

Public Document Pack



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ENVIRONMENT FORUM

**Tuesday, 5th December, 2023 at 7:00pm in the Council Chamber,
Civic Centre, Silver Street, Enfield, EN1 3XA**

Membership:

Cllrs: Nicki Adeleke (Chair), Chris James (Vice Chair), Maria Alexandrou, Hannah Dyson and Nia Stevens

AGENDA – PART 1

1. WELCOME AND APOLOGIES

2. DECLARATIONS OF INTEREST

Members are asked to declare any disclosable pecuniary, other pecuniary or non-pecuniary interests relating to items on the agenda.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 4)

To receive and agree the minutes of the previous Environment Forum meeting held on Monday 18th September 2023.

4. PUBLIC TRANSPORT IN ENFIELD (Pages 5 - 16)

To provide an overview of public transport in Enfield and identify current issues impacting bus and rail services.

5. REWILDING AND TREE PLANTING (Pages 17 - 34)

To provide an update on rewilding and tree planting being carried out as part of the Enfield Chase Landscape Restoration project.

6. ENFIELD'S LOCAL PLAN PROGRESS (Pages 35 - 38)

To provide members with an update on the ongoing development and progress of the New Enfield Local Plan (ELP).

7. DATE OF NEXT MEETING

To note the date of the next meeting will be Wednesday 10 January 2024.

ENVIRONMENT FORUM - 18.9.2023**MINUTES OF THE MEETING OF THE ENVIRONMENT FORUM HELD ON MONDAY, 18TH SEPTEMBER, 2023**

MEMBERS: Councillors Nicki Adeleke, Chris James (Associate Cabinet Member (Enfield West)), Maria Alexandrou, Hannah Dyson and Nia Stevens

Officers: Doug Wilkinson (Director of Environment and Street Scene), David Taylor (Head of Highways, Traffic and Parking), Richard Eason (Programme Director, Journeys and Places), Clare Moloney (Team Lead and Creative Enfield Manager), Sharon Davidson (Planning Decisions Manager), Paul Wilkins (Streetworks Manager) and

Also Attending: Jane Mags (Southgate District Civic Voice), Dave Cockle (Enfield Transport Users' Group), Neil Paddon -Smith (Meadway Conservation Area Study Group), Andrew Newman (Clay Hill Study Group), Richard Beaumont (Forty Hill and Bulls Cross Study Group), Lindsay Rawlings (Edmonton Hundred Historical Society), Mustafa Ibrahim (Enfield Town Conservation Area Study Group), Dennis Stacey (Bush Hill Park Conservation Area Study Group), Juliet Barnett, and Denise Gandhi (Southgate Green Association).

1. WELCOME AND APOLOGIES

The Chair welcomed everyone to the meeting.

Apologies for absence were received from Cllr. Rick Jewell (Cabinet Member for Environment) and Marcus Harvey (Head of Parks and Open Spaces).

Apologies for absence were also received from Robert Wilson (Hadley Wood Conservation Area Study Group & Hadley Wood Association) and Paul Hutchinson (Grange Park Conservation Area Study Group).

2. DECLARATIONS OF INTEREST

There were none.

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on the 15th June 2023 were **Agreed**.

The updated work programme will be included with the minutes.

4. TOWN CENTRES

Clare Moloney (Place Shaping Team Lead/ Creative Enfield Manager) and Richard Eason (Programme Director – Journeys & Places) provided the

ENVIRONMENT FORUM - 18.9.2023

Board with a presentation capturing the latest activity, opportunities, engagement activities and local support within the Boroughs primary Town Centres.

The Committee Members raised various questions in response; litter and recycling post events, ongoing maintenance and upkeep of the public art/murals, how will the proposed development of Enfield Town impacts current plans, cobbles at Market Square, Pocket Parks and what efforts are there for the rest of the borough, in particular the northeast - Brimsdown, Enfield Lock and Ponders End.

In response to committee members questions the following answers were given:

- Richard Eason (Programme Director) confirmed the Enfield Town design Plans sit outside the proposed development of Enfield Town and that it is a coordinated effort between the freeholders and Enfield Council. The aim is to ensure the pedestrian spaces line up with the proposals as the designs evolve.
- The Enfield Town mural is designed to lighten the alleyway making it feel more pleasant to walk through. Concerns raised around feeling claustrophobic and overpowering were noted along with comments on the use of moving water as part of the Enfield Town Arts Trail.
- In response to comments on the Market Square cobbles and maintaining the heritage, Richard Eason reiterated that the design is still evolving and will need to go to Planning Committee.
- It was also confirmed that the movable seating planned for Fountain Island is in fact semi-permanent removable seating that cannot be moved at will by the public, only with a kit in certain instances.
- In relation to the arts trail being created in Palmers Green for Curate Enfield, celebrating the local cultural and biodiversity was paramount. This can link to the plans for the development of Devonshire Square, as more greenery was requested for the square.

Recommendation: The Chair advised Richard Eason will inform the Forum on the best way to make contact with further ideas, and any other areas that would benefit from pocket parks.

5. STREET SCENE & PUBLIC ART

The Planning Decisions Manager, Sharon Davidson provided an overview of the report which highlighted the key issue, the remit is tightly controlled. Planning consent is not always required but tall masts should seek prior approval.

ENVIRONMENT FORUM - 18.9.2023

In response to concerns raised about the report, Sharon advised that any feedback on the need for additional policy should be fed back through the consultation process on the Local Plan.

Sharon advised that the request for supplementary planning guidance was noted and would be fed back for consideration by the Service.

The Chair thanked Sharon and Paul for the report and answering questions.

The report was **Noted**.

David Taylor (Head of Highways, Traffic and parking) introduced Darren Bryant (Principal Engineer) from Highway Operations who would answer any technical questions on highway maintenance.

The Forum received a presentation from David Taylor who discussed the departments duties, responsibilities, and criteria for works.

The following arose as part of the discussion on resurfacing, gully cleaning, carbon footprint, schemes and repairs:

- David Taylor advised that he was conscious that some gullies in Clay Hill were not being cleaned frequently and will seek a reason for this.
- David Taylor with his team will seek to improve signage for footpaths and cycle lanes within a Cul-de-Sac.
- David will liaise with Richard to see if improvements can be made in waymarking and meet the standards imposed by TFL.

The report was **Noted**.

In absence of Marcus Harvey (Head of Parks and Open Spaces) Highway Verges will be deferred to a future date.

6. DATE OF NEXT MEETING

Tuesday 5th December 2023

The meeting ended at 9:10pm

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London Borough of Enfield

Report Title	Public Transport in Enfield
Report to	Environment Forum
Date of Meeting	5 December 2023
Cabinet Member	Rick Jewell, Cabinet Member for Environment
Executive Director / Director	Doug Wilkinson, Director of Environment & Street Scene Simon Pollock, Executive Director of Environment & Communities
Report Author	David Taylor david.b.taylor@enfield.gov.uk Chris Cole chris.cole@enfield.gov.uk
Ward(s) affected	All
Classification	Part 1 Public

Purpose of Report

1. To provide an overview of public transport in Enfield and identify current issues impacting bus and rail services. In addition, the report sets out TfL's reasons for not extending Route 456 to Crews Hill Station at the present time

