation to this policy.

3.119 Policy SP H1: Options for housing growth includes site allocations for mixed use development that includes both employment and housing development. As such, this Policy will promote employment and industrial development, resulting in a minor positive effect against **IIA9: Economy**.

3.120 Policy SP H1: Options for housing growth includes site allocations for residential development, a number of which are located within close proximity to a Local, District or Major centre such as Enfield Town and would therefore contribute to maintaining and enhancing the vitality and vibrancy of the Borough's centres. As such, this policy is expected to have a significant positive effect against **IIA10: Town and local centres**. Policies DM H4: Small sites and small housing development and DM H9: Student accommodation will direct residential development, including student accommodation, towards locations in close proximity to major/district town centres and will therefore contribute to the enhancement of the vitality and vibrancy of the Borough's town centres through increased footfall. As such, minor positive effects are expected against **IIA10: Town and local centres** in relation to these policies.

3.121 Policies DM H3: Housing mix and type and DM H10: Option for accommodating gypsy and traveller accommodation are expected to have minor positive effects in relation to **IIA15: Landscape and townscape** because development must have regard to the character of the area and be positively integrated into it, as well as ensure that the impact of new gypsy and traveller accommodation development does not harm the landscape or visual character of the area, particularly the Green Belt. Policy DM H4: Small sites supports backland development on vacant and underused sites, which would help enhance the character of these areas, resulting in a minor positive effect in relation to IIA15. Policy DM H10 seeks to ensure that the impact of new gypsy and traveller accommodation development does not harm the heritage assets or biodiversity of the area. The policy requires that adequate on-site facilities are provided, including water resources and supply, waste disposal and treatment, in order to avoid adverse impacts on the natural environment. As such minor positive effects are expected against **IIA13: Biodiversity** and **IIA14: Historic environment**. Policy SP H1: Options for housing growth is expected to have minor negative but uncertain effects in relation to **IIA14: Historic environment** and **IIA15: Landscape and townscape** because it supports development in areas where Conservation Areas and Listed Buildings are present, as well as large open areas on the edge of settlements, yet policies within the Local Plan could help mitigate against any harm to the historic environment and landscape. The actual effects will also depend on the final design, scale and layout of development. Some of the sites contained within Policy SP H1 are also located within close proximity to biodiversity assets. Due to the fact some of the sites contain biodiversity assets, significant negative but uncertain effects are expected against **IIA13: Biodiversity**.

3.122 Policy DM H4: Small sites and small housing development sets out the Council's approach to smaller sites and small housing development, and states that the Council will support infill and backland development on vacant sites as well as upward extensions of flats and redevelopment of non-residential buildings in order to deliver additional housing. This policy is therefore likely to ensure the re-use and redevelopment of brownfield sites, contributing towards the efficient use of land in the Borough. As such, significant positive effects are expected in relation to **IIA16: Efficient use of land**. Policy SP H1: Options for housing growth includes site allocations for residential development and a number of these sites are located on brownfield land. However, a small number of sites allocated within Policy SP H1 are located on greenfield land, some of which is Grade 3 agricultural land. Therefore, Policy SP H1 is expected to have a mixed significant positive and significant negative effect against this objective. The negative effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.

3.123A small number of sites allocated for residential development within Policy SP H1: Options for housing growth are located within Flood Zone 3 or at risk of groundwater or surface water flooding. However, there are policies within the Local Plan that mitigate against flood risk and support the use of SuDS. As such, a minor negative effect is expected against **IIA17: Flooding**. Some of the sites allocated for residential development within Policy SP H1 fall within a Source Protection Zone or contain a watercourse or water body. As there are other policies included in the Plan that mitigate against flood risk and support the use of Sustainable Drainage Systems (SuDS), which could help prevent water contamination, a minor negative but uncertain effect is expected in relation to this objective.

9. Economy

3.124 The likely sustainability effects of the economy policies are set out in **Table 3.7** and described below the table.

Table 3.7: IIA results for the economy policies

IIA objective	SP E1: Options for employment and growth	SP E2: Promoting jobs and inclusive business growth	SP E3: Protecting employment locations and managing change	SP E4: Supporting offices	DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites	DM E6: Redevelopment of non-designated industrial sites	DM E7: Providing for workspaces	DM E8: Local jobs, skills and local procurement	DM E9: Fostering a successful evening and night-time economy
IIA1: Climate change mitigation	+/-?	+	+	+	+	0	+	0	0
IIA2: Climate change adaptation	0	0	0	0	0	0	0	0	0
IIA3: Housing	++	0	0	0	0	0	0	0	0
IIA4: Health and wellbeing	++/--?	+	0	0	+	0	0	0	+
IIA5: Services and facilities	++?	+	0	0	0	0	0	+	0
IIA6: Social inclusion	+	+	0	0	0	0	0	+	+
IIA7: Crime and community safety	0	0	0	0	0	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0	0	0	0
IIA9: Economy	++	++	++	++	++	++	++	++	++
IIA10: Town and local centres	++	++	0	++	0	0	++	0	++
IIA11: Air pollution	+/-?	+	+	+	+	0	+	0	0
IIA12: Sustainable transport	++/--?	+	+	+	+	0	+	0	0
IIA13: Biodiversity	--?	0	0	0	+	0	0	0	0
IIA14: Historic environment	-?	0	0	0	0	0	0	0	0
IIA15: Landscape and townscape	-?	0	0	0	0	0	0	0	0
IIA16: Efficient use of land	++/--?	+	0	+	++	0	0	0	0
IIA17: Flooding	-?	0	0	0	+	0	0	0	0
IIA18: Water	-?	0	0	0	+	0	0	0	0

3.125 Policy DM E7: Providing for workspaces is expected to have minor positive effects in relation to **IIA1: Climate change mitigation**, **IIA11: Air pollution** and **IIA12: Sustainable transport** because it support the development of flexible workspaces within the town centres and Meridian Water, where more people are located. Therefore, people are located within closer proximity of their workspaces and can more easily walk or cycle to work, which will minimise CO₂ emissions and air pollution. Policies SP E2: Promoting jobs and inclusive business growth and SP E4: Supporting offices are expected to have minor positive effects in relation to these three objectives because they support development within the town centres, where a number of people live and are within easy reach of a range of services and facilities, whilst also supporting remote working. Therefore, people would not need to rely on the private car as they could walk or cycle to work, or work from home. Policy DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites is expected to have a minor positive effect against these three objectives because it requires proposals to include walking and cycling links, which is expected to

discourage use of the private car and minimise CO₂ emissions and air pollution. Policy DM E7: Providing for workspaces will also seek to provide co-working spaces and infrastructure to support home working, thereby contributing to a reduction in the need to travel and the use of private vehicles. In addition, Policy SP E3: Protecting employment locations and managing change will seek to encourage the inclusion of land for sustainable transport functions within SIL development. As such, a minor positive effect is expected against IIA1, IIA11 and IIA12 in relation to this policy.

3.126 Policy SP E1: Options for employment and growth includes site allocations for industrial and mixed use development, a number of which are located within close proximity to a railway station and at least one bus stop or are located in proximity to a Local, District or Major Centre such as Enfield Town. As such, this policy is likely to encourage the use of more sustainable modes of travel such as public transport, walking and cycling, resulting in a significant positive effect against **IIA12: Sustainable transport**. As a result, minor positive effects are also expected against **IIA1: Climate change mitigation** and **IIA11: Air pollution** in relation to this policy, as the proximity of a number of site allocations to public transport nodes and walking and cycling routes may contribute to a reduction in the use of private vehicles and carbon emissions. Conversely, some of the site allocations, are not located in close proximity to a railway station, bus stop or a Local, District or Major Centre and as such, are expected to have significant negative effects against IIA12. This is likely to encourage the use of private vehicles, resulting in minor negative effects against IIA1 and IIA11 and therefore mixed effects. In addition, these effects are dependent on the behaviour of individuals and choice of travel and, therefore, these effects are uncertain in relation to this Policy.

3.127 Several site allocations included in Policy SP E1: Options for employment and growth include mixed use development for both employment and housing. As such, these sites will make provision for housing in the Borough, resulting in significant positive effects against **IIA3: Housing**.

3.128 Policy SP E2: Promoting jobs and inclusive business growth will support opportunities to encourage a broad-based economy, which serves the needs of residents and businesses through the growth of health and education sectors. As such, minor positive effects are expected against **IIA4: Health and wellbeing** and **IIA5: Services and facilities** in relation to this policy. Policy DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites is expected to have a minor positive effect in relation to **IIA4: Health and wellbeing** because it requires proposals to incorporate walking and cycling links, in addition to integrating blue and green infrastructure networks, which will encourage more active travel choices, in addition to access to green space. Policy DM E9: Fostering a successful evening and night-time economy is expected to have a minor positive effect in relation to this objective because it makes reference to residential amenity and requires proposals to not create any unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance taking account of the type and characteristics of other uses. Policy SP E1: Options for employment and growth includes site allocations, some of which are allocated for mixed use development for both employment and housing. As such, this policy is expected to have a significant positive effect in relation to IIA4 because a number of sites are located within close proximity to an area of open space, walking paths and/or cycle paths, and is therefore likely to encourage recreational activity and more active modes of travel, providing both physical and mental health benefits to residents. However, some of the allocated sites may also result in a loss of open space, walking paths and/or cycle paths, and therefore this effect is mixed with a significant negative but uncertain effect.

3.129 Policy DM E8: Local jobs, skills and local procurement requires development to provide appropriate work-based training and apprenticeships, which would contribute towards enhancing the employability of the resident population and help address social exclusion. Therefore, Policy DM E8 is expected to have a minor positive effect in relation to **IIA5: Services and facilities** and **IIA6: Social inclusion**. In addition, Policy SP E2: Promoting jobs and inclusive business growth seeks to provide co-working spaces and infrastructure to support home working, thereby allowing flexibility to support the employment of a wider range of people and different lifestyles and will seek to improve skills and training opportunities in order to facilitate investment and job creation in the Borough. As such, a minor positive effect is expected against IIA6 in relation to this policy. Policy DM E9: Fostering a successful evening and night time economy is also expected to have a minor positive effect in relation to IIA6 because it supports a socially inclusive evening and night time economy within the Borough's town centres, as well as outside town centres such as smaller centres and parks.

3.130 Policy SP E1: Options for employment and growth includes site allocations for both employment and residential development, a number of which are located within close proximity to educational facilities such as primary schools and secondary schools and would therefore ensure that access to these facilities is improved for the Borough's residents. As such, a significant positive effect is expected against **IIA5: Services and facilities**. The effect is recorded as uncertain because it is unknown whether the schools will have capacity to accommodate new residents in the area and if an allocated site is not located in close proximity to an existing school, its development could stimulate the provision of new educational facilities.

3.131 Policy SP E1: Options for employment and growth includes site allocations for development, several of which fall within the 20% most deprived areas in England. Therefore, these site allocations would help regenerate these areas through development and the delivery of supporting infrastructure. As such, a minor positive effect is expected against **IIA6: Social inclusion**.

3.132 All economic policies will contribute to the protection and enhancement of the local economy by aiming to attract and retain investment and ensure that opportunities for commerce and employment within LBE are secured. In particular, Policy SP E1: Options for employment and growth will seek to meet the identified economic needs for industrial and logistics floorspace and office floorspace in the Borough through specific site allocations, while Policies SP E2: Promoting jobs and inclusive business growth and SP E3: Protecting employment locations and managing change, set out the Council's approach to supporting, protecting and enhancing the role and function of the Borough's employment locations and maximising the provision of employment floorspace and job creation. Policy SP E2, as well as Policy SP E7: Providing for workspaces also seek to provide co-working spaces and infrastructure to support home working, thereby allowing flexible employment and providing support to a variety of job types. All policy options are therefore expected to have significant positive effects in relation to **IIA9: Economy**.

3.133 Policy SP E1: Options for employment and growth will seek to ensure the provision of office floorspace in Enfield's major and district centres, as well as Meridian Water, and is therefore likely to maintain the vibrancy and vitality of these locations. Policies SP E4: Supporting offices and DM E7: Providing for workspaces will support office provision in the Borough's town centres and will aim to direct employment development towards locations such as Meridian Water, thereby maintaining the vitality of these centres. Policy DM E9: Fostering a successful evening and night-time economy promotes the expansion of the Borough's evening and night time economy within the Borough's town centres and Meridian Water. As such, significant positive effects are expected against **IIA10: Town and local centres** in relation to these policies. By enabling development within town centre locations in the Borough, as well as supporting proposals that promote the diversification of town centre activities, Policy SP E2: Promoting jobs and inclusive business growth will protect and enhance the vitality and vibrancy of town centres within Enfield, resulting in a significant positive effect in relation to IIA10.

