

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](#)

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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

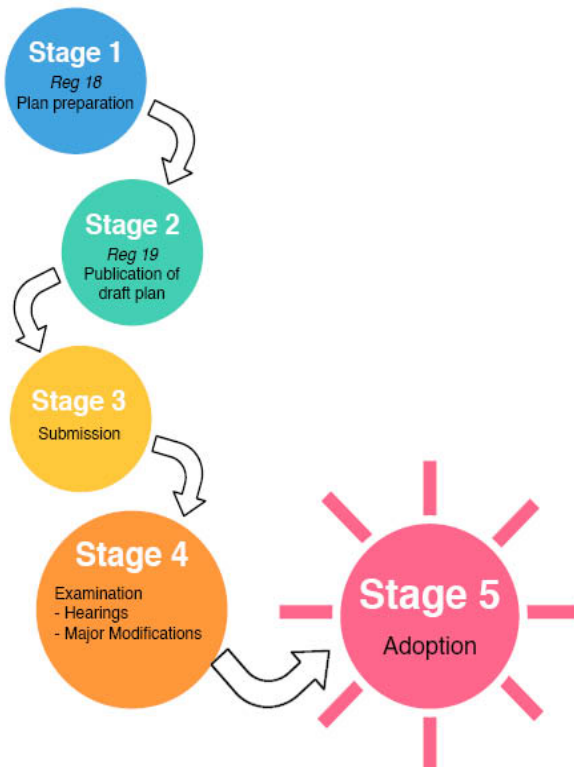
- 1.1 Enfield Council is in the process of updating its adopted Local Plan. The New Enfield Local Plan (ELP) is an important document that will guide the future spatial development of Enfield borough up to 2039, and beyond.
- 1.2 The plan has to consider the amount and types of future new development 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