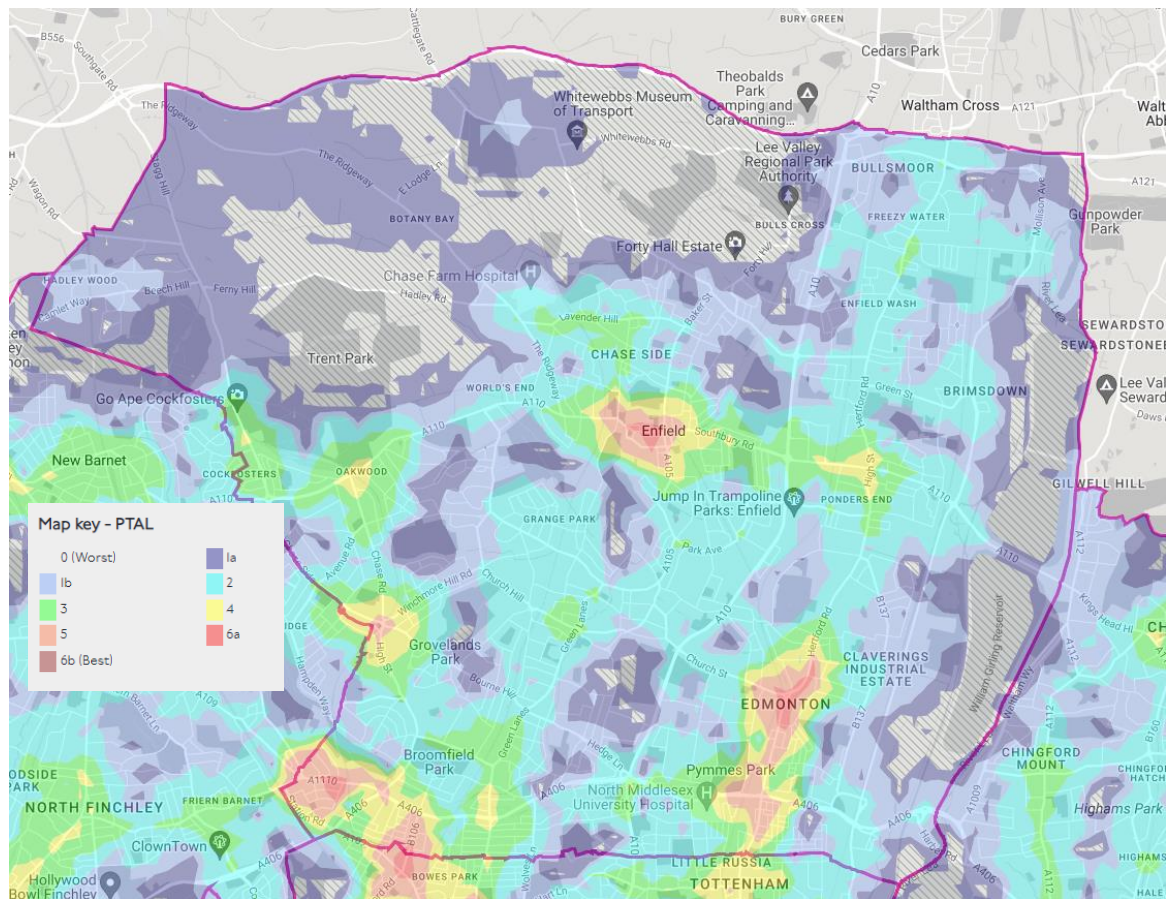
Main Considerations for the Panel

2. To note the contents of the report.

Background

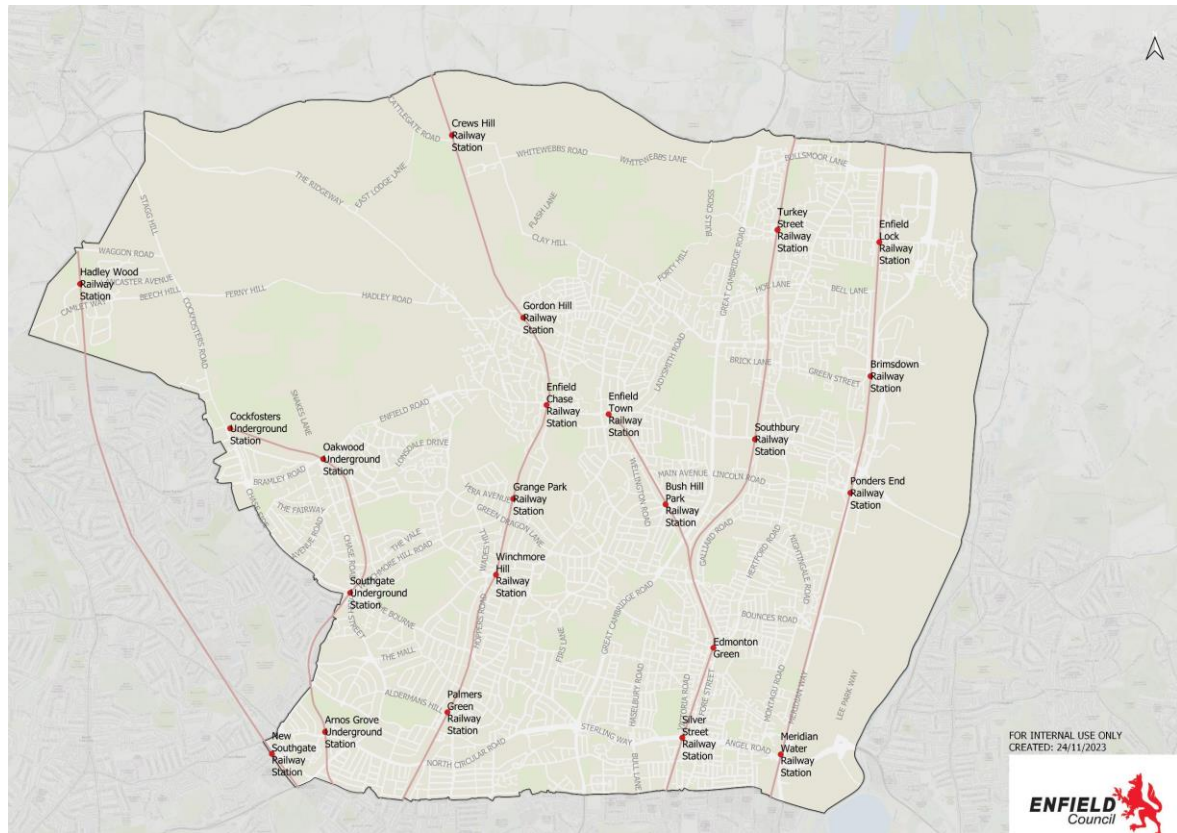
3. Public transport accounts for around 24 per cent of travel in the borough and is particularly important for the 31% of household without access to a car, as well as for both older and younger residents.
4. Public Transport Access Levels (PTAL) assesses a place's level of connectivity to the bus and rail transport network based on distance to stops/stations and service frequency.
5. Figure 1 below shows the PTAL assessment for Enfield, with high levels around town centres and stations, particularly where also well served by bus routes. However, large sections of the borough have a score of '2' or below indicating that public transport is more limited. The lowest levels of accessibility generally coincide with more rural parts of the borough, which have low residential density.

Figure 1



6. Figure 2 below shows the London Underground, Overground and National Rail network in Enfield:

Figure 2



7. Destinations accessible by Enfield’s rail services include:

Line	Typical Frequency (trains per hour)	Connections
London Underground – Piccadilly Line	24	Cockfosters- Heathrow via Central London
London Overground	4 in peak, 2 off-peak	Enfield Town/ Cheshunt - Liverpool Street
Great Northern Line	5 in peak, 2 off-peak	Hertford North/Stevenage – Moorgate
	4 in peak, 2 off-peak	Welwyn Garden City - Moorgate
Lea Valley Line*	4 in peak, 2 off-peak	Hertford East/Broxbourne - Liverpool Street Bishops Stortford - Stratford