3.134 Policy DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites is expected to have a minor positive effect in relation to **IIA13: Biodiversity** because it requires proposals within SILs and LSISs to provide environmental improvements and take opportunities to incorporate urban greening and sustainable drainage systems (SuDS), and integrate with and enhance blue and green networks. Some of the sites contained within Policy SP E1: Options for employment and growth are also located within close proximity to biodiversity assets. Due to the fact some of the sites contain biodiversity assets, significant negative but uncertain effects are expected against **IIA13: Biodiversity**.

3.135

3.136 Policy SP E1: Options for employment and growth is expected to have minor negative but uncertain effects in relation to **IIA14: Historic environment** and **IIA15: Landscape and townscape** because it supports new locations for industrial and logistics development in appropriate parts of the Green Belt but does not specify where in the Green Belt. The Green Belt is located in the more rural north west part of the Borough where there is much less built development and a number of Conservation Areas containing listed buildings are present, within the edge of the Green Belt. Development is also supported at the major and district centres, but which also tend to fall within Conservation Areas and within close proximity of a number of listed buildings, yet policies within the Local Plan could help mitigate against any harm to the historic environment and landscape. However, the actual effects will depend on the final design, scale and layout of development.

3.137 Policies SP E1: Options for employment and growth, SP E2: Promoting jobs and inclusive business growth, SP E4: Supporting offices and DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites all support the intensification of employment land, which is an efficient use of previously developed land. In particular, Policy DM E5 encourages the intensification of industrial uses within SILs and LSISs through the more efficient use of space, higher plot ratios, the development of multi-storey schemes, and the assembling of sites within designated employment areas to assist with the delivery of more intensive formats. Policy SP E1: Options for employment and growth includes site allocations for development which are located on brownfield land. However, a small number of sites allocated within Policy SP E1 are located on greenfield land, some of which is Grade 3 agricultural land. Therefore, Policy SP E1 is expected to have a mixed significant positive and significant negative effect in relation to **IIA16: Efficient use of land**. The negative effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land. Policy DM E5 is also expected

to have a significant positive effect in relation to this objective, while Policies SP E2 and SP E3 are likely to result in minor positive effects against this objective.

3.138 Policy DM E5: Transforming Strategic Industrial Locations and Locally Significant Industrial Sites is expected to have a minor positive effect in relation to **IIA17: Flooding** and **IIA18: Water** because it requires the incorporation of SuDS, which will help mitigate flood risk whilst also helping prevent water contamination. A small number of sites allocated for development within Policy SP E1: Options for employment and growth are located within Flood Zone 3 or are at risk of groundwater or surface water flooding. However, there are policies within the Local Plan that mitigate against flood risk and support the use of SuDS. As such, a minor negative but uncertain effect is expected against **IIA17: Flooding**. Some of the sites allocated for development within Policy SP E1 fall within a Source Protection Zone or contain a watercourse or water body. As there are other policies included in the Plan that mitigate against flood risk and support the use of Sustainable Drainage Systems (SuDS), which could help prevent water contamination, a minor negative but uncertain effect is expected in relation to **IIA18: Water**.

10. Town centres and high streets

3.139 The likely sustainability effects of the town centres and high streets policies are set out in **Table 3.8** and described below the table.

Table 3.8: IIA results for the town centres and high streets policies

IIA objective	SP TC1: Promoting town centres	SP TC2: Encouraging vibrant and resilient town centres	DM TC3: Floorspace above commercial premises	DM TC4: Markets	DM TC5: Meanwhile uses	DM TC6: Managing clustering in town centres
IIA1: Climate change mitigation	+	+	+	0	0	0
IIA2: Climate change adaptation	0	0	0	0	0	0
IIA3: Housing	+	+	0	0	0	0
IIA4: Health and wellbeing	+	0	0	0	0	+
IIA5: Services and facilities	+	+	+	0	0	0
IIA6: Social inclusion	+	0	0	0	0	+
IIA7: Crime and community safety	+	+	0	0	0	0
IIA8: Road safety	0	0	0	0	0	0
IIA9: Economy	++	++	++	+	+	+
IIA10: Town and local centres	++	++	++	+	++	+
IIA11: Air pollution	+	+	+	0	0	0
IIA12: Sustainable transport	+	+	+	0	0	0
IIA13: Biodiversity	0	+	0	0	0	0
IIA14: Historic environment	+	+	0	0	0	0
IIA15: Landscape and townscape	+	+	0	0	+	0

IIA objective	SP TC1: Promoting town centres	SP TC2: Encouraging vibrant and resilient town centres	DM TC3: Floorspace above commercial premises	DM TC4: Markets	DM TC5: Meanwhile uses	DM TC6: Managing clustering in town centres
IIA16: Efficient use of land	++	++	++	0	0	0
IIA17: Flooding	0	0	0	0	0	0
IIA18: Water	0	0	0	0	0	0

3.140 Policy SP TC1: Promoting town centres is expected to have a minor positive effect in relation to **IIA1: Climate change mitigation** because it seeks to manage streets and spaces in a way that facilitates pedestrian and cycling movement. It also supports a diverse range of town centre uses, in addition to residential and employment development, which would reduce the need for people to travel via car to reach services and facilities, in addition to employment opportunities. Policies DP TC2: Encouraging vibrant and resilient town centres and DM TC3: Floorspace above commercial premises are also expected to have minor positive effects in relation to this objective because like Policy SP TC1, they also support a mix of uses within the town centres, reducing the need to travel.

3.141 Policies SP TC1: Promoting town centres and SP TC2: Encouraging vibrant and resilient town centres are expected to have minor positive effects in relation to **IIA3: Housing** because they each support residential development in town centre locations within the Borough.

3.142 Policy SP TC1: Promoting town centres supports pedestrian and cycle movement and a mix of uses within town centre locations, which will enable people to walk to a range of services and facilities, increasing levels of physical exercise. Therefore, Policy SP TC1 is expected to have a minor positive effect in relation to **IIA4: Health and wellbeing**. Policy DM TC6: Managing clustering in town centres is also expected to have a minor positive effect in relation to this objective because putting limits on the concentration of services such as hot food takeaways and betting shops in town centres likely to have a beneficial effect on people's health and wellbeing, particularly those who may be more vulnerable than others.

3.143 Policies SP TC1: Promoting town centres, SP TC2: Encouraging vibrant and resilient town centres and DM TC3: Floorspace above commercial premises are expected to have minor positive effects in relation to **IIA5: Services and facilities** as they seek to provide good access to a competitive range of services and facilities in the Borough. Policy SP TC1 is also expected to have a minor positive in relation to **IIA6: Social inclusion** because it seeks to create a public welcome through improvements to the public realm, in addition to encouraging better connected communities, which will have beneficial effects on social cohesion. Policy DM TC6: Managing clustering in town centres is also expected to have a minor positive effect in relation to IIA6 because it states that all development should contribute to the delivery of inclusive and mixed communities.

3.144 Policies SP TC1: Promoting town centres and DP TC2: Encouraging vibrant and resilient town centres are expected to have minor positive effects in relation to **IIA7: Crime and community safety**. This is because Policy SP TC1 seeks to create a safe environment through public realm improvements and cultural attractions which activate the street, whilst Policy SP TC2 seeks to address anti-social behaviour and crime.

3.145 Significant positive effects are expected for Policies SP TC1: Promoting town centres, DP TC2: Encouraging vibrant and resilient town centres and DM TC3: Floorspace above commercial premises against **IIA9: Economy** and **IIA10: Town and local centres** because they promote economic growth in the Borough, particularly at town centre locations. Policy SP TC1 focuses investment within and around town centres, whilst Policy DP TC2 requires key centres within the Borough (i.e. Enfield Town Centre) to accommodate a diverse range of town centre and community uses, in addition to residential and employment development. Policy DM TC3 supports proposals involving employment-generating opportunities for small businesses, start-ups, and small workshops, in addition to the re-use and refurbishment of the upper floors of shops and/or commercial premises within Enfield's town centres, which may attract more people to the area and increase footfall. Policy DM TC5: Meanwhile uses is expected to have a significant positive effect in relation to IIA10 because it supports the expansion of temporary uses (e.g.

creative, exhibition and performance spaces) in town and local centres, which would diversify the range of uses within the urban cores. Policies DM TC4: Markets and DM TC6: Managing clustering in town centres are expected to have minor positive effects in relation to **IIA10: Town and local centres** because new markets could increase footfall within town and local centres and Policy DM TC6 supports the vitality and viability of the Borough's town centres through a mix of development – all of which would have beneficial effects on the economy. For this reason, both policies are expected to have minor positive effects against **IIA9: Economy**. Policy DM TC5 is also expected to have a minor positive effect in relation to this objective.

3.146 Policies SP TC1: Promoting town centres, SP TC2: Encouraging vibrant and resilient town centres and DM TC3: Floorspace above commercial premises will help promote a modal shift away from the private car by promoting walking and cycling through a mix of uses all in one place, helping to minimise air pollution. Therefore, all three policies are expected to have minor positive effects in relation to **IIA12: Sustainable transport** and **IIA11: Air pollution**.

3.147 Policy SP TC2: Encouraging vibrant and resilient town centres is expected to have a minor positive effect in relation to **IIA13: Biodiversity** because the policy promotes urban greening and enhancing links to blue and green networks.

3.148A a minor positive effect is expected against **IIA14: Historic environment** and **IIA15: Landscape and townscape** with respect to Policies SP TC1: Promoting town centres and SP TC2: Encouraging vibrant and resilient town centres as both policies seek to maintain and enhance distinctive features and characteristics of the Borough, including that of historical character. Further to this, a minor positive is anticipated for Policy DM TC5: Meanwhile uses in relation to IIA15 because it would reduce the number of vacant units with town centres, enhancing the townscape.

Policies SP TC1: Promoting town centres, SP TC2: Encouraging vibrant and resilient town centres and DM TC3: Floorspace above commercial premises are expected to have significant positive effects in relation to **IIA16: Efficient use of land** because they all promote an efficient use of land within the Borough. Policy SP TC1 seeks to optimise the use of land around town centres, whilst Policy SP TC2 promotes a mix of uses within town centres. Further to this, Policy DM TC3: Floorspace above commercial premises encourages a vertical mix of uses within vacant shops and other commercial premises.

Appendix A

IIA assumptions for site options

IIA Objective	Assumptions
<p>IIA objective 1: Ensure the Local Plan serves to minimise LBE's per capita CO₂ emissions such that the Council will become a carbon neutral organisation by 2030, and a carbon neutral Borough by 2040.</p>	<p>All types of site options</p> <p>The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage. The policies in the Local Plan have been appraised separately to the site options. The extent to which the location of development sites would facilitate the use of sustainable modes of transport in place of cars is considered separately under IIA objective 12 below. The likely effects of all site options on this objective are therefore negligible (0).</p>
<p>IIA objective 2: Ensure resilience to climate change particularly mindful of the likelihood of climate change leading to problematic high temperatures, worsened flood risk and increased risk of drought.</p>	<p>All types of site options</p> <p>The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage. The policies in the Local Plan have been appraised separately to the site options. The extent to which flood risk can be managed and reduced is considered separately under IIA objective 17 below. The likely effects of all site options on this objective are therefore negligible (0).</p>
<p>IIA objective 3: Deliver housing to meet agreed targets and support an appropriate mix of housing types and tenures, including affordable and specialist housing, including housing for the elderly and disabled people.</p>	<p>Residential site options</p> <p>All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development. Larger sites will provide opportunities for the development of a larger number of homes and so would have significant positive effects.</p> <ul style="list-style-type: none"> ■ Sites with capacity for more than 100 housing units would have a significant positive (++) effect. ■ Sites with capacity for fewer than 100 housing units would have a minor positive (+) effect. <p>Industrial site options</p> <p>The location of industrial sites is not considered likely to affect this objective; therefore the effect for all industrial site options will be negligible (0).</p>
<p>IIA objective 4: Improve the physical and mental health and wellbeing of Enfield residents and reduce health inequalities between local communities within the Borough.</p>	<p>Residential site options</p> <p>Residential sites that are within close proximity of existing healthcare facilities (i.e. GP surgeries) will ensure that residents have good access to healthcare services. If a number of sites are allocated within close proximity of one another, this could lead to existing healthcare facilities becoming overloaded. If at any point information becomes available regarding the capacity of existing healthcare facilities, this will</p>