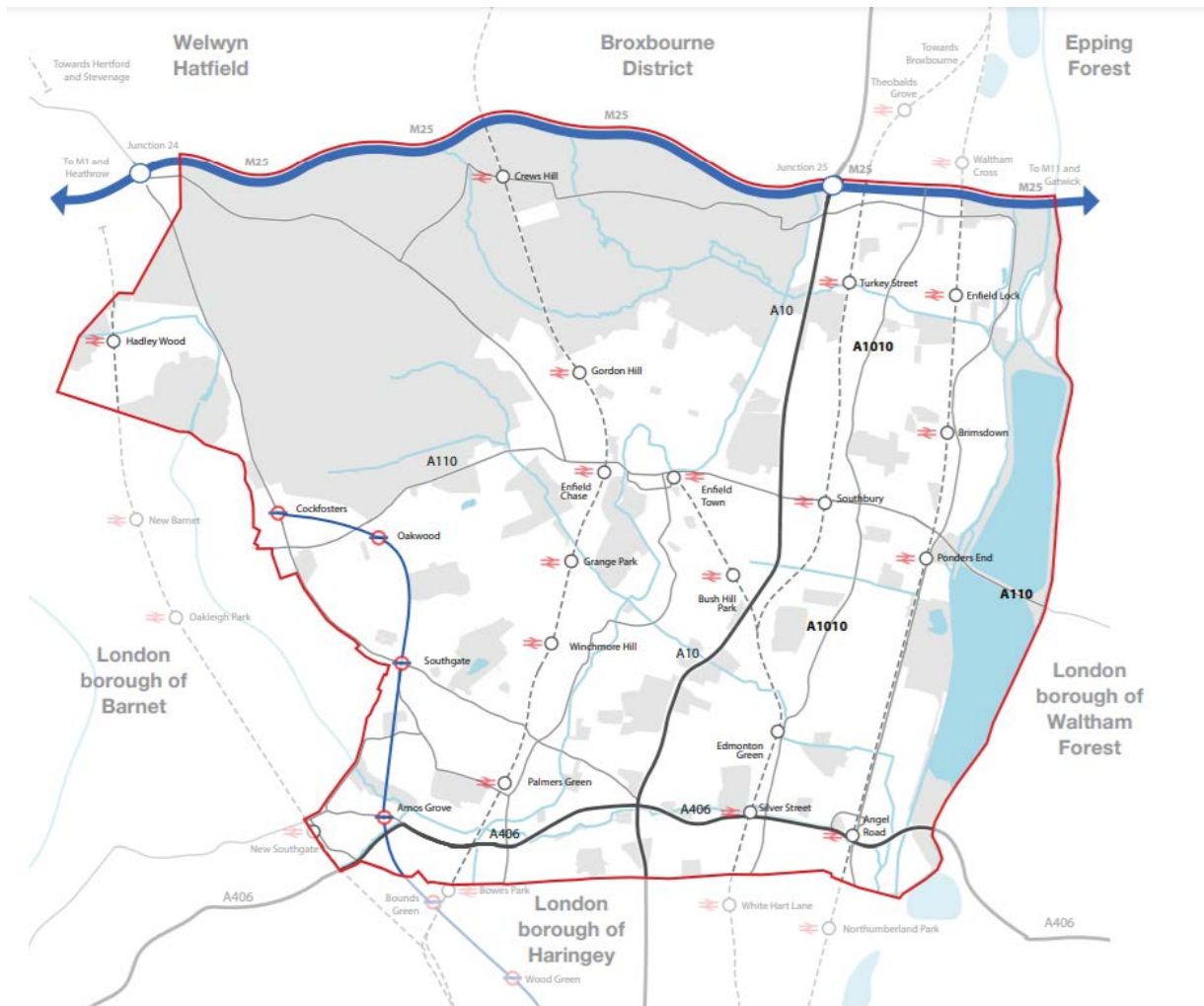


Figure 2.1: The London borough of Enfield

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.