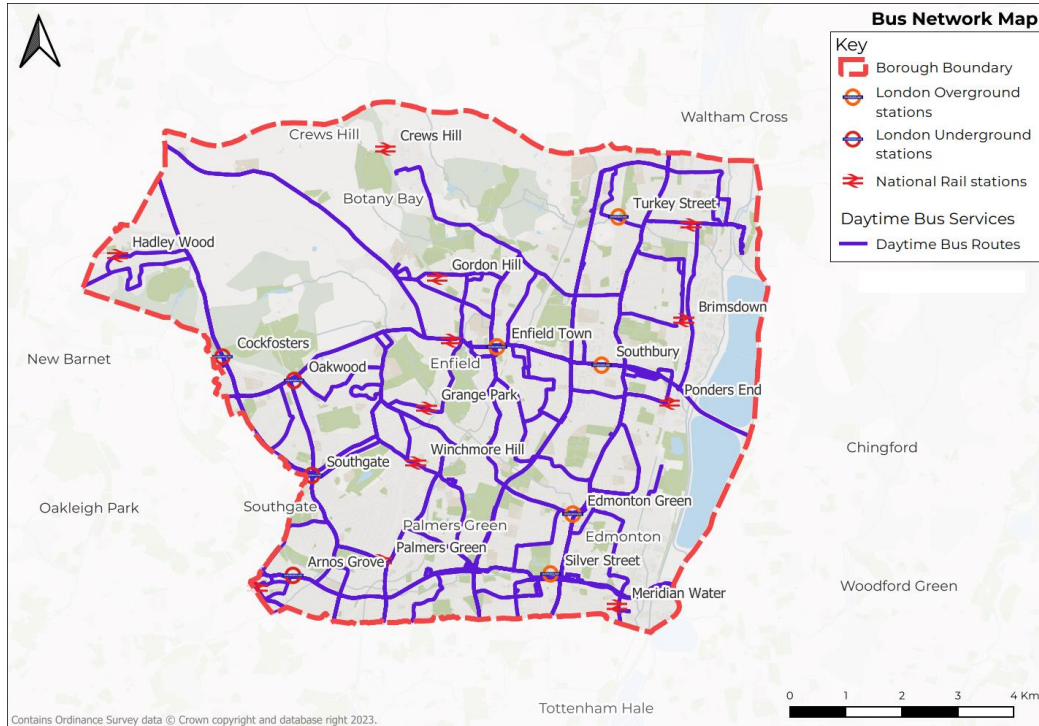
*frequency varies by station (2 tph in peak at Ponders End)

8. Most rail stations are also served by buses, providing the opportunity for interchange. The Council is also rolling out cycle parking at stations to provide another way for residents to access rail services.

Buses

9. Figure 3 below shows the coverage of daytime bus services across the borough. The pattern of services is well established, with radial connections generally stronger than orbital ones. Most residents are within 400m of a bus service, meeting one of TfL's key planning criteria.
10. Route 456 is the most recent addition to the network (March 2021), providing a connection between Crews Hill and the North Middlesex Hospital via Winchmore Hill.

Figure 3



11. Figure 4 summarises the daytime bus frequency in the borough. As expected, bus routes that provide connections to local centres receive a high number of buses per hour (24-120 buses). Edmonton Green town centre and Enfield Town benefit from the highest number of buses within the borough (over 120 per hour).
12. Figure 5 illustrates Enfield's night and 24-hour bus services. These services primarily run north-south across the borough, providing connections to each major town centre.

Figure 4

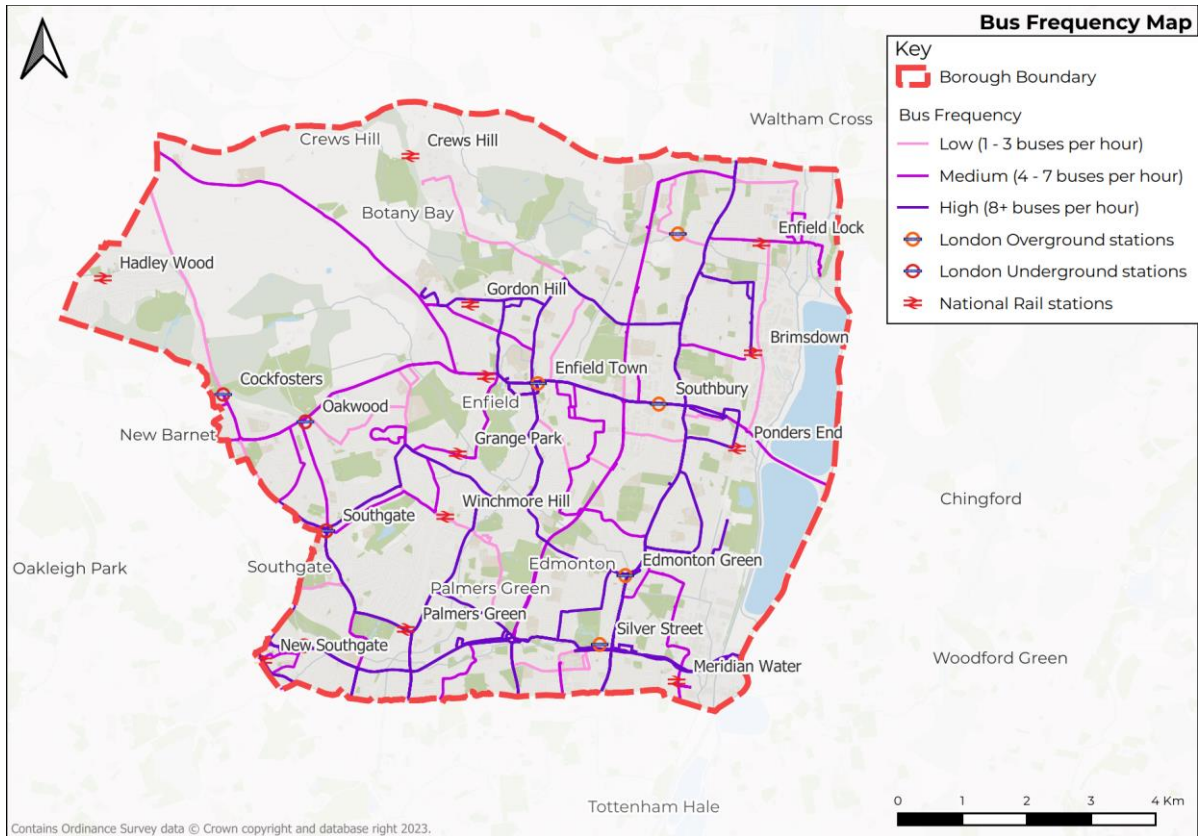
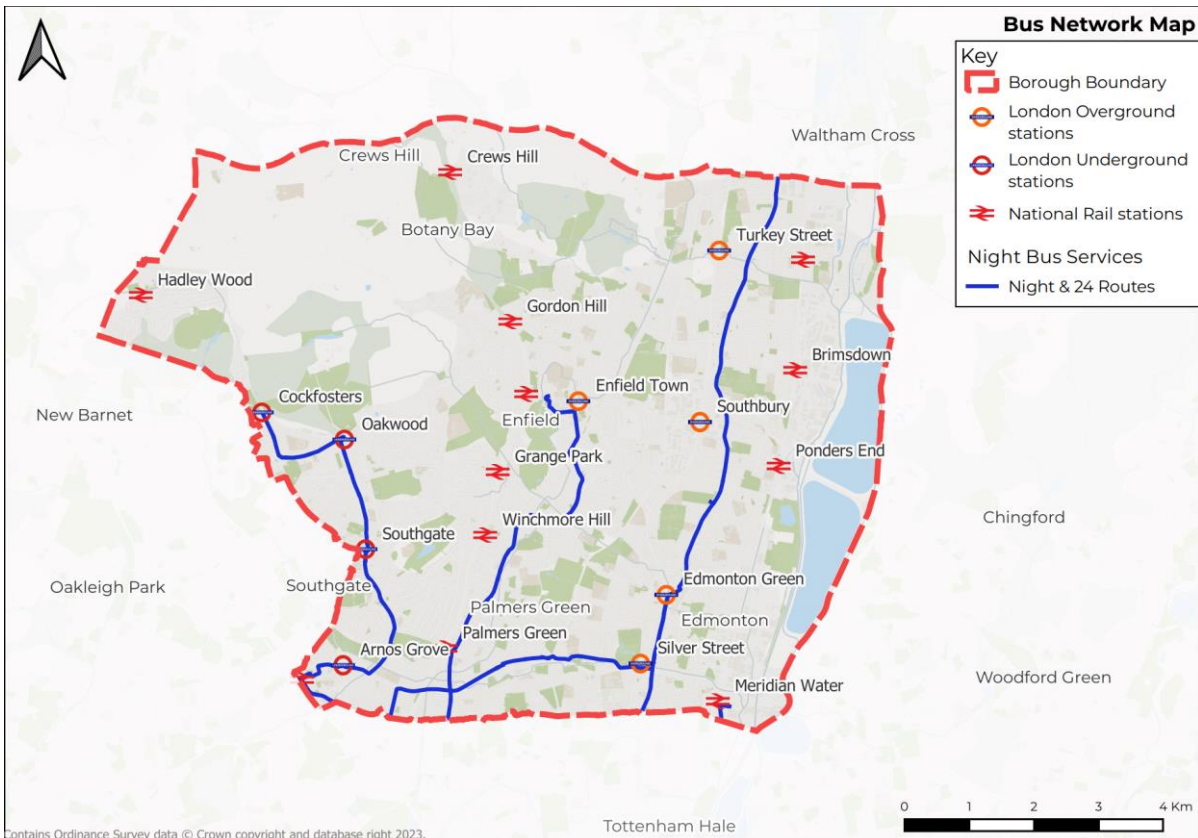