IIA Objective	Assumptions
	<p>be taken into account in the SA. It is also recognised that new development could stimulate the provision of new healthcare facilities, but this cannot be assumed at this stage.</p> <p>Public health will also be influenced by the proximity of sites to open spaces, walking and cycle paths, easy access to which can encourage participation in active outdoor recreation.</p> <p>Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are within 400m of a GP surgery would have a significant positive (++) effect. ■ Sites that are within 400-800m of a GP surgery would have a minor positive (+) effect. ■ Sites that are not within 800m of a GP surgery would have a minor negative (-) effect. <p>In addition, which could lead to mixed effects overall:</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of an area of open space including Metropolitan Open Land and Green Chains⁵ and within 400m of a walking or cycle path would have a significant positive (++) effect. ■ Sites that are within 800m of an area of open space including Metropolitan Open Land and Green Chains or within 400m of a walking or cycle path would have a minor positive (+) effect. ■ Sites that are more than 800m from an area of open space including Metropolitan Open Land and Green Chains and more than 400m from a walking or cycle path would have a minor negative (-) effect. ■ Sites that contain an existing area of open space including Metropolitan Open Land and Green Chains or a walking or cycle path which could therefore be lost as a result of new development could have a significant negative (--?) effect, although this is uncertain depending on whether the development of the site would in fact result in the loss of that facility. <p>Industrial site options</p>

⁵ Green Chains are areas of linked open spaces accessible to the public which provide way-marked paths and other pedestrian and cycle routes. They also enable flora and fauna to migrate around the Borough and beyond. Some Green Chains are designated as Metropolitan Open Land. The definition covers anything from open spaces, footpaths, river corridors, canals/ towpaths, bridleways, disused railways and railway sidings and can predominantly be found in or adjacent to the New River, Turkey Brook, Salmons Brook and Pymmes Brook and in the vicinity of Boxers Lake.

IIA Objective	Assumptions
	The location of industrial sites is not considered likely to affect this objective; therefore the effect for all industrial site options will be negligible (0).
<p>IIA objective 5: Support good access to services, facilities and wider community infrastructure, for new and existing residents, mindful of the potential for community needs to change over time.</p>	<p>Residential site options</p> <p>The effects of residential sites on the educational element of this objective will depend on the access that they provide to existing educational facilities, although there are uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils. New residential development could stimulate the provision of new schools/school places, particularly larger sites, but this cannot be assumed at this stage. The access a site has to more general services and facilities is considered separately under IIA objective 10 below.</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of at least one existing primary school and at least one existing secondary school would have a significant positive (++) effect, although this is uncertain. ■ Sites that are within 800m of either one existing primary school or one existing secondary school would have a minor positive (+?) effect, although this is uncertain. ■ Sites that are not within 800m of an existing school would have a minor negative (-?) effect, although this is uncertain. <p>Industrial site options</p> <p>The location of industrial sites is not considered likely to affect this objective; therefore the score for all industrial site options will be negligible (0).</p>
<p>IIA objective 6: Encourage social inclusion, promotion of equality and a respect through diversity.</p>	<p>All types of site options</p> <p>The London Borough of Enfield contains ten Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England and 45 LSOAs that fall within the 20% most deprived areas in England. Therefore, site options that fall within the most deprived areas of the Borough can help regenerate those areas through residential, industrial and mixed-use development and the delivery of supporting infrastructure.</p> <ul style="list-style-type: none"> ■ Sites partially or entirely located within one of the 10% most deprived areas within the Borough would have a significant positive (++) effect. ■ Sites partially or entirely located within one of the 20% most deprived areas within the Borough would have a minor positive (+) effect.

IIA Objective	Assumptions
	<ul style="list-style-type: none"> ■ All other sites receive a negligible (0) effect.
<p>IIA objective 7: Reduce crime and increase community safety.</p>	<p>All types of site options</p> <p>The effects of new development on levels of crime and fear of crime will depend on factors such as the incorporation of green space within development sites which, depending on design and the use of appropriate lighting, could have an effect on perceptions of personal safety, particularly at night. However, such issues will not be influenced by the location of development sites (rather they will be determined through the policies in the Local Plan and detailed proposals for each site). Therefore, the effects of all site options on this IIA objective will be negligible (0).</p>
<p>IIA objective 8: Focus on delivering the 'Vision Zero' target for road safety.</p>	<p>All types of site options</p> <p>The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites, such as the incorporation of walking and cycling routes, which would be influenced by policies in the Local Plan and details submitted at the planning application stage. The policies in the Local Plan have been appraised separately to the site options. The likely effects of all site options on this objective are therefore negligible.</p>
<p>IIA objective 9: Support a strong, diverse and resilient economy that provides opportunities for all.</p>	<p>Residential site options</p> <p>The location of residential sites will influence the achievement of this objective by determining how easily residents would be able to access job opportunities in existing employment areas⁶.</p> <ul style="list-style-type: none"> ■ Sites that are adjacent or close (i.e within 100m) to Strategic Industrial Locations and Locally Significant Industrial Sites would have a significant positive (++) effect. ■ Sites that are not adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites would have a minor negative (-) effect.

⁶ In all cases, if the two parts of an effect are the same type of effect, then a best or worst case scenario will be recorded, i.e. an effect comprising '+' and '++' would be recorded as '++', while an effect comprising '-' and '--' would be recorded as '--'. Mixed effects will only be recorded where an effect comprises both positive and negative effects, e.g. '+/-' or '++/--'.

IIA Objective	Assumptions
	<p>If a site option would result in the loss of an existing employment area, an adverse effect would occur in relation to the protection of existing employment areas. Therefore:</p> <ul style="list-style-type: none"> ■ Residential sites that fall within Strategic Industrial Locations and Locally Significant Industrial Sites would have a significant negative (-) effect. <p>Industrial site options</p> <p>The provision of new industrial sites in any location is likely to have a positive effect on this objective by ensuring that new job opportunities are provided to match the population growth that is being planned for within the Local Plan. Effects will be particularly positive where sites are large in size as they will result in more job creation. Therefore:</p> <ul style="list-style-type: none"> ■ Large sites (those 10ha or larger) are likely to have a significant positive (++) effect. ■ Small sites (those under 10ha) are likely to have a minor positive (+) effect.
<p>IIA objective 10: Support the vitality of the Borough's town and local centres.</p>	<p>All types of site options</p> <p>The London Borough of Enfield has identified a town centre hierarchy in the Regulation 18 Draft Local Plan under Policy SP11. This classifies settlements in the Borough as Major Centres, District Centres and Local Centres⁷. New development located within one of these centres has the potential contribute to the vitality of those centres. As each site is assessed individually, this contribution is considered to be minor rather than significant.</p> <ul style="list-style-type: none"> ■ Residential sites, industrial sites and/or mixed use sites that are within or adjacent to a Major, District and Local Centre would have a minor positive (+) effect. ■ Residential sites, industrial sites and/or mixed use sites that are not within or adjacent to a Major, District and Local Centre would have a negligible (0) effect.
<p>IIA objective 11: Minimise air pollution.</p>	<p>All types of site options</p> <p>The entire Borough has been declared an AQMA. Therefore, any development within the Borough would exacerbate existing air quality issues through increased vehicular traffic. All sites are expected to have a significant negative (--) effect in relation to this objective.</p>

⁷ Local Centres include Large Local Centres, Small Local Centres and Local Shopping Parades.

IIA Objective	Assumptions
	<p>However, walking and cycling routes/facilities may be incorporated into development, in addition to fewer car parking spaces – all of which would be influenced by policies in the Local Plan and details submitted at the planning application stage.</p>
<p>IIA objective 12: Minimise the need to travel and support a modal shift away from the private car.</p>	<p>All types of site options</p> <p>The proximity of development sites to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour. It is possible that new transport links such as bus routes or cycle paths may be provided as part of new developments, particularly at larger sites, but this cannot be assumed.</p> <p>It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which are not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.</p> <ul style="list-style-type: none"> ■ Sites that are within 1km of a railway/tube station and 350m of a bus stop (regardless of proximity to cycle routes) are likely to have a significant positive (++) effect. ■ Sites that are within either 1km of a railway/tube station or 350m of a bus stop (regardless of proximity to cycle routes) are likely to have a minor positive (+) effect. ■ Sites that are more than 1km from a railway/tube station and 350m from a bus stop but <i>that have</i> an existing cycle route passing the site could have a minor negative (-?) effect, although this is uncertain depending on whether the cycle route could be used for the purposes of commuting or undertaking day to day journeys. ■ Sites that are more than 1km from a railway/tube station and 350m from a bus stop and <i>that do not have</i> an existing cycle route passing the site are likely to have a minor negative (-) effect. <p>Furthermore, the proximity of sites to a Major, District or Local Centre will reduce the need for residents to travel long distances on a regular basis to access services and facilities. This could lead to mixed results:</p> <ul style="list-style-type: none"> ■ Sites that are within 200m of a Major, District or Local Centre would have a significant positive (++) effect. ■ Sites that are within 201-400m of a Major, District or Local Centre would have a minor positive (+) effect.

IIA Objective	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are within 401-800m of a Major, District or Local Centre would have a minor negative (-) effect. ■ Sites that are more than 800m from a Major, District or Local Centre would have a significant negative (--) effect.
<p>IIA objective 13: Deliver biodiversity net gain at an ambitious scale and avoid/mitigate impacts to valued habitats and ecological networks.</p>	<p>All types of site options</p> <p>Sites that are within close proximity of an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc.</p> <p>Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <p>The HRA screening process has identified uncertain but likely significant negative effects for any of the development sites within the Borough, in relation to impacts of air pollution on the Epping Forest SAC. Therefore, for this IIA objective, the effects on national and local sites have only been identified. Open space, including Metropolitan Open Land and Green Chains, is addressed below under IIA objective 15.</p> <ul style="list-style-type: none"> ■ Sites that are within 250m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation would have a significant negative (--?) effect, although this is uncertain. ■ Sites that are 250-750m of one or more Sites of Special Scientific Interest or Sites of Importance for Nature Conservation and/or within 750m of a Local Nature Reserve would have a minor negative, although this is uncertain. ■ Sites that are beyond 750m of one or more Sites of Special Scientific Interest, Sites of Importance for Nature Conservation or Local Nature Reserves would have a negligible (0) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are less than 100m from a Priority Habitat or Ancient Woodland would have a significant negative (--?) effect, although this is uncertain. ■ Sites that are 100-250m from a Priority Habitat or Ancient Woodland would have a minor negative (-?) effect, although this is uncertain. ■ Sites that are 250m from a Priority Habitat or Ancient Woodland would have a negligible (0) effect.