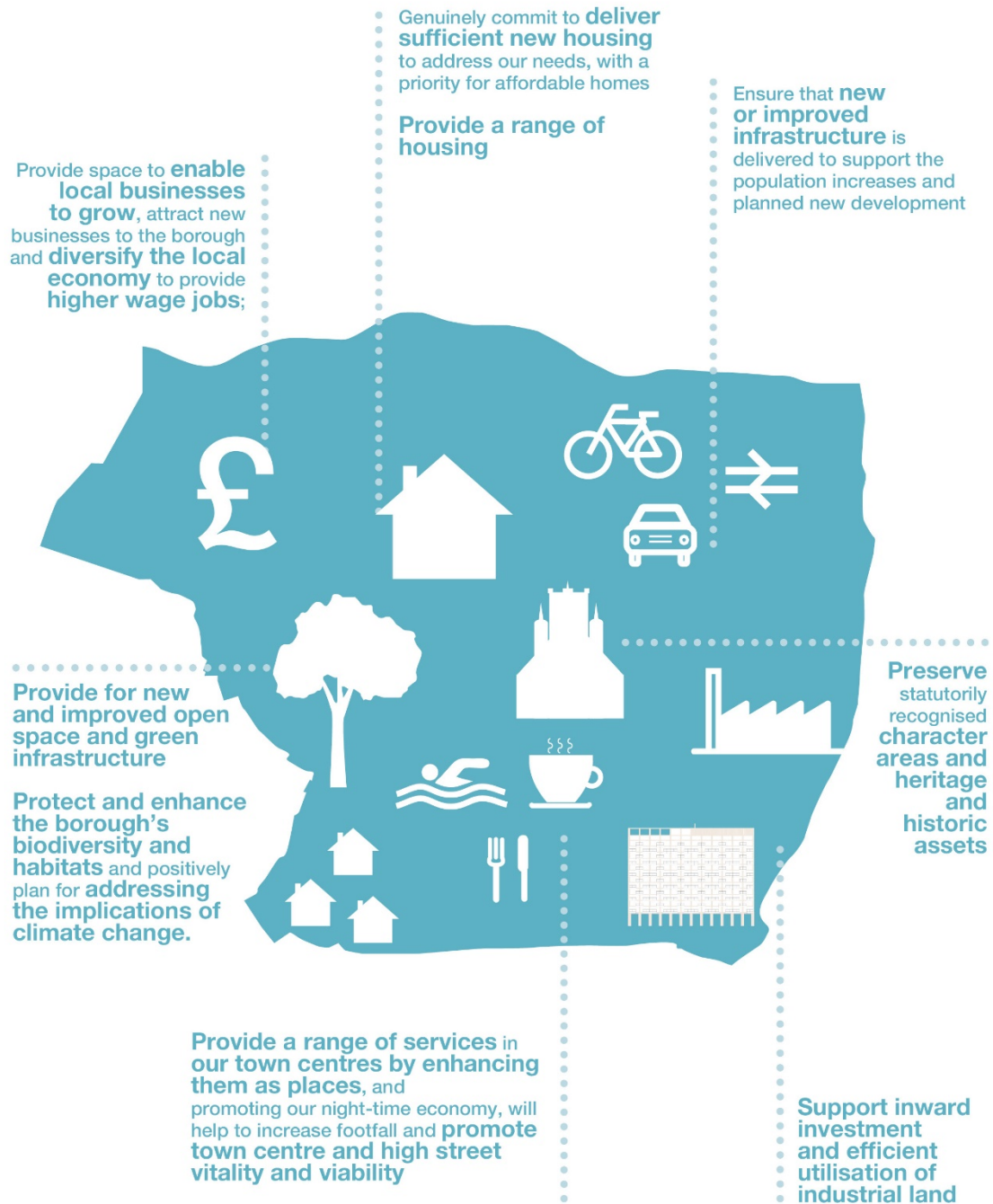


Figure 2.2: Challenges in Enfield

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'.

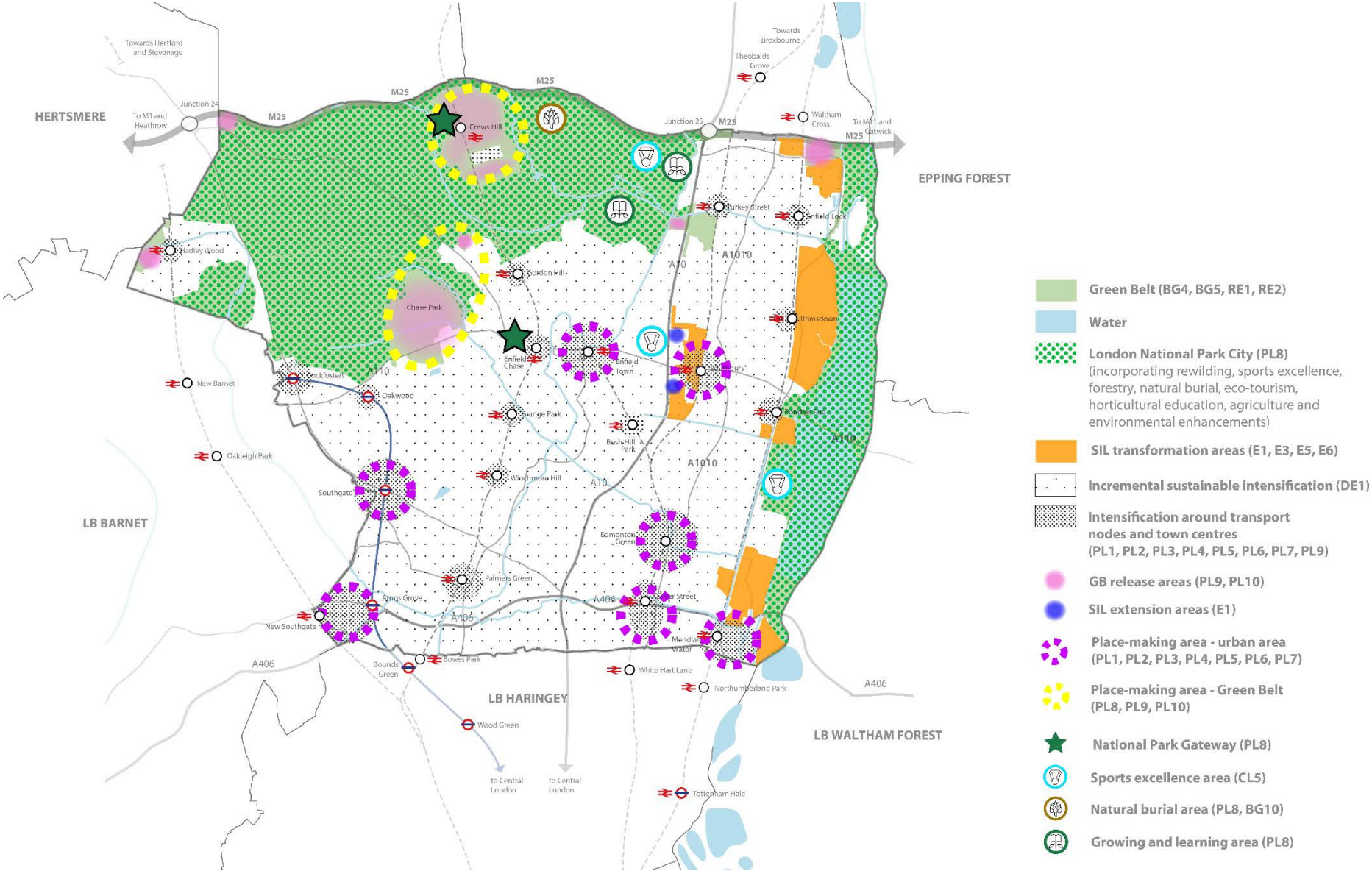
2.4.2 The Council's preferred spatial strategy is outlined in Policy SP SS1 and in the key diagram. It seeks to provide a sustainable spatial response which balances the need for ambitious levels of growth with a desire to ensure that it is socially and economically inclusive and environmentally sustainable. 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