Figure 5



Transport Providers

13. The table below summarises the roles and responsibilities of key agencies involved in public transport in Enfield:

TfL	Strategic transport authority for London Underground Services London Overground Services Bus Services (including Dial-a Ride) Taxi and private hire vehicle licensing
Network Rail	Ownership, operation and maintenance of rail infrastructure Setting timetables
DfT	Strategic and financial responsibility for railways Setting regulated fares
Govia Thameslink Railway	Train operator of Great Northern Services
Abellio East Anglia Ltd	Train operator of Lea Valley Greater Anglia services
Various bus operations	Operate buses for TfL – Arriva North London, Metroline etc.

14. LB Enfield is not a transport provider, however, it has specific roles in relation to public transport:

As highway and traffic authority:

- Provision of bus stops (with TfL)
- Provision of bus priority measures
- Supporting delivery of the Mayor's Transport Strategy

As planning authority:

- Developing planning policy to support public transport
- Assessment of impact of development on public transport networks and securing enhancements where necessary.

More generally:

- To advocate for improvements to public transport
- Funding for concessionary travel (approx. £7.8m in 2023/24)

Current Public Transport Schemes

- SL1 Superloop
15. The Superloop is a proposed network of 10 express bus routes aimed at improving connections and journey times between key outer London town centres, transport hubs and other key destinations.
16. The route relevant to Enfield is route SL1, running between North Finchley and Walthamstow and partly following the route of the existing 34 bus route. The new route is planned to start on 9 December 2023, with the

entire loop expected to be complete by spring 2024 (apart from route SL4, which will start when the Silvertown Tunnel opens in 2025).

- Hail & Ride Conversion
17. The introduction of low-floor buses fitted with ramps for wheelchair access throughout London, has led to a requirement for appropriate kerbside access at bus stops. Unless all stops along a bus route are equally accessible, passengers may be unable to board or alight a bus at their desired location and the potential benefits from low floor buses will be reduced. This hinders the public transport network being fully inclusive. The Equalities Act (2010) places a duty on both public transport operators and highway authorities to provide reasonable adjustments so that disabled passengers are not disadvantaged. Providing access between a low-floor bus (fitted with ramps) and the footway, is crucial to fulfilling these duties.
 18. Several bus routes in the borough continue to have sections of 'Hail & Ride', including routes W6, W9, 192, 377. A key disadvantage of Hail & Ride is the difficulty buses can face pulling up parallel to the kerb so that their ramps can be deployed, either because of parked cars or to low kerb heights. The Council has therefore been working with TfL to increase the number of accessible fixed stop, with works this year plan along sections of the 456 and the W6, with further works planned for 24/25.
- Bus Priority
19. Bus priority is needed because there is too much traffic on the network and too little capacity for it all to flow freely. Giving buses priority over cars recognises the bus's greater efficiency in the use of road space. Emphasis is placed on maximising the throughput of people, rather than the number of vehicles.
 20. In particular, bus priority contributes to:
 - ensuring that buses run to time;
 - reducing scheduled running times, to help make buses more competitive with cars;
 - improving reliability, e.g., consistency of journey times;
 - avoiding circuitous routing in traffic management systems; maintaining good bus access, e.g., to town centres, and
 - increasing the bus's modal share of the travel market.
 21. Bus priority measure can take several different forms and include things such as:
 - Bus lanes
 - Exemptions from banned turns
 - Bus gates
 - Selective vehicle detection at traffic signals

22. A number of bus priority measures are currently being progressed:

Bowes Road N11	New eastbound bus lane between Arnos Road and The A406
Fore Street N18	Increase in operational hours of northbound bus lane between borough boundary and A406
Green Lanes N13	Increase in operational hours of northbound bus lane between borough boundary and A406
Southbury Road/A10	Investigation into feasibility of bus lane on east/west approaches.
Lee Valley Road	Investigation into feasibility of bus lane on approaches to j/w A1055.
Mollison Avenue (between Lee Valley Road and Stockingswater Lane)	Investigation into feasibility of bus lane

Current Rail Issues

- **Great Northern Services**

23. GTR operate the Great Northern Services serving western Enfield, operating into Moorgate from Stevenage and Hertford North via Crews Hill, Gordon Hill, Enfield Chase, Grange Park, Winchmore Hill and Palmers Green. In addition, services also run into Moorgate from Welwyn Garden City via Hadley Wood and New Southgate.
24. The key issue relating to these services is the reduction in off-peak service frequency post-Covid, which remains at just 2tph. With passenger numbers still below pre-pandemic levels, it is understood that GTR have no immediate plans to increase the off-peak service frequency.
25. On a more positive note, works to introduce lifts at Palmers Green Station are due to commence early next year, enabling step-free access between street and platform levels.

- **London Overground Services**

26. London Overground runs services into and out of Liverpool Street, splitting to the north of Edmonton Green, with one branch continuing to Enfield Town and the other to Cheshunt.
27. The service pattern in peaks is 4 tph on the Enfield Town branch and 2 tph on the Cheshunt branch. However, the Enfield Town branch drops to just 2 tph off-peak, fails to meet a turn-up and go, metro style service and the Council and other stakeholders have been lobbying for.
28. In the short-term TfL's priority is to even out the services between trains during peak periods. In the medium term, TfL are looking into the feasibility of operating a 3 tph service off-peak on both the Enfield Town

and Cheshunt branch. However, the implementation of this change is dependent on the outcome of the feasibility study and funding being available.

Underground Services

29. New trains are due to start replacing the existing rolling stock from 2025. Once the 94 new trains have replaced the 86 existing trains, TfL will be able to increase the number of trains through central London from 24 to 27 per hour. The number of passengers that can be carried on the Piccadilly Line is estimated to increase by up to 23%.
30. To support the new trains the existing depot at Cockfosters is being built to maintain the trains and provided additional stabling track and cleaning facilities.
31. Arnos Grove station is one of 10 priority underground stations being assessed to understand the best way to deliver step-free access, taking into account costs, benefits, funding opportunities and impact on customers. Subject to funding being identified and outcome of feasibility studies, this could mean the works to make the first of these stations step-free completing in 2026.

- **Greater Anglia Services**

32. Greater Anglia runs services through the Lea Valley Line, from Hertford East and Broxbourne into either Liverpool Street or Stratford. The stopping pattern varies at each station:

	Peaks (tph)	Off-Peak (tph)
Enfield Lock	4	3
Brimsdown	4am/2pm	2
Ponders End	2	2
Meridian Water	4am/2pm	2

33. Further service improvements are dependent on additional track being provided.

Extension of 456 to Crews Hill Station

34. TfL [published](#) a post implementation review of the new 456 service. Amongst other things, this considered the feasibility of extending the 456 from its current terminus at Rosewood Drive to Crews Hill Station. An extract from the report is include as Appendix 1, but the overall conclusion was that:

“Extending route 456 to Crews Hill Station with existing resource would result in low recovery times on all days in all time periods with the exception of the morning and the peak hour on Saturdays and the morning and evening on Sundays. An additional bus in the schedule would need to operate at all other times to maintain a reliable service. This has an estimated cost of £180,000 per annum.”

The forecast 180 new trips generated as a result of an extension to Crews Hill Station would not be sufficient to justify the cost associated with an extension. As such, TfL does not have current plans to extend the service”.