IIA Objective	Assumptions
<p>IIA objective 14: Sustain and enhance the significance of heritage assets.</p>	<p>All types of site options</p> <p>The NPPF states that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)". However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset).</p> <p>In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).</p> <p>As an indication of potential effects on historic and heritage assets from development of any of the site options, the following assumptions and evidence will be used:</p> <ul style="list-style-type: none"> ■ Where a site is more than 500m from the nearest designated heritage asset, it could have a negligible effect (0?), although this is uncertain as there is still some potential for impacts on non-designated heritage features and effects may extend beyond 500m in some cases. <p>Where an application site is within 500m of a designated heritage asset, professional judgement and evidence will be used to inform judgements. Where there are potential impacts on multiple heritage assets this will also be taken into account.</p> <ul style="list-style-type: none"> ■ Sites which have potential for heritage assets to be enhanced and their significance to be better revealed could have a minor positive (+?) or significant positive (++?) effect on this objective. ■ Sites which are unlikely to cause adverse impacts on heritage assets could have a negligible (0?) effect on this objective. ■ Sites which have the potential to cause harm to heritage assets, but can be mitigated, would have a minor negative (-?) effect on this objective. ■ Sites which have the potential to cause harm to heritage assets where it is unlikely that these can be adequately mitigated would have a significant negative (--?) effect on this objective.
<p>IIA objective 15: Protect and enhance the character, quality and diversity of the Borough's landscapes and townscapes.</p>	<p>All types of site options</p> <p>All development could have some effect depending on the character and sensitivity of the surrounding landscape and/or townscape, which needs to be assessed in the field. Site options adjacent to the existing urban edge could be more easily integrated into existing built development, compared to more rural and isolated sites, particularly towards the west of the Borough. Larger scale sites may also have</p>

IIA Objective	Assumptions
	<p>more of an impact and therefore sites above 3 hectares have been used as an indication of larger scale development. However, the actual effect on landscape/townscape will also depend on the design, scale and layout of development within the site, which may help mitigate any adverse effects on landscape and/or enhance effects on the existing townscape. Therefore, all effects are recorded as uncertain.</p> <ul style="list-style-type: none"> ■ Sites that are located within a settlement and contain built development would have a minor positive (+?) effect on the townscape, although this is uncertain. ■ Sites that are located within a settlement but do not contain built development and/or sites that are not large in scale (i.e. <3ha), located on the edge of a settlement or within a relatively undeveloped area would have a minor negative (-?) effect on landscape, although this is uncertain. ■ Sites that are large in scale (i.e. >=3ha), located on the edge of a settlement or within a relatively undeveloped area would have a significant negative (--?) effect on landscape, although this is uncertain. ■ Sites that are not located near any settlements and are in rural areas, would also have a significant negative (--?) effect on landscape, although this is uncertain. <p>If a site option would result in the loss of open space, including Metropolitan Open Land and/or Green Chains, an adverse effect would occur. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that contain an open space, including Metropolitan Open Land and/or Green Chains, would have a significant negative (--) effect.
<p>IIA objective 16: To achieve efficient use of land and materials.</p>	<p>All types of site options</p> <p>Development on brownfield land represents a more efficient use of land in comparison to the development of greenfield sites. Larger scale sites may also have more of an impact and therefore sites above 3 hectares have been used as an indication of larger scale development. The effects of development on waste generation will depend largely on residents' behaviour. However, where development takes place on previously developed land there may be opportunities to reuse onsite buildings and materials, thereby reducing waste generation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are relatively large in size (i.e. >=3ha) and that are on greenfield land would have a significant negative (--) effect. ■ Sites that are relatively small in size (i.e. <3ha) and that are on greenfield land would have a minor negative (-) effect. ■ Sites that are relatively small in size (i.e. <3ha) and that are on brownfield land would have a minor positive (+) effect.

IIA Objective	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are relatively large in size ($\geq 3\text{ha}$) and that are on brownfield land would have a significant positive (++) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land classed as high quality agricultural land (Grades 1, 2 or 3a)⁸ would have a significant negative (--) effect regardless of size. This will be uncertain (--?) if the site is within Grade 3 land, as only Grade 3a is classed as high quality but the GIS data available does not distinguish between Grades 3a and 3b. <p>Furthermore, all new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of the development. The location of development sites can influence the efficient use of minerals as development in Minerals Safeguarding Areas may sterilise mineral resources and restrict the availability of resources in the Borough. There are no Minerals Safeguarding Areas within LBE.</p>
<p>IIA objective 17: To manage and reduce the risk of flooding</p>	<p>Residential site options</p> <p>The effects of new development on this IIA objective will depend to some extent on its design, for example whether it incorporates sustainable drainage systems (SuDS), which is unknown and cannot be addressed at this stage. Where site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. Therefore:</p> <ul style="list-style-type: none"> ■ Residential sites that are entirely or mainly (i.e. $\geq 25\%$) within Flood Zones 3a or 3b would have a significant negative (--) effect. ■ Residential sites that are partially within Flood Zones 3a or 3b ($< 25\%$) or entirely or mainly within Flood Zone 2 would have a minor negative (-) effect. ■ Sites that are partially within Flood Zone 2 or entirely or mainly within Flood Zone 1 would have a negligible (0) effect. <p>Furthermore:</p> <ul style="list-style-type: none"> ■ Sites that are at risk of groundwater flooding and contain a risk of surface water flooding would have a significant negative (--) effect. ■ Sites that are at risk of groundwater flooding or contain a risk of surface water flooding would have a minor negative (-) effect. ■ Sites that are not at risk of groundwater or surface water flooding would have a negligible (0) effect.

⁸ LBE does not contain Grades 1 or 2 agricultural land.

IIA Objective	Assumptions
	<p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land would have a minor negative (-) effect. ■ Sites that are on brownfield land would have a negligible (0) effect. <p>Industrial site options</p> <ul style="list-style-type: none"> ■ Sites that are entirely or mainly (i.e. >=25%) within Flood Zones 3a or 3b would have a significant negative (--) effect. ■ Sites that are partially (i.e. <25%) within Flood Zones 3a or 3b would have a minor negative (-) effect. ■ Sites that are entirely or mainly within Flood Zones 1 or 2 would have a negligible (0) effect. <p>Furthermore:</p> <ul style="list-style-type: none"> ■ Sites that are at risk of groundwater flooding and contain a risk of surface water flooding would have a significant negative (--) effect. ■ Sites that are at risk of groundwater flooding or contain a risk of surface water flooding would have a minor negative (-) effect. ■ Sites that are not at risk of groundwater or surface water flooding would have a negligible (0) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land would have a minor negative (-) effect. ■ Sites that are on brownfield land would have a negligible (0) effect.
<p>IIA objective 18: Minimise water use and protect water quality.</p>	<p>All types of site options</p> <p>Levels of water consumption within new development will be determined by its design and onsite practices, rather than the location of the site. However, the location of residential development could affect water quality during construction depending on its proximity to watercourses, water bodies and Source Protection Zones. The extent to which water quality is affected would depend on construction techniques and the use of SuDS within the design, therefore effects are uncertain at this stage.</p> <ul style="list-style-type: none"> ■ Development on sites which contain a watercourse, water body or fall within a Source Protection Zone could result in significant negative (--?) effects on water quality although this is uncertain at this stage of assessment.

Appendix A
IIA assumptions for site options

Interim IIA findings
June 2021

IIA Objective	Assumptions
	<ul style="list-style-type: none"><li data-bbox="651 403 2074 432">■ Development on sites which do not contain a water body or fall within a Source Protection Zone would have a negligible (0) effect.

Appendix B

Appraisal matrices for the site options

Housing sites

CHC1/LP031: Warmerdams Nursery, Cattlegate Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of Whitewebbs Park and 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of Crews Hill Golf Course SINC and Crews Hill Bowes Park RAILSIDES SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of a Grade II* listed building (The Paddocks) and a Grade II listed building (Glasgow Stud Farmhouse). Although there is built development between the site and the listed buildings, its development could affect the setting of both heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CHC10/LP179: Site at Oak Farm and Homestead Nursery, Cattlegate Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	+/-	Site is within 400m of a walking path but not within 800m of an area of open space. The site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	--/+	Site is more than 800m from a Major, District and Local Centre. However, the site is within 1km of Crews Hill railway station.
IIA13: Biodiversity	--?	Site is located within 250m of Crews Hill Golf Course SINC and Crews Hill Bowes Park Railsides SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of a Grade II* listed building (The Paddocks) and two Grade II listed buildings (2 Barns North West of Farmhouse at the Paddocks and Glasgow Stud Farmhouse). There is limited built development between the site and the listed buildings to the north west (The Paddocks and 2 Barns North West of Farmhouse at the Paddocks). Its development could therefore affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is located within the settlement of Crews Hill but does not contain built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CHC11/LP472 – Parcel 1: Land to the rear of Jesus Christ Church, Parcel 1

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is next to Forty Hall Park & Estate and within 800m of a number of other open spaces, in addition to falling within 400m of a walking path and cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	--/+	Site is more than 800m from a Major, District and Local Centre. However, the site is within 1km of Turkey Street railway station.
IIA13: Biodiversity	--?	Site is located within 250m of Forty Hall Park & Estate SINC and New River SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	--?	Site is within 500m two Grade I listed buildings (Screen Wall, Gateway and North Pavilions to West of Forty Hall and Forty Hall) and a number of Grade II listed buildings. Due to the proximity of the site to these listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Forty Hill.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

CHC12/LP472 – Parcel 2: Land to the south of Forty Hill Church of England School, Forty Hill, Parcel 2

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of Forty Hall Park & Estate and a number of other open spaces, in addition to falling within 400m of a walking path and cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is within 1km of Turkey Street railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of New River SINC and Forty Hall Park & Estate SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	--?	Site is within 500m of two Grade I listed buildings (Screen Wall, Gateway, and North Pavilions to West of Forty Hall and Forty Hall) and a number of Grade II listed buildings. Due to the proximity of the site to these listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Forty Hill.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 1 and there is a brook along its south eastern boundary.

CHC14/LP637: Land north of Goat Lane

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Forty Hill Park & Estate and the New River Green Chain, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	-	Site is within 401-800m of Carterhatch Lane/A10, which is a Local Centre. The site is more than 1km from a railway station and 350m from a bus stop, and does not have an existing cycle route passing the site.
IIA13: Biodiversity	--?	Site is located within 250m of New River SINC and 100-250m of a Priority Habitat (deciduous woodland).
IIA14: Historic environment	-?	Site is within 500m of the Forty Hill Conservation Area (to the north west of the site), which contains a number of Grade II listed buildings. Although there is built development between the site and the Conservation Area, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Forty Hill.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 1 and New River runs along its eastern boundary.

CHC17/LP645: Towneley Nurseries, Theobalds Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a Whitewebbs Park and 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and 250m-750m of Crews Hill Golfcourse SINC, Crews Hill to Bowes Park RAILSIDES SINC and Whitewebbs Wood SINC.
IIA14: Historic environment	-?	Site is within 500m of a Grade II listed building (Glasgow Stud Farmhouse). Although there is built development between the site and the listed building, its development could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site contains a brook within the western part of its boundary.

CHC18/LP649: Brown's Garden Village, Theobalds Park Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	+/-	Site is within 800m of Whitewebbs Park but not within 400m of a walking or cycling path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	-?	Site is located within 250m-750m of Crews Hill Golfcourse SINC, Crews Hill to Bowes Park Railsides SINC, Whitewebbs Wood SINC and 100-250m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of a Grade II listed building (Glasgow Stud Farmhouse). Although there is built development between the site and the listed building, its development could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CHC2/LP056: Wolden Garden Centre, Cattlegate Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	+/-	Site is within 400m of a walking path but not within 800m of an area of open space. The site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of Crews Hill Golf Course SINC and Crews Hill to Bowes Park Railsides SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of a Grade II* listed building (The Paddocks) and a Grade II listed building (Glasgow Stud Farmhouse). Although there is built development between the site and the listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CHC3/LP107: Burton Farm Ride

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	+/-	Site is within 800m of Whitewebbs Park but not within 400m of a walking or cycling path. The site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of Whitewebbs Wood SINC.
IIA14: Historic environment	--?	Site is within 500m of a Grade II listed building (Glasgow Stud Farmhouse). Due to the fact the site is adjacent to the listed building, its development could affect the setting of this heritage asset.
IIA15: Landscape and townscape	-?	Site is not large in scale and located on the edge of Crews Hill.
IIA16: Efficient use of land and materials	--?	Site is relatively small in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is on greenfield land and partially falls within Flood Zones 3a and 3b. The site is also at risk of groundwater flooding but does not contain a risk of surface water flooding.
IIA18: Water	--?	A brook runs along the eastern edge of the site.

CHC5/LP1138: Land opposite Enfield Crematorium (aka The Dell), Great Cambridge Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is within 800m of a number of areas of open space, including Forty Hall Park & Estate, The Dell, and the New River Green Chain. However, the site contains a cycle path which could be lost as a result of new development. Additionally, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Turkey Street railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Kemp Road Freezywater, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the New River SINC and Forty Hall Park & Estate SINC, and 100m of a Priority Habitat.
IIA14: Historic environment	--?	Site is adjacent to the Forty Hill Conservation Area, which contains a number of Grade II listed buildings. There is limited built development between the site and the Conservation Area and its development could adversely affect the setting of these heritage assets.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of Forty Hill.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is on greenfield land and at risk of groundwater flooding. The site does not fall within Flood Zones 3a, 3b or 2 or contain a risk of surface water flooding.

IIA objective	Effect	Justification text
IIA18: Water	--?	Site falls within Source Protection Zone 1 and New River runs along its western boundary.

COC8/LP465: Land between Camlet Way and Crescent Way, Hadley

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Hadley Wood and Camlet Way Railway Embankment, in addition to falling within 400m of a cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Hadely Wood Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Hadley Wood railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m from Broadgates Pastures SINC.
IIA14: Historic environment	--?	Site overlaps Hadley Wood Conservation Area and is within 500m of a Grade II* listed building (St Martha's Convent (the Mount House) with attached Stable Block) and three Grade II listed buildings (Number 83 and attached wall, gate pier and gate, Number 87 and attached wall, gate pier and gate, and Pegasus). The site is located on the edge of Hadley Wood and its large-scale development could adversely affect the setting of these heritage assets.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of Hadley Wood.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is on greenfield land and partially falls within Flood Zones 3a and 2. The site is not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site contains Monken Mead Brook within its boundary, as well as other brooks.