Relevance to Council Plans and Strategies

- **Council Plan**

35. The Council Plan sets out how we are investing in Enfield to deliver positive outcomes for our communities. It explains our plans for 2023 to 2026. The priorities are:
 - Clean and Green Places
 - Strong, healthy and safe communities
 - Thriving children and young people
 - More and better homes
 - An economy that works for everyone.
36. Given that Transport is an enabler for all these priorities, there needs to be strong links to the Council plan.

- **Local Plan**

37. The Local Plan sets out the Council’s vision and a planning framework for the future development for the Borough, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure. It also acts as a basis for safeguarding the environment, adapting to climate change, and securing good design. It is a critical tool in guiding decisions about individual development proposals and for considering whether applications can be approved. It includes a section on travel and transport and several policies related to development’s impacts on transport and vice versa.

- **Climate Action Plan**

38. In summer 2019, the Council signed a Climate Emergency Pledge, which commits it to:
 - Making Enfield Council a carbon neutral organisation by 2030.
 - Divesting the Council from investment in fossil fuel companies.
 - Only using environmentally friendly products where we are able to do so.
 - Making our supply chain carbon neutral through ethical procurement.
 - Working with local partners and communities and positively promote changing behaviours in Enfield to limit activities scientifically linked to climate change.

39. 39% of the Boroughs emissions come from transport, making it the highest emitter of CO2. As a result there are a number of Transport related policies and actions within the plan.

- **Transport Plan & Local Implementation Plan**

40. These two documents set out the Transport Strategy and Policies for the borough. The Local Implementation Plan (LIP) is the statutory version based of specific TfL guidance and is required to comply with the Mayor's Transport Strategy. The Transport Plan is a non-statutory plan, which allows for a more local/nuanced set of policies, although both documents are similar in what they say.

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Appendices

Extract from TfL's Route [456 Post-Implementation Review of Service](#).

Background Papers

No background papers have been used in preparation of this report.

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London Borough of Enfield

Report Title	Rewilding and Tree Planting
Report to	Environment Forum
Date of Meeting	5 th December 2023
Cabinet Member	Councillor Chinelo Anyanwu, Cabinet Member for Public Spaces, Culture and Local Economy
Executive Director / Director	Cheryl Headon, Acting Director of Leisure, Parks and Communities
Report Author	Ian Russell ian.russell@enfield.gov.uk
Ward(s) affected	Cockfosters, Ridgeway, Whitewebbs
Classification	Part 1 Public

Purpose of Report

1. To provide an update on rewilding and tree planting being carried out as part of the Enfield Chase Landscape Restoration project.

Background and Options

Beaver Reintroduction

2. This report follows the Portfolio Report PL 21/021 P – Enfield Beaver Reintroduction Project which is being delivered in partnership with Capel Manor College at Forty Hall Farm.
3. The pair of beavers that were introduced to the site in December 2022 have settled in very well as demonstrated by successfully raising a young kit – the first baby beaver to be born in London for 400 years. They have transformed the site dramatically by building dams, felling trees as well as creating a lodge to live in. The new wetland landscape they have created provides habitat for a wide range of wildlife including insects, amphibians, birds and small mammals.

4. To build on the successful establishment of the beavers it is now proposed to seek funding to improve the project from the Mayor of London's Rewild London fund. If successful, this will be used to expand the area of the beaver enclosure to provide additional habitat and install a number of access and interpretation features to enhance opportunities for public engagement and learning.

Conservation Grazing

5. This report follows the Portfolio Report PL2223_023 – Introduce Conservation Grazing to Selected Parks in Enfield which is being delivered at Forty Hall Park in partnership with Capel Manor College who manage Forty Hall Farm next door.
6. Conservation grazing uses lower stocking densities than traditional grazing, this reduces competition from faster growing vegetation and creates varied sward heights which cannot be achieved with mowing, helping to restore wildflower meadows that support a much wider variety of insects, birds and small mammals. The project also restores historical land management practices and reduces the use of heavy machinery which will mitigate the risk of damaging archaeological artefacts within the Forty Hall Scheduled Ancient Monument site.
7. The cattle at Forty Hall have now been grazing a small area for several weeks as part of Phase 1 of the 12-month trial. As this has gone well it is proposed to extend the grazing area across a larger region of the park in accordance with the project plan.

Wetlands

8. Further rewilding measures are being implemented through the creation of wetland habitats at key locations. As well as providing valuable habitat for a wide range of wildlife these wetlands will slow the flow of water by storing it and releasing it slowly – this helps to reduce the risk of flooding in urban areas downstream and also cleans the water by filtering out pollution. Where appropriate wetlands are being integrated into the new woodlands – see section below on tree planting for further information.

Landscape Recovery

9. This report follows the Portfolio Report PL2223_001 – Enfield Chase Landscape Recovery Project which describes the proposals to investigate opportunities for landscape restoration measures in rural areas of Enfield by working with land managers in parks and tenanted farms to evaluate the potential restoration of rivers, wetlands, woodland and grassland habitats with the ambition to reduce downstream flooding, improve water quality, create and improve habitats for wildlife and reconnect people with nature.
10. Over the next 18 months Enfield Council will be working with partners including Thames21, tenant farms (such as Capel Manor College/Forty Hall Farm, Beech Barn Farm, Botany Bay Farm and Chase and Slopers

Pond Farm), Herts and Middlesex Wildlife Trust, the Environment Agency, Natural England and The Rivers Trust, to develop a series of plans for the long-term restoration and enhancement of the rural estate, these will include:

- Project Management and Governance Plan – agreement on the processes and services that will support delivery of the scheme
- Monitoring and Evaluation Plan – a robust monitoring, evaluation and learning strategy
- Stakeholder Engagement Plan – raise awareness of the project among local stakeholders and enable them to raise their views
- Site Access Plan – review existing access and identify opportunities for improvement, includes development of a recreation and health infrastructure strategy
- Blended Finance Plan – agreement of how and what private and public funds are involved in the project
- Land Management Plan – a description of what the project is expecting to achieve across the whole site over the lifetime of the agreement and beyond, including analysis of potential carbon emission reductions and offsetting opportunities.

Tree Planting

11. This report follows the Portfolio Report PL 22/081 P – Enfield Chase Restoration Project Woodland Creation Year 3 which led to the creation of a 20-hectare area of woodland on land that was formerly part of Rectory Farm. This most recent phase of woodland creation involved planting 34,000 trees and was carried out in early 2023. In combination with the first two years of the woodland creation project, which involved planting 100,000 trees over a 60-hectare area, this means that a total of 134,000 trees have been planted in the Enfield Chase area since 2020 to create 80 hectares of new woodland.
12. The new woodlands require management to ensure they establish successfully. A new Woodland Officer role has been created to carry out this work with funding support from the Forestry Commission. The Woodland Officer has been working with volunteers such as the Friends of Enfield Chase to carry out a range of tasks to help the new trees establish. A significant amount of tree planting is planned for this winter, potentially up to 10,000 trees, in areas where trees have not established successfully. It is always expected that not all the young trees will survive; however, the drought of Summer 2022 resulted in higher tree losses than would normally be expected so a larger programme of re-planting is needed this year.
13. Future phases of woodland creation are currently being explored. This involves engaging with the Forestry Commission, woodland design experts, tenant farmers and other teams within the Council – this aspect is led by the Council's Blue and Green Strategy Board and the new Head of Rural Transformation who will be updating the Council's Rural Strategy over the coming months.

Relevance to Council Plans and Strategies

14. These projects are closely aligned with Priority 1 of the Council Plan, which aims to enhance biodiversity and protect our parks, open spaces, woodlands, watercourses, wetlands, trees and shrubs. By improving biodiversity, reducing the impact of pollution and flooding and encouraging people to spend more time in Enfield's parks and open spaces they also contribute to measures in the Council's Climate Action Plan, Local Flood Risk Management Strategy and Blue and Green Strategy.