COC9a, COC9b/LP608_1: Cockfosters Station Car Park, Cockfosters Road, Barnet

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Trent Park, Cockfosters Sports Ground and Belmont Close, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	+?	Site is within 800m of a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Cockfosters Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Cockfosters tube station and 350m of at least one bus stop. The site is also within Cockfosters, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is within 250m of Trent Park SINC.
IIA14: Historic environment	--?	Site is within Trent Park Conservation Area and is within 500m of a number of Grade II listed buildings. Due to the fact the site is within the Conservation Area and adjacent to one of the Grade II listed buildings

IIA objective	Effect	Justification text
		(Cockfosters London Regional Transport Station including platforms and platform canopies), its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale and located on the edge of Cockfosters.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

COP10 (20/03200/PRJ): Blackhorse Tower, Holbrook House and Churchwood House, 116 Cockfosters Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Trent Park, Bramley Road Sports Ground and Cockfosters Sports Ground, but is not within 400m of a walking or cycling path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Cockfosters Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Cockfosters tube station and 350m of at least one bus stop. The site is also within Cockfosters, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m from Trent Park SINC.

IIA objective	Effect	Justification text
IIA14: Historic environment	--?	Site is within 500m of Trent Park Conservation Area and five Grade II listed buildings (Cockfosters London Regional Transport Station including platforms and platform canopies, West entrance gateway to Trent Park at Front Lodge, Bollards at entrance gateway to Trent Park, Front Lodge at Trent Park, and Cockfosters War Memorial). Due to the fact the site is adjacent to one of the Grade II listed buildings (Cockfosters London Regional Transport Station including platforms and platform canopies), its development could affect the setting of this heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Cockfosters and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a or 3b.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

GRC1/LP1105, LP652, CFS040, CFS060: St Anne's Catholic High School for Girls

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Enfield Playing Fields, Bush Hill Park and the New River Green Chain, in addition to falling within 400m of a walking and cycle path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Enfield Town Major Centre.

IIA objective	Effect	Justification text
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also next to Enfield Town Major Centre and within 200m of Lincoln Court, London Road Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m from Enfield Loop of the New River SINC and the New River SINC.
IIA14: Historic environment	--?	Site is adjacent to Enfield Town Conservation Area and is within 500m of two Grade II* listed buildings (Church of St Andrew Enfield Parish Church and North east Building of Enfield Grammar School) and a number of Grade II listed buildings. Due to the fact the site is adjacent to Enfield Town Conservation Area, its development could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zones 2 and its northern eastern boundary falls within Source Protection Zone 1.

GRC12/LP603, CFS197: Palace Gardens Shopping Centre

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Town Park, Bush Hill Park, and the New River Green Chain Corridor, in addition to falling within 400m of a walking path and a cycle path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Enfield Town Major Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also within Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 250m from Enfield Loop SINC.
IIA14: Historic environment	--?	Site is within Enfield Town Conservation Area and within 500m of three Grade II* listed buildings (Clarendon Cottage, north east building of Enfield Grammar School, and Church of St Andrew Enfield Parish Church) and of a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of the Conservation Area and listed buildings.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

GRC3/LP1117: 100 Church Street

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Chase Green, Town Park, Bush Hill Park, and Cheyne Walk Open Space, in addition to falling within 400m of a walking and cycling path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Enfield Town Major Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Chase railway station and 350m of at least one bus stop. The site is also within 200m of Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m from Enfield Loop of the New River SINC and Crews Hill to Bowes Park RAILSIDES SINC.
IIA14: Historic environment	--?	Site is within Enfield Town Conservation Area and within 500m of three Grade II* listed buildings (Clarendon Cottage, North East Building of Enfield Grammar School, and Church of St Andrew Enfield Parish Church) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of the Conservation Area and listed buildings.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

HIC10/LP642: Land opposite Jolly Farmers

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including West Enfield Parklands and Worlds End Lane Open Space, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.

IIA objective	Effect	Justification text
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is within 200m of Enfield Road/Linkside, which is a Local Centre. The site is also within 350m of at least one bus stop.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and within 250-750m from Boxer's Lake and Lonsdale Drive Woods SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of World's End and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site partially falls within Flood Zones 3a and 3b and mainly within Flood Zone 2. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site contains a brook along its eastern boundary and another one cutting the site across from east to west.

HIC11/LP707: Chase Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including West Enfield Parklands, Trent Park and Lakeside, in addition to falling within 400m of a walking path.

IIA objective	Effect	Justification text
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Oakwood tube station and Gordon Hill railway station, and 350m of at least one bus stop. The site is also within 201-400m of Oakwood, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and within 250m of Trent Park Golf Course, Lakeside and Trent Park SINC.
IIA14: Historic environment	--?	Site is adjacent to Trent Park Conservation Area, which contains a number of Grade II listed buildings, Trent Park Registered Park and Garden and a Scheduled Monument (Moated site, Camlet Moat, Moat Wood). There is no built development between the site and the Conservation Area, listed buildings and Scheduled Monument. Its development could therefore adversely affect the setting of these heritage assets.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of World's End.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is on greenfield land and partially falls within Flood Zones 3a and 3b. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site contains a number of brooks within its boundary, including Merryhills Brooks and Legging Beech Gutter.

HIC6/LP1153: Bramley Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	+	Site is located within 400-800m of a GP surgery. The site is also within 800m of a number of areas of open space, including Trent Park, Lakeside and Broxers Lake Open Space, but is not within 400m of a walking or cycle path.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Oakwood Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Oakwood tube station and 350m of at least one bus stop. The site is also next to Oakwood, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m of Trent Park Golf Course and Lakeside SINC.
IIA14: Historic environment	--?	Site is within Trent Park Conservation Area and within 500m of a Grade II* listed building (Oakwood Underground Station) and a Grade II listed building (Station Sign to North of Oakwood Station). Due to the fact that the site is within the Trent Park Conservation Area, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of World's End.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on greenfield land but does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

HIC9/LP623: Land south of Enfield Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Trent Park, Lakeside and West Enfield Parklands, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Gordon Hill railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Highlands Village Grange Park, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m of Boxer's Lake and Lonsdale Drive Woods SINC and Lakeside SINC.
IIA14: Historic environment	-?	Site is within 500m of Highlands Conservation , which contains a Grade II listed building (Former Ambulance Station at Highlands Hospital). Although there is built development between the Conservation Areas and the site, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of World's End and contains built development.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on greenfield land but does not fall within Flood Zones 3a, 3b or 2.

IIA objective	Effect	Justification text
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

LOC1/LP1108: Chiswick Road Estate (Oswald and Newdales)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. The site is also located within 800m of a number of open spaces, including Edmonton Green Pocket Park. However, the site contains a walking path which could be lost as a result of new development.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Edmonton Green District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Edmonton Green railway station and 350m of at least one bus stop. The site is also next to Edmonton Green, which is a District Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	--?	Site is adjacent to The Crescent Conservation Area and is also within 500m of three Conservation Areas (Church Street Edmonton, Fore Street North, and Montagu Cemeteries). The site is also within 500m of two Grade II* listed buildings (Lamb's Cottage and Church of All Saints Edmonton Parish Church) and a number of Grade II listed buildings. Due to the fact that the site is adjacent to the Crescent Conservation Area (the east boundary), its redevelopment could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Edmonton and contains built development.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site partially falls within Flood Zone 3a. The site is at risk of groundwater flooding but does not contain a risk from surface water flooding. The site is on brownfield land.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

POC6/LP1196: Land at former Wessex Hall Building

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	--?/+	Site partially overlaps Durants Park Metropolitan Open Land, which could be lost as a result of new development. However, the site is located within 400-800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is located adjacent to a Locally Significant Industrial Site.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Brimsdown railway station and 350m of at least one bus stop. The site is also within 201-400m of Durants Road, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--	Development of this site would result in the partial loss of Durants Park Metropolitan Open Land.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.

IIA objective	Effect	Justification text
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

SBC2/LP1107: Main Avenue Site

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. The site is also located within 800m of a number of open spaces, including Bush Hill Local Park. However, the site contains some walking paths which could be lost as a result of new development.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Main Avenue Bush Hill Park Local Centre and Percival Road Enfield Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station, Bush Hill Park railway station and Southbury railway station, and 350m of at least one bus stop. The site is also next to Main Avenue Bush Hill Park and Percival Road Enfield, which are Local Centres.
IIA13: Biodiversity	-?	Site is within 250m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of Bush Hill Park Conservation Area, which contains a Grade II listed building (2 Queen Anne's Place). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Bush Hill Park and contains built development.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SGC1/LP1145: Site between North Circular Road and Station Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Arnos Park, Millenium Green New Southgate and High Road Open Space, in addition to falling within 400m of a walking path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is located close to a Locally Significant Industrial Site.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Arnos Grove tube station and 350m of at least one bus stop. However, the site is only within 401-800m of Arnos Grove, Bowes Road West and New Southgate Barnet Road, which are Local Centres.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m of two Grade II listed buildings (Friern Hospital and Garden House of Friern Hospital). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.

IIA objective	Effect	Justification text
IIA15: Landscape and townscape	+	Site is located within the settlement of New Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SGC4/LP608_2: Arnos Grove Station Car Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. However, the site partially overlaps Arnos Park Metropolitan Open Land and contains a walking path, both of which could be lost as a result of new development.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within the Borough.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is partially within (southern part of the site) Arnos Grove Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Arnos Grove railway station and 350m of at least one bus stop. The site is also next to Arnos Grove, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and 250m of Arnos Park SINC.
IIA14: Historic environment	--?	Site is adjacent to a Grade II* listed building (Arnos Grove Underground Station) and within 500m from Abbotshall Avenue Conservation Area,

IIA objective	Effect	Justification text
		as well as two Grade II listed buildings (Bowes Road Clinic and Bowes Road Library and Arnos Pool). Due to the fact the site is adjacent to a Grade II* listed building (Arnos Grove Underground Station), its development could affect the setting of this heritage asset.
IIA15: Landscape and townscape	--	Development of this site would result in the partial loss of Arnos Park Metropolitan Open Land.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SGP13 (18/00388/OUT): 188-200 Bowes Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. Site is also within 800m of a number of areas of open space, including Arnos Park, Broomfield Park, a Green Chain Corridor, and the New River, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Bowes Road Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Arnos Grove tube station and Palmers Green railway station, and 350m of at least one bus stop. The site is also next to Bowes Road, which is a Local Centre.

IIA objective	Effect	Justification text
IIA13: Biodiversity	-?	Site is located within 250-750m of Arnos Park SINC, Broomfield Park SINC and New River SINC.
IIA14: Historic environment	-?	Site is within 500m of Broomfield House Registered Park and Garden, in addition to a Grade II* listed building (East Wall of Broomfield Park including attached garden house and stable block) and four Grade II listed buildings (Junior and Infant School, Bowes Road Library, Bowes Road Clinic, South Walls of Broomfield Park and inner garden walls). Although there is built development between the site and the Registered Park and Garden and listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of New Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

SGS14/17100370: Station Road, New Southgate

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Arnos Park, Millennium Green New Southgate and High Road Open Space, in addition to falling within 400m of a walking path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is located close to a Locally Significant Industrial Site.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		

IIA objective	Effect	Justification text
IIA12: Sustainable transport	++/-	Site is located within 1km of Arnos Grove tube station and 350m of at least one bus stop. However, the site is only within 401-800m of Arnos Grove, Bowes Road West and New Southgate Road, which are Local Centres.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250-750m of Arnos Park SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of New Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS162_A: Land to the Rear of Arnold House (West)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 units.
IIA4: Health and wellbeing	+	Site is located within 400-800m of a GP surgery. The site is also within 800m of an area of open space, Lee View Amenity Space, but not within 400m of a walking or cycle path.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.