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Appendices

None

Background Papers

The following Portfolio Reports provide further information about the projects described in this report:

- PL 21/021 P – Enfield Beaver Reintroduction Project
- PL 22/081 P – Enfield Chase Restoration Project – Woodland Creation Year 3
- PL2223_001 – Enfield Chase Landscape Recovery Project
- PL2223_023 – Portfolio Report to Introduce Conservation Grazing to Selected Parks in Enfield

Rewilding and Tree Planting

Environment Forum

5th December 2023





Forty Hall Estate Beaver reintroduction

- All signs indicate that the new arrival has settled in very happily



Conservation Grazing Forty Hall

- 12 month trial commenced in Summer 2023

Conservation Grazing Forty Hall

- Key benefits:
 - Promotes improved diversity of grass species
 - Restores ecological processes – benefits insects such as ants and beetles, plus birds and small mammals
 - Restoration of historical land management practices
 - Reduction in the use of heavy machinery (including reduced risk of damaging archaeological artefacts within the Forty Hall Scheduled Ancient Monument site)
- Next steps:
 - Expand grazing area at Forty Hall





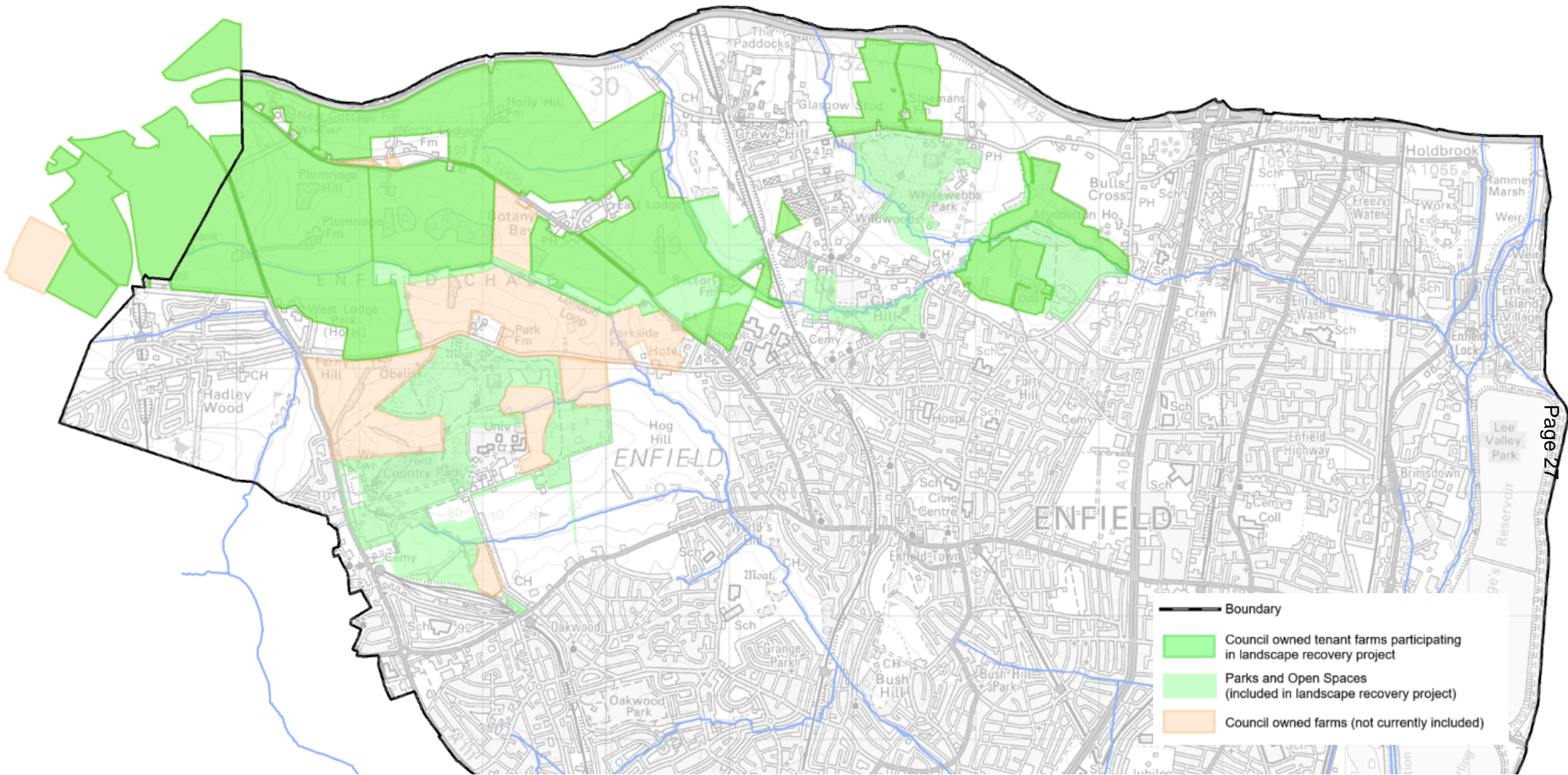
Rural SuDS Rectory Farm

- Ponds and wetlands are under construction as part of the Natural Flood Management programme



Rural SuDS Rectory Farm

- Ponds and wetlands are under construction as part of the Natural Flood Management programme



Enfield Chase Landscape Recovery

- 18 month Project Development Phase commenced in Summer 2023

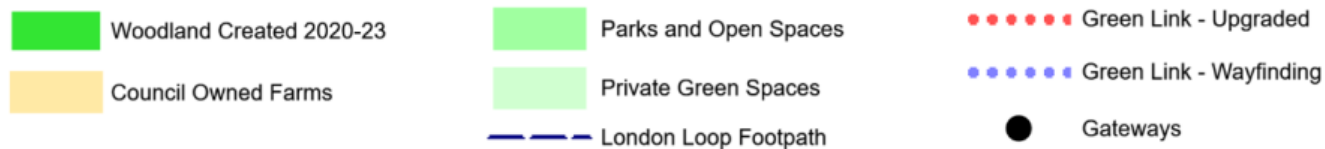
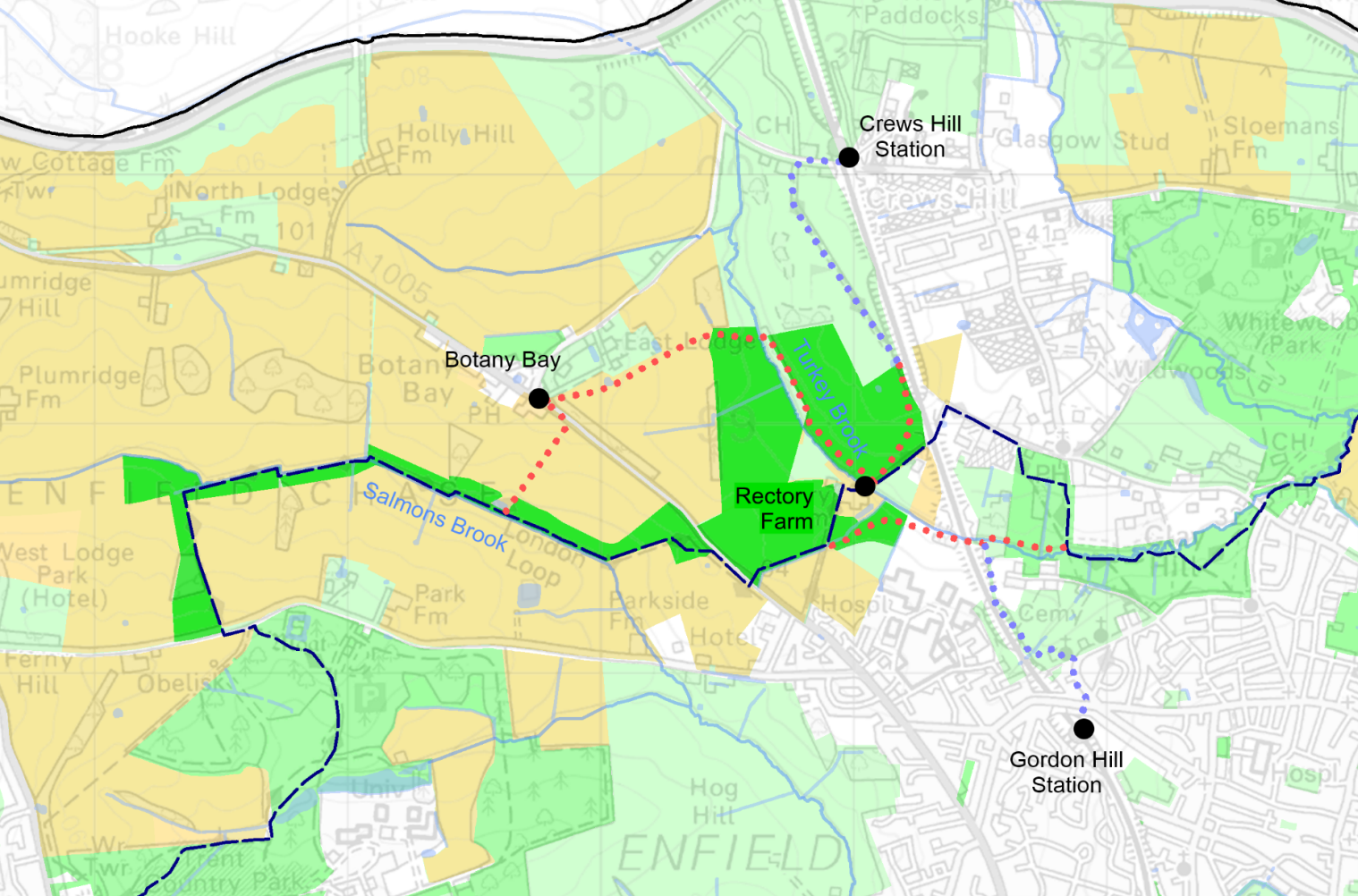
Enfield Chase Landscape Recovery