IIA objective	Effect	Justification text
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Gordon Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is within 250-750m of Crews Hill to Bowes Park Railsides SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of World's End.
IIA16: Efficient use of land and materials	--?	Site is relatively small in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is on greenfield land. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS162_B: Land to the Rear of Arnold House (East)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Lee View Amenity Green Space and Slades Close, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Gordon Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is within 250-750m of Crews Hill to Bowes Park RAILSIDES SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of World's End.
IIA16: Efficient use of land and materials	-	Site is relatively small in size and on greenfield land classed as Urban land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS162_C: Arnold House

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Lee View Amenity Space and Slades Close, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Gordon Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is within 250-750m of Crews Hill to Bowes Park Railsides SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of World's End.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

UPM1: Joyce Avenue and Snells Park Estate

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. However, the site contains many areas of Amenity Green Space and a walking path, all of which could be lost as a result of new development.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is located close to a Locally Significant Industrial Site.
IIA10: Town and local centres	+	Site is partially within (northern eastern part of the site) Angel Edmonton District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Silver Street railway station and 350m of at least one bus stop. The site is also within and next to Angel Edmonton, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 250m of Pymme's Park SINC.
IIA14: Historic environment	--?	Site is adjacent to two Conservation Areas (Fore Street South, and Fore Street Angel) and is within 500m from four Grade II* listed buildings (808 and 810 High Road N17, Percy House, Forecourt walls and railings to Number 796 (Percy House), and Dial House) and a number of Grade II listed buildings. Due to the fact that the site is adjacent to two Conservation Areas and large in scale, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	--	Development of this site would result in the loss of a number of areas of Amenity Green Space.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site partially falls within Source Protection Zone 2 (the northern eastern part of the site).

UPP9 (18/00760/FUL): Public House, 50-56 Fore Street

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Pymmes Park, Craig Park, Joyce Avenue Amenity Space and St James Open Space, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.

IIA objective	Effect	Justification text
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Angel Edmonton District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Silver Street railway station and 350m of at least one bus stop. The site is also within Angel Edmonton, which is a District Centre.
IIA13: Biodiversity	-?	Site located is within 250-750m of Pymme's Park SINC.
IIA14: Historic environment	--?	Site is adjacent to Fore Street South Conservation Area and within 500m of another Conservation Area (Fore Street Angel), one Grade II* listed building (808 and 801 High Road N17) and a number of Grade II listed buildings. Due to the fact the site is adjacent to Fore Street South Conservation Area (the northern boundary of the site), its redevelopment could affect the setting of this heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

UPS21/17100372: Upton Road and Raynham Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Craig Local Park. However, the site contains a walking path which could be lost as a result of new development.

IIA objective	Effect	Justification text
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is partially within (western part of the site) Angel Edmonton District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Silver Street railway station and 350m of at least one bus stop. The site is also within and next to Angel Edmonton, which is a District Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of Pymme's Park SINC.
IIA14: Historic environment	--?	Site partially falls within the Fore Street Angel Conservation Area, which contains a number of listed buildings. The site is also within 500m of the Fore Street South Conservation Area. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site partially falls within Flood Zones 3a and 2. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS150, CFS189: Alan Pullinger Centre and Minchenden Car Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Grovelands Park and Ivy Road Open Space, in addition to falling within

IIA objective	Effect	Justification text
		400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Southgate District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also next to Southgate, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Grovelands and Priory Hospital SINC.
IIA14: Historic environment	-?	Site is within 500m of three Conservation Areas (Southgate Circus, Meadway, and Southgate Green), Grovelands Registered Park and Garden, three Grade II* listed buildings (Southgate House, Southgate Underground Station, and Station pylons to the north and south of Southgate Station), and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+	Site is located within the settlement of Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS159: Wyevale Garden Centre, Cattlegate Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of an area of open space, Whitewebbs Park, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District, and Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of Crews Hill Golf Course SINC and Crews Hill to Bowes Park RAILSIDES SINC.
IIA14: Historic environment	-?	Site is within 500m of a Grade II* listed building (The Paddocks) and two Grade II listed buildings (2 Barns North West of Farmhouse at the Paddocks, and Glasgow Stud Farmhouse). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS165: South east corner of North Middlesex University Hospital Trust of Sterling Way

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Pymmes Park, St Davids Park and St James Open Space, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is located close to Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Silver Street railway station and 350m of at least one bus stop. The site is also within 201-400m of Silver Street Edmonton, which is a Local Centre, and Angel Edmonton, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 250m of Pymme's Park SINC.
IIA14: Historic environment	-?	Site is within 500m of two Conservation Areas (Fore Street South and Fore Street Angel) and two Grade II listed buildings (Former Garden Walls in Pymme's Park, and Angel Place). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS169: Kings Oak Equestrian Centre (Part)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of Whitewebbs Park and Hilly Fields, in addition to falling within 400m of a walking and cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is within 250-750m of Crews Hill Golf Course and Crews Hill to Bowes Park Railsides SINC.
IIA14: Historic environment	-?	Site is within 500m of Clay Hill Conservation Area and a Grade II listed building (Bridge at West End of Lane, Whitewebbs Wood). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Crews Hill.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS178: Oak House, 43 Baker Street

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Enfield Playing Fields, New River Gardens, Town Park and Chase Green, in addition to falling within 400m of a walking path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is partially within (southern edge of the site) Enfield Town Major Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also next to Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Enfield Loop of the New River SINC.
IIA14: Historic environment	--?	Site is adjacent to Enfield Town Conservation Area which contains three Grade II* listed buildings (Church of St Andrew Enfield Parish Church, North East Building of Enfield Grammar School, and Clarendon Cottage) and a number of Grade II listed buildings. Due to the fact that the site is adjacent to Enfield Town Conservation Area (the western boundary of the site) and some listed buildings, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS183: Enfield Town Station and Former Enfield Arms, Genotin Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Enfield Playing Fields, New River Gardens, Town Park and Chase Green, in addition to falling within 400m of a walking and cycle path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Enfield Town Major Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also within Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Enfield Loop of the New River SINC and New River SINC.
IIA14: Historic environment	--?	Site is adjacent to Enfield Town Conservation Area and within 500m of Bush Hill Park Conservation Area, two Grade II* listed buildings (Church of St Andrew Enfield Parish Church, and North East Building of Enfield Grammar School) and a number of Grade II listed buildings. Due to the fact that the site is adjacent to the Enfield Town Conservation Area (the western boundary of the site) which contains a number of listed buildings, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2.

CFS207: Albany Leisure Centre and Car Park, 55 Albany Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Albany Park and a number of amenity green spaces, in addition to falling within 400m of a cycle path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Enfield Wash Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Turkey Street railway station and Enfield Lock railway station, and 350m of at least one bus stop. The site is also within Enfield Wash, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	-?	Site is within 500m of Turkey Street Conservation Area and two Grade II listed buildings (The Bell Inn, and 472-474 Hertford Road). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Wash and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS210: Southgate Library, High Street, Southgate

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Grovelands Park, Oakwood Park and Ivy Road Open Space, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Southgate District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also next to Southgate, which is a District Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Grovelands Park and Priory Hospital SINC.
IIA14: Historic environment	-?	Site is adjacent to a Grade II listed building (Avington Cottage) and within 500m of three Conservation Areas (Southgate Circus, Southgate Green, and Meadway), two Grade II* listed buildings (Southgate Underground Station and station pylons to north and south of Southgate Station) and a number of Grade II Listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.

IIA objective	Effect	Justification text
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS223: Fords Grove Car Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Paulin Ground and the New River Green Chain Corridor, in addition to falling within 400m of a walking and cycle path.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Winchmore Hill Broadway Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located 1km of Winchmore Hill railway station and 350m of at least one bus stop. The site is also next to Winchmore Hill Broadway, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m of the Paulin Ground Woods and New River SINC.
IIA14: Historic environment	-?	Site is within 500m of Winchmore Hill Green Conservation Area and three Grade II listed buildings (Police Station, Post Office Sorting Office, and forecourt railings to Post Office Sorting Office). Although there is built development between the site and the Conservation Area and the listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Winchmore Hill and contains built development.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

CFS226: Lodge Drive Car Park (incl. Depot)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Broomfield Park, Hazelwood Sports Ground and the New River Green Chain Corridor, in addition to falling within 400m of a walking and cycle path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Palmers Green District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Palmers Green railway station and 350m of at least one bus stop. The site is also next to Palmers Green, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the New River SINC.
IIA14: Historic environment	-?	Site is within 500m of The Lakes Estate Conservation Area, Broomfield House Registered Park and Garden and four Grade II listed buildings (Wall to North of Number 176, Truro House, Front Wall and Gate Piers to West of No 176, and National Westminster Bank). Although there is built development between the site, Conservation Area, Registered

IIA objective	Effect	Justification text
		Park and Garden and listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Palmers Green and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

CFS253: Southbury Leisure Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Enfield Playing Fields and Bush Hill Park, in addition to falling within 400m of a cycle route. the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	-	Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southbury railway station and 350m of at least one bus stop. The site is also within 201-400m of Percival Road Enfield, which is a Local Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of New River SINC and 100-250m of a Priority Habitat.

IIA objective	Effect	Justification text
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

Industrial sites

ELC3/LP606: Ramney Marsh Mollison Avenue

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++	Site is over 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Enfield Lock railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Freezywater (Hertford Road), which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and within 250m of the Lea Valley SINC.
IIA14: Historic environment	--?	Site is within 500m of a Grade II listed building (Bridge at Ramney Lock). There is no built development between the site and listed building and therefore its development could have an adverse effect on the heritage asset and its setting.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Lock and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large and on brownfield land.
IIA17: Flooding	-	Site is partially within Flood Zones 3a and 3b. The site is also at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2 and a watercourse runs along the eastern edge of the site.

POC5/LP694/CFS135: Car Park Site, Wharf Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	Site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Ponders End railway station and 350m of at least one bus stop. However, the site is only within 401-800m of South Street Ponders End, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is within 250m of the Chingford Reservoirs SSSI, Chingford Reservoirs SSSI and Lea Valley SINC.
IIA14: Historic environment	--?	Site is within 500m from Ponders End Flour Mills Conservation Area and five Grade II listed buildings (Barn to South of Mill Owner's House, Mill Owner's House, Old Mill Building, House to East of Old Mill building now used as offices, and Former Well Station of Thames Water Authority). There is limited built development between the site and the Conservation Areas and the listed buildings, therefore its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Ponders End.
IIA16: Efficient use of land and materials	+	Site is relatively small and on brownfield land.
IIA17: Flooding	-	Site is partially within Flood Zones 3a and 3b. The site is also at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2 and a watercourse runs along the southern and eastern edges of the site.

CFS132: Land at 135 Theobalds Park Road, Crews Hill

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is within 1km of Turkey Street railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Whitewebbs SINC.
IIA14: Historic environment	-?	Site is within 500m from two Grade II listed buildings (Bridge at West End of Lane, Whitewebbs Wood, and Glasgow Stud Farmhouse). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Crews Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a or 3b.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS136: 6 Morson Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	+	Site falls within the 10% and 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Ponders End railway station and 350m of at least one bus stop. However, the site is only within 401-800m of South Street Ponders End, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Chingford Reservoirs SSSI and Lea Valley SINC and is within 100m of a Priority Habitat.
IIA14: Historic environment	-?	Site is within 500m from Ponders End Flour Mills Conservation Area and four Grade II listed buildings (House to East of Old Mill Building now used as offices, Old Mill Building, Mill Owner's House, Barn to South of Mill Owner's House). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Ponders End.
IIA16: Efficient use of land and materials	+	Site is relatively small and on brownfield land.
IIA17: Flooding	-	Site is partially within Flood Zones 3a and 3b. The site is also at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site is adjacent to a watercourse that runs along the eastern edge of the site.

CFS148: Land to North West of Innova Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Enfield Lock railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Freezywater (Hertford Road), which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is within 250m of the Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Lock and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a or 3b.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2 and a brook runs along the northern and southern edges of the site.

CFS151: Crown Road Lorry Park, Crown Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also next to Southbury Road & Kingsway, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	-?	Site is within 500m from two Grade II listed buildings (Ripaults Factory and Enfield Technical Collage). Although the site contains built development, its redevelopment could affect the setting of these heritage assets
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southbury and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a or 3b. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS153: Montagu Ind Estate, Montagu Road, Edmonton

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. The site is also within 201-400m of Craig Park Road, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is 250m-750m within the Lea Valley SINC.
IIA14: Historic environment	--?	Site is adjacent to Montagu Cemeteries Conservation Area. Although the site contains built development, its redevelopment could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Edmonton Green and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	--	Site mainly falls within Flood Zone 3a. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2.

CFS155: Junction 24 (Part New Cottage and Holly Hill Farm)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	--/+	Site is more than 800m from a Major, District and Local Centre. However, the site is located within 350m of at least one bus stop.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is 250m-750m within Plumridge, Vault Hill & Little Beechill Woods SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--?	Site is large in scale and located in an undeveloped area.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a or 3b.
IIA18: Water	--?	Site contains a water body and a brook runs along its eastern edge.

NA001: Ravenside Retail Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	Industrial development is not considered likely to affect this objective.
IIA4: Health and wellbeing	0	The location of industrial development will not affect the achievement of this objective.
IIA5: Services and facilities	0	Industrial development is not considered likely to affect this objective.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+	The site is under 10ha in size.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Dysons Road Edmonton, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Lea Valley SINC.
IIA14: Historic environment	-?	Site is within 500m from a Grade II listed building (Water Turbine House, Chingford Pumping Station). Although the site contains built development, its redevelopment could affect the setting of the heritage asset.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	++	The site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is partially within Flood Zones 3a and 3b. The site is not at risk of groundwater flooding or surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2 and there is a waterbody, as well as some brooks, within the boundary of the site.

Mixed use sites

EDC2/LP1137: Edmonton Green Town Centre

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. However, the site contains a walking path which could be lost as a result of new development.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	++	Site falls within the 10% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Edmonton Green District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Edmonton Green railway station and 350m of at least one bus stop. The site is also within Edmonton Green, which is a District Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of Pymme's Park SINC.
IIA14: Historic environment	--?	Site is adjacent to four Conservation Areas (Montagu Cemeteries, Fore Street North, The Crescent, and Church Street Edmonton) and within 500m of two Grade II* listed buildings (Lamb's cottage and Church of All Saints Edmonton Parish Church) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of all four conservation areas, in addition to the Grade II listed buildings.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Edmonton Green and contains built development.
IIA16: Efficient use of land and materials	++	The site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.

IIA objective	Effect	Justification text
IIA18: Water	--?	Site partially falls within Source Protection Zone 2.

EHP34 (18/04935/FUL): 241 Green Street

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Durants Park and Alma Road Open Space, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is close to Strategic Industrial Locations. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	+	Site is adjacent to Brimsdown (Brimsdown Avenue) Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Brimsdown railway station and 350m of at least one bus stop. The site is also next to Brimsdown Avenue, which is a Local Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Brimsdown and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.

IIA objective	Effect	Justification text
IIA17: Flooding	-	Site is mainly within Flood Zone 2. The site is also at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

PA39/LP654: Sainsburys Green Lanes

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. However, a cycle path crosses through the site, which could be lost as a result of development.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Winchmore Hill Broadway Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Winchmore Hill railway station and 350m of at least one bus stop. The site is also next to Winchmore Hill Broadway, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and falls within 250m of New River SINC.
IIA14: Historic environment	--?	Site is within 500m of Winchmore Hill Green Conservation Area, which contains a number of Grade II listed buildings. The site is also located directly adjacent to another Grade II listed building (Police Station). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.

IIA objective	Effect	Justification text
IIA15: Landscape and townscape	+	Site is located within the settlement of Winchmore Hill and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

PAC8/LP656: Travis Perkins Palmers Green, Bridge Drive, Bloomfield Lane

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	++/--?	Site is located within 400m of a GP surgery. However, a cycle path crosses through the site, which could be lost as a result of development.
IIA5: Services and facilities	+	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The Site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Palmers Green District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Palmers Green railway station and 350m of at least one bus stop. The site is also next to Palmers Green, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and within 250m of Broomfield Park SINC and New River SINC.

IIA objective	Effect	Justification text
IIA14: Historic environment	--?	Site is adjacent to The Lakes Estate Conservation Area and within 500m of Broomfield House Registered Park and Garden which contains a number of Grade II* and Grade II listed buildings and four Grade II listed buildings (Wall to the north of number 176, Truro House, Front wall and gate piers to west of number 176, and National Westminster Bank). The site is also within 500m of some Grade II listed buildings outside of the Registered Park and Garden. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Palmers Green and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

SBC35/LP653: Sainsburys Crown Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Enfield Playing Fields, Bush Hill Park and the New River Green Chain, in addition to falling within 400m of a cycle path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is next to a Strategic Industrial Location. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.

IIA objective	Effect	Justification text
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Southbury railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Southbury Road & Kingsdown, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	0?	Although the site is located within 500m of a Grade II listed building (Enfield Technical College), it is unlikely to affect the setting of this heritage asset because there is a lot of built development between the two. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southbury and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SBC36/LP1104: Morrisons, Southbury Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Enfield Playing Fields and Bush Hill Park, in addition to falling within 400m of a walking path. The site is also located within 400m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA9: Economy	++?	Site is close to Strategic Industrial Locations. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southbury railway station and 350m of at least one bus stop. The site is also within 201-400m of Percival Road Enfield, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	-?	Site is within 500m from two Grade II listed buildings (Enfield Technical College, and Ripaults Factory). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southbury and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SBC4/LP1131: Southbury Road Superstore Area

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Town Park, Bush Hill Park and the New River Green Chain, in addition to falling within 400m of a walking and cycle path. The site is also located within 400m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.

IIA objective	Effect	Justification text
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Enfield Town Major Centre and is adjacent to Southbury Road Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also within Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Enfield Loop of the River SINC and New River SINC.
IIA14: Historic environment	--?	Site is adjacent to Enfield Town Conservation Area and within 500m from two Grade II* listed buildings (North east building from Enfield Grammar School, and Church of St Andrew Enfield Parish Church) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Town and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

SBC7/LP659: Colosseum Retail Park

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Enfield Playing Fields and Bush Hill Park, in addition to falling within

IIA objective	Effect	Justification text
		400m of a cycle path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is next to a Strategic Industrial Location. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southbury railway station and 350m of at least one bus stop. The site is also within 201-400m of Southbury Road & Kingsway, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	-?	Site is within 500m of two Grade II listed buildings (Enfield Technical College, and and Ripaults Factory). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southbury and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

SGC2/LP1159: Land at Ritz Parade

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.

IIA objective	Effect	Justification text
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Arnos Park, Broomhill Park and the New River Green Chain, in addition to falling within 400m of a walking path. The site is also located within 400m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Bowes Road Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Arnos Grove tube station and Palmers Green railway station, and 350m of at least one bus stop. The site is also within Bowes Road, which is a Local Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Arnos Park SINC, Broomfield Park SINC and New River SINC.
IIA14: Historic environment	-?	Site is within 500m of Broomfield House Registered Park and Garden, which contains a number of Grade II* and Grade II listed buildings. The site is also within 500m of a two Grade II listed buildings (Junior and Infant School, and Bowes Road Library and Arnos Pool). Although there is built development between the site, Conservation Area and listed buildings, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of New Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

SOP35 (19/01941/FUL): Southgate Office Village, 286 Chase Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Grovelands Park and Ivy Road Open Space, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Southgate District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also next to Southgate, which is a District Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of Park & Priory Hospital SINC and Oakwood Park SINC.
IIA14: Historic environment	--?	Site is adjacent to Southgate Circus Conservation Area (along the southern boundary of the site) and within 500m of Grovelands Registered Park and Garden, which contains a number of Grade I and Grade II listed buildings. The site is also within 500m of Meadway Conservation Area, three Grade II* listed buildings (Southgate House, Southgate Underground Station, and Station Pylons to north and south of Southgate Station) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.

IIA objective	Effect	Justification text
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

UPP24 (19/02718/RE3): Meridian Water Orbital Business Park (and adjoining land including Land South of Argon Road and Land Known as IKEA Clear and Gas Holder Leaside Road), 5 Argon Road

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	--?	Site contains a cycle path which could be lost as a result of new development. In addition, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is next to a Strategic Industrial Location and over 10ha in size. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and 250m of the Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of Upper Edmonton.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	--	Site is on brownfield land and mainly falls within Flood Zone 3a. The site is not at risk of groundwater flooding or surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 2 and partially within Source Protection Zone 1 (northern part of the site). The site also contains watercourses and waterbodies along its eastern and western boundaries.

UPP32 (16/01197/RE3): Meridian Water, Willoughby Lane and Meridian Way

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Kenninghall Open Space and Craig Park, in addition to falling within 400m of a walking and cycle path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is close to Strategic Industrial Locations and Locally Significant Industrial Sites. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	+	Site is adjacent to Dysons Road Edmonton Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. The site is also next to Dysons Road Edmonton, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is between 250-750m of the Lea Valley SINC.

IIA objective	Effect	Justification text
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site is mainly within Flood Zone 2. The site is not at risk of groundwater flooding or surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Site falls within Source Protection Zones 1 and 2 and is located adjacent to a brook along its northern boundary.

UPC2/LP1130: Tesco Extra, 1 Glover Drive

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Kenninghall Open Space and Craig Park, in addition to falling within 400m of a walking and cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is close to Strategic Industrial Locations and Locally Significant Industrial Sites. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. The site is also within 201-400m of Dysons Road Edmonton, which is a Local Centre.

IIA objective	Effect	Justification text
IIA13: Biodiversity	-?	Site is located within 250-750m of the Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 1 and 2.

UPC1/LP1111: IKEA Meridian Water

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of Kenninghall Open Space and Ladysmith Road Open Space. In addition, the site is within 400m of a walking and cycle path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	-?	Site is not within 800m of an existing school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is close to a Strategic Industrial Location. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Meridian Water Station railway station and 350m of at least one bus stop. The site is also within 201-400m of Dysons Road Edmonton, which is a Local Centre.

IIA objective	Effect	Justification text
IIA13: Biodiversity	--?	Site is located within 250m of the Lea Valley SINC and between 250-750m of the Walthamstow Reservoirs SSSI.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Upper Edmonton and contains built development.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	0	Site is on brownfield land and does not fall within Flood Zones 3a or 3b, although it is partially within Flood Zone 2. The site is also not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 2 and the northern part of the site falls within Source Protection Zone 1. Some brooks are also located within the site boundary

CFS152: Claverings, Centre Way

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is within 800m of a number of areas of open space, including Montagu Recreation Ground, in addition to falling within 400m of a walking path. The site is also located within 400-800m of a GP surgery.
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Although the site falls within a Locally Significant Industrial Site, it is unlikely to result in any loss of this existing employment area because it makes provision for employment development. It is under 10ha in size but as mentioned already, will contribute towards employment development. It is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.

IIA objective	Effect	Justification text
IIA11: Air pollution		
IIA12: Sustainable transport	+	Site is located within 350m of at least one bus stop. The site is also within 201-400m of Nightingale Road, Edmonton, which is a Local Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Chingford Reservoirs SSSI and Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	-?	Site is not large in scale but is located on the edge of Lower Edmonton.
IIA16: Efficient use of land and materials	++	Site is relatively large in size and on brownfield land.
IIA17: Flooding	-	Site mainly falls within Flood Zone 2. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land.
IIA18: Water	--?	Southern edge of the site falls within Source Protection Zone 2.

SOS11: M&S Food

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++/-	Site is within 800m of a number of areas of open space, including Grovelands Park and Ivy Road Open Space, in addition to falling within 400m of a walking path. However, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or

IIA objective	Effect	Justification text
		close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is partially (southern eastern part of the site) within Southgate District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also within Southgate, which is a District Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Grovelands Park & Priory Hospital SINC and 250-750m of the Oakwood Park SINC.
IIA14: Historic environment	--?	Site is adjacent to Southgate Circus Conservation Area and within 500m of Grovelands Registered Park and Garden, Meadway Conservation Area, three Grade II* listed buildings (Southgate House, Southgate Underground Station, and Station Pylons to north and south of Southgate Station) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS166: Tesco, Ponders End, 288 High Street

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Durants Park and Ponders End Recreation Ground, in addition to falling within 400m of a walking and cycle path.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.

IIA objective	Effect	Justification text
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	++?	Site is next to a Locally Significant Industrial Site. The site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development.
IIA10: Town and local centres	+	Site is partially within (northern eastern part of the site) Ponders End Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southbury railway station and 350m of at least one bus stop. The site is also within Ponders End, which is a Local Centre.
IIA13: Biodiversity	0	Site is not located within close proximity of any biodiversity assets.
IIA14: Historic environment	-?	Site is within 500m from two Grade II listed buildings (Enfield Technical College, and Ripaults Factory). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southbury and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site partially falls within Source Protection Zone 2.

CFS191: Civic Centre

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	++	Site is located within 400m of a GP surgery. The site is also within 800m of a number of areas of open space, including Enfield Playing Fields, Town Park and the New River Green Chain, in addition to falling within 400m of a walking and cycle path.