- Landscape Recovery is one of 3 new Environmental Land Management Schemes (ELMS) supported by Defra:
 - Sustainable Farming Incentive
 - Local Nature Recovery
 - Landscape Recovery (minimum 500 hectares)
- The **Enfield Chase Restoration Project** has been selected as a 2-year pilot to develop a Landscape Recovery scheme
- Enfield Council's rural landholdings comprise over 1,500 hectares of land in the north-west of the borough
- The ambition is to restore a significant proportion of this land for nature to benefit people and wildlife
- We are working with farmers to identify opportunities to restore nature alongside farming
- Partners include Thames21, The Rivers Trust, Environment Agency and Herts and Middlesex Wildlife Trust
- Measures under consideration include:
 - Restoring the natural courses and condition of rivers and streams
 - Reconnecting floodplains
 - Creating a mosaic of habitats
 - Restoring wetlands
 - Creating and improving woodlands



Enfield Chase Woodland Creation

- Proposals for the next phase of tree planting are in development



Enfield Chase Eastern Gateway

- £1m funding secured to carry out next phase of access improvements
- Linking new woodlands to urban areas and transport hubs

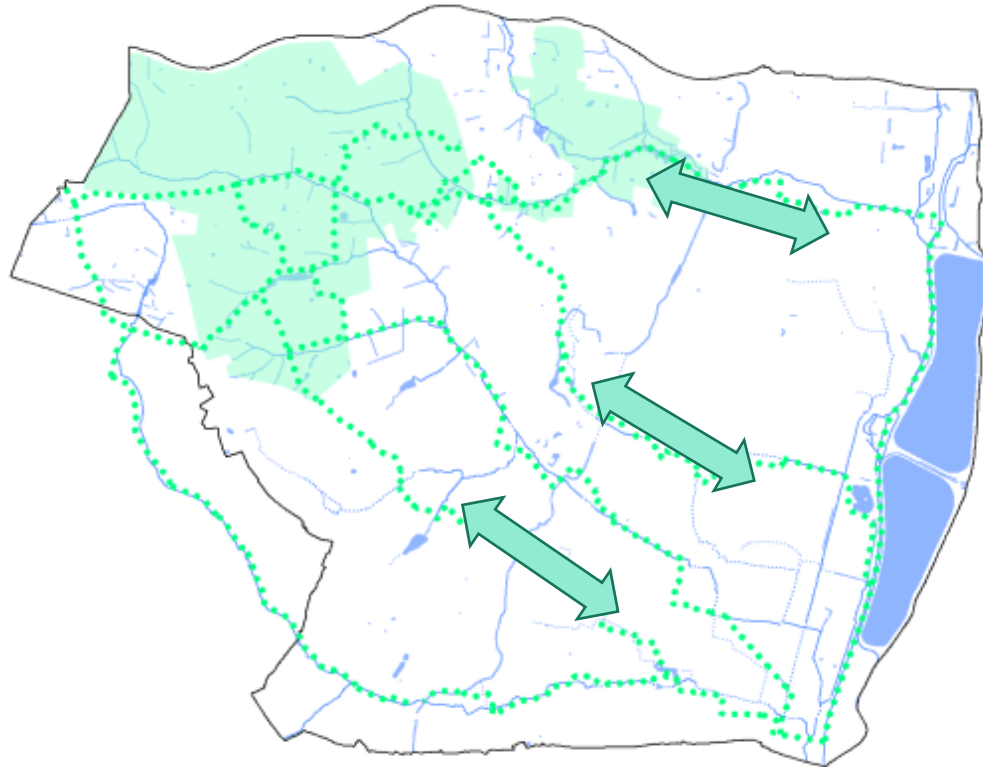


Enfield Chase Emerging Vision

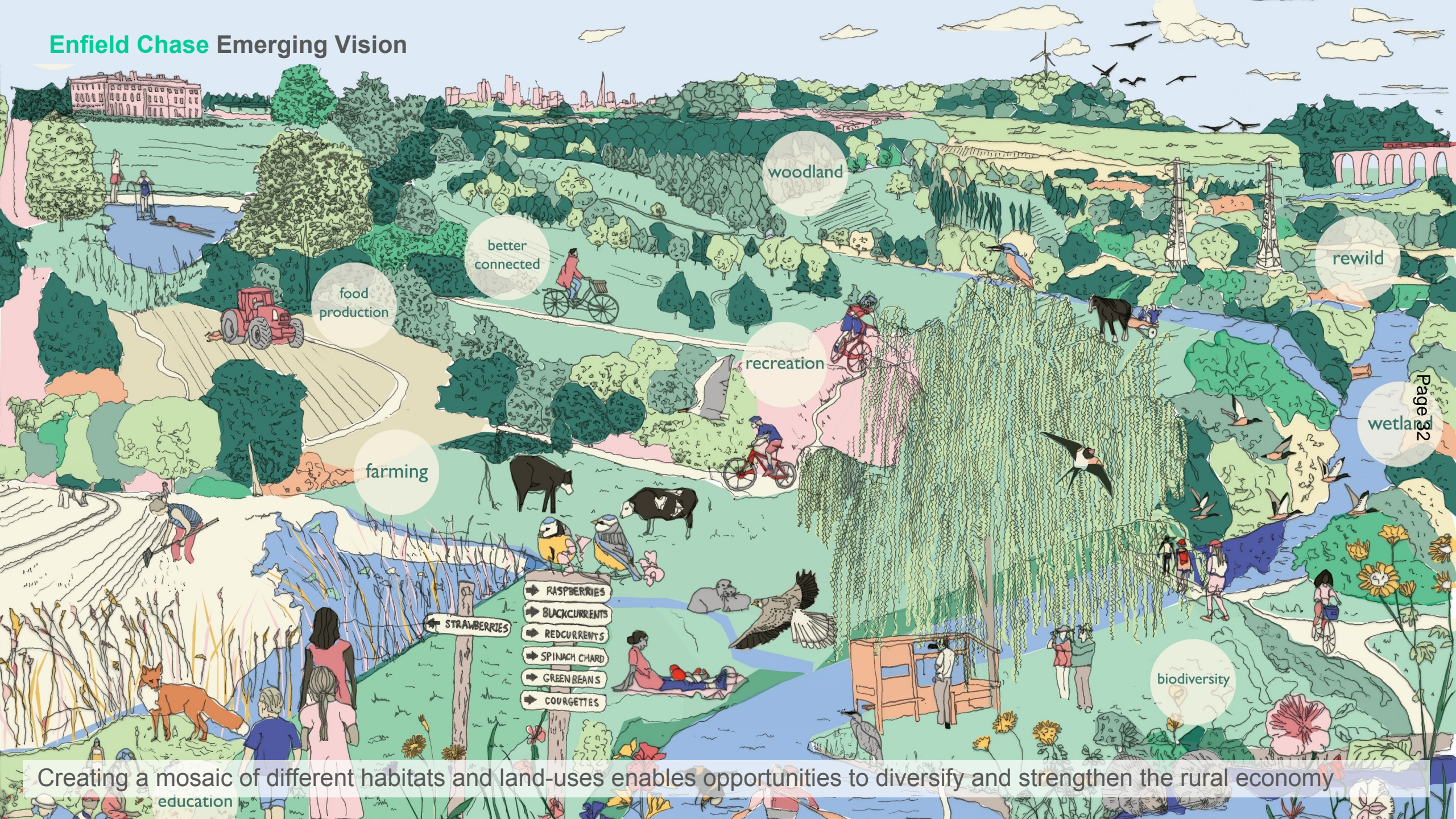
- Restoring the landscape of Enfield Chase to a more natural state creates a wide range of opportunities to benefit people and wildlife

- Key measures include:

1. Creating publicly accessible woodland
2. Restoring rivers and wetlands
3. Reintroducing species such as beavers and large herbivores
4. Improving access by creating a network of footpaths and cycleways linking to public transport and urban areas in the east of the borough



Enfield Chase Emerging Vision



woodland

better connected

food production

recreation

rewild

farming

wetland

biodiversity

Page 32

Creating a mosaic of different habitats and land-uses enables opportunities to diversify and strengthen the rural economy

education

2023 Ashden Awards

Ashden Award for Local Nature Recoverers

Winner

Enfield Council and Thames21 UK



In North London, **Enfield Council** and environmental charity **Thames21** have protected communities from extreme weather by bringing new life to neglected waterways.



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London Borough of Enfield

Report Title	Update on Enfield's Local Plan progress
Report to	Environment Forum
Date of Meeting	5 December 2023
Cabinet Member	Cllr N. Caliskan
Executive Director / Director	Simon Pollock, Interim Executive Director of Environment and Communities Brett Leahy, Director of Planning and Growth
Report Author	May Hope (may.hope@enfield.gov.uk)
Ward(s) affected	All

Purpose of Report

1. This report aims to provide members with a comprehensive update on the ongoing development and progress of the New Enfield Local Plan (ELP) as it advances through the various stages of planning. Enfield Council is currently in the process of updating its existing Local Plan, which is a crucial document that will guide the spatial development of Enfield Borough up to and beyond 2041.

Background

2. The New Enfield Local Plan holds significant importance as it must address the amount, types, and timing of future developments required in the Borough. Importantly, it outlines how this growth will be achieved sustainably, ensuring the preservation and enhancement of the Borough's unique character.

Legal framework

3. The plan-making process operates within a framework of English planning legislation and policy. At the highest level are the National Planning Policy Framework (NPPF, 2021) and the National Planning Practice Guidance (NPPG), both of which dictate government planning policies for England.

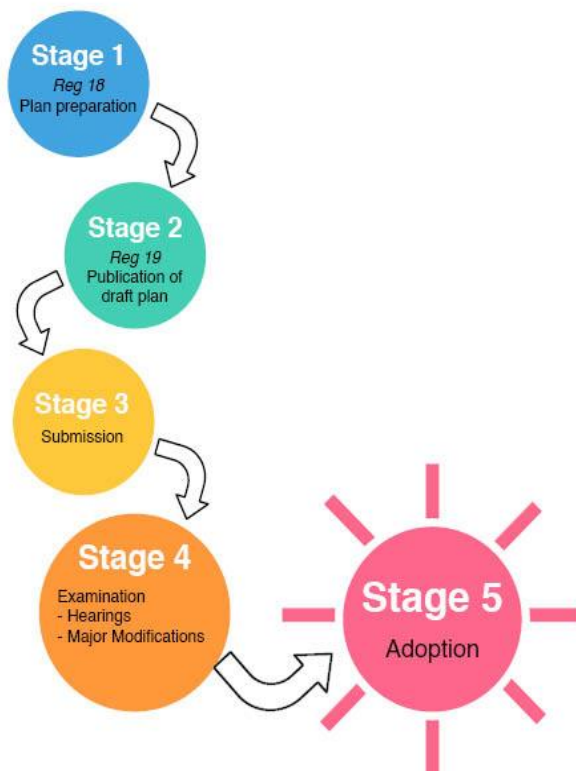
Local authorities must follow the NPPF unless local evidence justifies a different approach. In addition, the Town and Country (Local Planning) (England) Regulations 2012 outline the planning processes.

Alignment with the London Plan

- The Local Plan must align with the London Plan, prepared by the Mayor of London. General conformity with the London Plan is required, unless local evidence necessitates a different approach. The London Plan is a vital component of the Borough's development plan and provides the spatial development strategy for Greater London.

Current Plan Making stage

- Enfield is currently at Stage 2 of the planning process, which represents the publication stage. At this point, the Council considers the ELP's final version, and public consultation is no longer focused on shaping the document's content. Instead, it allows interested parties to provide feedback on the draft plan and supporting information before submission to the Secretary of State. An independent Inspector will subsequently assess the plan during the examination stage, taking into account the comments received in the previous Main Issues and Preferred Approaches consultation held in June 2021.



Legal compliance and soundness

6. At the Examination in Public, the Council will seek representations on behalf of the Secretary of State, assessing legal compliance, compliance with the Duty to Cooperate, and the four tests of soundness. These tests ensure that the plan is positively prepared, justified, effective, and consistent with national policy as outlined in the NPPF.

Development of the Plan

7. The plan-making process began with the preparation of Issues and Options in late 2018/early 2019, focusing on exploring broad issues and options without indicating the Council's preferred approach. The subsequent Regulation 18 consultation document, published in June 2021, represented an advancement, setting out a preferred level of growth, spatial strategy, and related policies. Multiple public consultations were held, detailed in the consultation statement, to gather input from the community.

Informed by National Policy and community engagement

8. This submission document is informed by national policy, the London Plan (LP2021), the Council's strategic vision from the Council's Plan, the Evidence Base, and ongoing engagement with specific consultation bodies, organizations, and the local community.

Main considerations for the Panel

9. Looking ahead, the Borough faces numerous challenges related to climate change, biodiversity, shifting consumer preferences, and the housing crisis. There are spatial disparities within the Borough, affecting communities' access to quality public spaces and employment opportunities. The goal is to achieve sustainable growth while preserving the unique qualities of Enfield's neighbourhoods.

Conclusions

10. Enfield has the potential to address these challenges proactively, becoming a carbon-neutral borough, enhancing biodiversity, and transforming its high streets into multifunctional hubs. Growth can level disparities within the Borough and provide opportunities for all residents. By building walkable communities and augmenting the housing supply, Enfield can evolve into a healthier and more equitable place, providing a good quality of life for its residents.

Relevance to Council Plans and Strategies

11. The proposed plan closely aligns with Enfield Council's overarching priorities and strategies, demonstrating a significant contribution to the Council Plan (2023 – 2026), particularly under the 'Clean and green places' initiative. It emphasises a multi-disciplinary approach that encompasses biodiversity, cleanliness, active travel promotion, waste reduction, and carbon emissions mitigation.

12. The Vision is intrinsically linked with sustainability, climate responsiveness, and the aspiration for carbon neutrality. Moreover, it targets health inequalities, envisions the creation of liveable public spaces and green experiences, and places a strong emphasis on the development of zero-carbon infrastructure and sustainable waste management practices.

13. Notably, it envisions the establishment of a green corridor in northern Enfield, along with enhancements in rural areas, aligning with the goal of 'More and Better Homes,' providing affordable, climate-resilient housing options. In addressing spatial disparities and promoting diverse housing choices, the plan is inherently tied to the Council's objectives under 'Strong, Healthy, and Safe Communities' and 'Thriving Children and Young People,' actively fostering inclusivity and driving economic growth within the Borough.

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