IIA objective	Effect	Justification text
IIA5: Services and facilities	++?	Site is within 800m of a primary school and a secondary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is within Enfield Town Major Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Enfield Town railway station and 350m of at least one bus stop. The site is also within Enfield Town Major Centre.
IIA13: Biodiversity	--?	Site is located within 250m of the Enfield Loop of the New River SINC and New River SINC.
IIA14: Historic environment	--?	Site is adjacent to Enfield Town Conservation Area, and within 500m from three Grade II* listed buildings (Church of St Andrew Enfield Parish Church, North east building of Enfield Grammar School, and Clarendon Cottage) and a number of Grade II listed buildings. Due to its location adjacent to Enfield Town Conservation Area and a number of Grade II listed buildings, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site not large in scale but is located on the edge of Enfield Town.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS209: Asda Southgate, 130 Chase Side, Southgate

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA3: Housing	++	Site has capacity for more than 100 housing units.
IIA4: Health and wellbeing	--?	Site contains a walking path which could be lost as a result of new development. In addition, the site is not located within 800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is partially (southern part of the site) within Southgate District Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Southgate tube station and 350m of at least one bus stop. The site is also within Southgate, which is a District Centre.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Grovelands Park & Priory Hospital SINC and Oakwood Park SINC.
IIA14: Historic environment	--?	Site is adjacent to a Grade II listed building (Church of St Andrew) and within 500m of Southgate Circus Conservation Area, two Grade II* listed buildings (Southgate Underground Station, and Station Pylons to north and south of Southgate Station) and a number of Grade II listed buildings. Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Southgate and contains built development.
IIA16: Efficient use of land and materials	+	Site is relatively small in size and on brownfield land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

CFS217: Land known as Brimsdown Sports Ground

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	+	Site has capacity for fewer than 100 housing units.
IIA4: Health and wellbeing	--?/+	Site contains a walking path which could be lost as a result of new development. However, the site is located within 400-800m of a GP surgery.
IIA5: Services and facilities	+?	Site is within 800m of a primary school.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	+?/-	Site is under 10ha in size but will contribute towards employment development. However, it is unknown what proportion of the site will comprise employment development. The site is not located adjacent or close to Strategic Industrial Locations and Locally Significant Industrial Sites.
IIA10: Town and local centres	+	Site is adjacent to Green Street & Mayfield Road Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	++	Site is located within 1km of Brimsdown railway station and 350m of at least one bus stop. The site is also next to Brimsdown Avenue and Green Street & Mayfield Road, which are Local Centres.
IIA13: Biodiversity	-?	Site is located within 250-750m of the Lea Valley SINC.
IIA14: Historic environment	-?	Site is within 500m from two Grade II listed buildings (The White Horse Public House, and 98 and 100 Green Street). Although the site contains built development, its redevelopment could affect the setting of these heritage assets.
IIA15: Landscape and townscape	+?	Site is located within the settlement of Enfield Highway and contains built development.
IIA16: Efficient use of land and materials	--	Site is relatively large in size and on greenfield land classed as Urban land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site falls within greenfield land but does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.

Other sites

LOC2/LP675: Land at Picketts Lock (leisure uses site)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a leisure uses site will not affect the achievement of this objective.
IIA4: Health and wellbeing	++	The development of a leisure uses site would have beneficial effects on people's health and wellbeing.
IIA5: Services and facilities	0	The development of a leisure uses site will not affect the achievement of this objective.
IIA6: Social inclusion	+	Site falls within the 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a leisure uses site will not affect the achievement of this objective.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.
IIA11: Air pollution		
IIA12: Sustainable transport	+	Site is located within 350m of at least one bus stop. The site is also within 201-400m of Nightingale Road, Edmonton, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is within 250m of the Lea Valley SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--?	Site is large in scale and located on the edge of Lower Edmonton.
IIA16: Efficient use of land and materials	--	Site is relatively large and on greenfield land classed as Urban land.

IIA objective	Effect	Justification text
IIA17: Flooding	-	Site is on greenfield land and is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	The development of a leisure uses site will not affect the achievement of this objective.

CFS161: Whitewebbs Golf Course, Beggar's Hollow (nature recovery site)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA4: Health and wellbeing	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA5: Services and facilities	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA6: Social inclusion	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA10: Town and local centres	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA11: Air pollution		
IIA12: Sustainable transport	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA13: Biodiversity	++	The development of a nature recovery site would have a significant positive effect on biodiversity.
IIA14: Historic environment	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA15: Landscape and townscape	+	The development of a nature recovery site would have a positive effect on the landscape.

IIA objective	Effect	Justification text
IIA16: Efficient use of land and materials	0	The development of a nature recovery site will not affect the achievement of this objective.
IIA17: Flooding	-	Site is on greenfield land and partially falls within Flood Zones 3a and 3b. The site is at risk of groundwater flooding but does not contain a surface water flood risk.
IIA18: Water	0	The development of a nature recovery site will not affect the achievement of this objective.

CFS167: Alma Road Open Space (cemetery)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a cemetery will not affect the achievement of this objective.
IIA4: Health and wellbeing	--?	Site contains an area of open space, Durants Park Metropolitan Open Land, which would be lost to the cemetery.
IIA5: Services and facilities	0	The development of a cemetery will not affect the achievement of this objective.
IIA6: Social inclusion	0	The development of a cemetery will not affect the achievement of this objective.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a cemetery will not affect the achievement of this objective.
IIA10: Town and local centres	0	The development of a cemetery will not affect the achievement of this objective.
IIA11: Air pollution		
IIA12: Sustainable transport	++/-	Site is located within 1km of Brimsdown railway station and 350m of at least one bus stop. However, the site is only within 401-800m of Brimsdown Avenue, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is 250-750m of the Lea Valley SINIC and Chingford Reservoirs SSSI.
IIA14: Historic environment	0	The development of a cemetery will not affect the achievement of this objective.

IIA objective	Effect	Justification text
IIA15: Landscape and townscape	0	The development of a cemetery will not affect the achievement of this objective.
IIA16: Efficient use of land and materials	0	The development of a cemetery will not affect the achievement of this objective.
IIA17: Flooding	-	Site is at on greenfield land and is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS168: Firs Farm Recreation Ground (Part) (crematorium)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a crematorium will not affect the achievement of this objective.
IIA4: Health and wellbeing	--?	Site contains an area of open space, Firs Farm & Clowes Sportsgrounds Metropolitan Open Land, and a cycle path, both of which could be lost to the crematorium.
IIA5: Services and facilities	0	The development of a crematorium will not affect the achievement of this objective.
IIA6: Social inclusion	0	The development of a crematorium will not affect the achievement of this objective.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a crematorium will not affect the achievement of this objective.
IIA10: Town and local centres	0	The development of a crematorium will not affect the achievement of this objective.
IIA11: Air pollution		
IIA12: Sustainable transport	+	Site is located within 350m of at least one bus stop. The site is also within 201-400m of Firs Lane, which is a Local Centre.
IIA13: Biodiversity	--?	Site is located within 100m of a Priority Habitat and is 250-750m of the Paulin Ground Woods SINC, Tatem Park SINC and New River SINC.

IIA objective	Effect	Justification text
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--	Development of this site would result in the loss of Firs Farm & Clowes Sportsgrounds Metropolitan Open Land.
IIA16: Efficient use of land and materials	--	Site is relatively large and on greenfield land classed as Urban land.
IIA17: Flooding	-	Site is on greenfield land but does not fall within Flood Zones 3a, 3b or 2. The site is not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 1.

CFS171: Sloemans Farm (natural burial site)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a natural burial site will not affect the achievement of this objective.
IIA4: Health and wellbeing	0	Site does not comprise an open space.
IIA5: Services and facilities	0	The development of a natural burial site will not affect the achievement of this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a natural burial site will not affect the achievement of this objective.
IIA10: Town and local centres	0	The development of a natural burial site will not affect the achievement of this objective.
IIA11: Air pollution		
IIA12: Sustainable transport	++/--	Site is located within 1km of Crews Hill railway station and 350m of at least one bus stop. However, the site is more than 800m from a Major, District and Local Centre.

IIA objective	Effect	Justification text
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is 250m of the Crews Hill to Bowes Park Railsides SINC and Forty Hall Park & Estate SINC.
IIA14: Historic environment	0	The development of a natural burial site will not affect the achievement of this objective.
IIA15: Landscape and townscape	0	The development of a natural burial site will not affect the achievement of this objective.
IIA16: Efficient use of land and materials	0	The development of a natural burial site will not affect the achievement of this objective.
IIA17: Flooding	-	Site is on greenfield land and partially falls within Flood Zones 3a and 3b. The site is at risk of groundwater flooding but does not contain a risk of surface water flooding.
IIA18: Water	--?	Site contains three brooks within its boundary.

CFS230: Church Street Recreation Ground (crematorium)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a crematorium will not affect the achievement of this objective.
IIA4: Health and wellbeing	--?	Site falls within Church Street Recreation Ground Metropolitan Open Land, which would be lost to the crematorium.
IIA5: Services and facilities	0	The development of a crematorium will not affect the achievement of this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a crematorium will not affect the achievement of this objective.
IIA10: Town and local centres	0	The development of a crematorium will not affect the achievement of this objective.
IIA11: Air pollution		

IIA objective	Effect	Justification text
IIA12: Sustainable transport	+	Site is located within 350m of at least one bus stop. The site is also within 201-400m of Hazelbury Road Edmonton, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is 250-750m of the Pymme's Park SINC.
IIA14: Historic environment	0?	Site is more than 500m from the nearest designated heritage asset. However, the site could still have some potential for impacts on non-designated heritage features and effects may extend beyond 500m.
IIA15: Landscape and townscape	--	Development of this site would result in the loss of Church Street Recreation Ground Metropolitan Open Land.
IIA16: Efficient use of land and materials	--	Site is relatively large in size and on greenfield land, classed as Urban land.
IIA17: Flooding	-	Site is on greenfield land but does not fall within Flood Zones 3a, 3b or 2. The site is not at risk of groundwater flooding and does not contain a risk of surface water flooding.
IIA18: Water	--?	Site falls within Source Protection Zone 2.

CFS218: Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground (sport and recreation site)

IIA objective	Effect	Justification text
IIA1: Climate change mitigation	0	The location of development will not affect the achievement of this objective.
IIA2: Climate change adaptation	0	The location of development will not affect the achievement of this objective.
IIA3: Housing	0	The development of a sport and recreation site will not affect the achievement of this objective.
IIA4: Health and wellbeing	++	The development of a sport and recreation site would have beneficial effects on people's health and wellbeing.
IIA5: Services and facilities	0	The development of a sport and recreation site will not affect the achievement of this objective.
IIA6: Social inclusion	0	Site does not fall within the 10% or 20% most deprived areas within England.
IIA7: Crime and community safety	0	The location of development will not affect the achievement of this objective.
IIA8: Road safety	0	The location of development will not affect the achievement of this objective.
IIA9: Economy	0	The development of a sport and recreation site will not affect the achievement of this objective.
IIA10: Town and local centres	0	Site is not within or adjacent to a Major, District and Local Centre.

IIA objective	Effect	Justification text
IIA11: Air pollution		
IIA12: Sustainable transport	+/-	Site is within 1km of Turkey Street railway station but not within 350m of a bus stop. The site is only within 401-800m of Bullsmoor Lane/A10, which is a Local Centre.
IIA13: Biodiversity	--?	Site contains a Priority Habitat and is located within 250m of the New River SINC and Forty Hill Park & Estate SINC.
IIA14: Historic environment	-?	Over half of the site falls within Forty Hill Conservation Area, which contains a number of listed buildings as well as Myddelton House Registered Park and Garden. Myddelton House Registered Park and Garden falls partially within the site and the site is adjacent to a number of Grade II listed buildings. Due to the fact this site is allocated as a sport and recreation site which could contain limited development, its development could affect the setting of these heritage assets.
IIA15: Landscape and townscape	-?	Site is large in scale and located in a relatively undeveloped area. Due to the fact the site is allocated as a sport and recreation site which could contain limited development, its development could affect the landscape.
IIA16: Efficient use of land and materials	--?	Site is relatively large in size and on greenfield land, classed as Grade 3 agricultural land. The effect is recorded as uncertain because the GIS data available does not distinguish between Grades 3a and 3b agricultural land.
IIA17: Flooding	-	Site is at risk of groundwater flooding but does not contain a risk of surface water flooding. The site is on brownfield land and does not fall within Flood Zones 3a, 3b or 2.
IIA18: Water	0	Site does not fall within a Source Protection Zone or contain a watercourse or water body.