- Green Belt (BG4, BG5, RE1, RE2)
- Water
- London National Park City (PL8)
(incorporating rewilding, sports excellence, forestry, natural burial, eco-tourism, horticultural education, agriculture and environmental enhancements)
- SIL transformation areas (E1, E3, E5, E6)
- Incremental sustainable intensification (DE1)
- Intensification around transport nodes and town centres (PL1, PL2, PL3, PL4, PL5, PL6, PL7, PL9)
- GB release areas (PL9, PL10)
- SIL extension areas (E1)
- Place-making area - urban area (PL1, PL2, PL3, PL4, PL5, PL6, PL7)
- Place-making area - Green Belt (PL8, PL9, PL10)
- National Park Gateway (PL8)
- Sports excellence area (CL5)
- Natural burial area (PL8, BG10)
- Growing and learning area (PL8)

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	<p>Majority of development accommodated west of the A10</p>	<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 uses 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

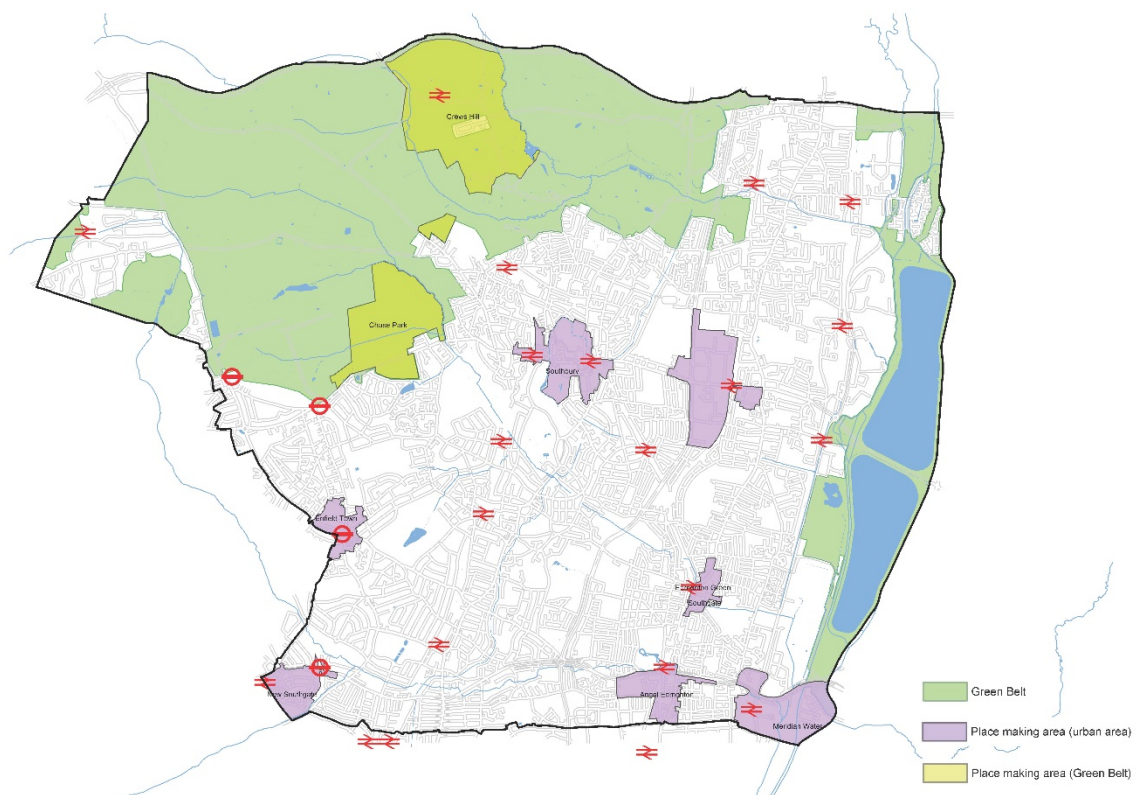
Introduction

- 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

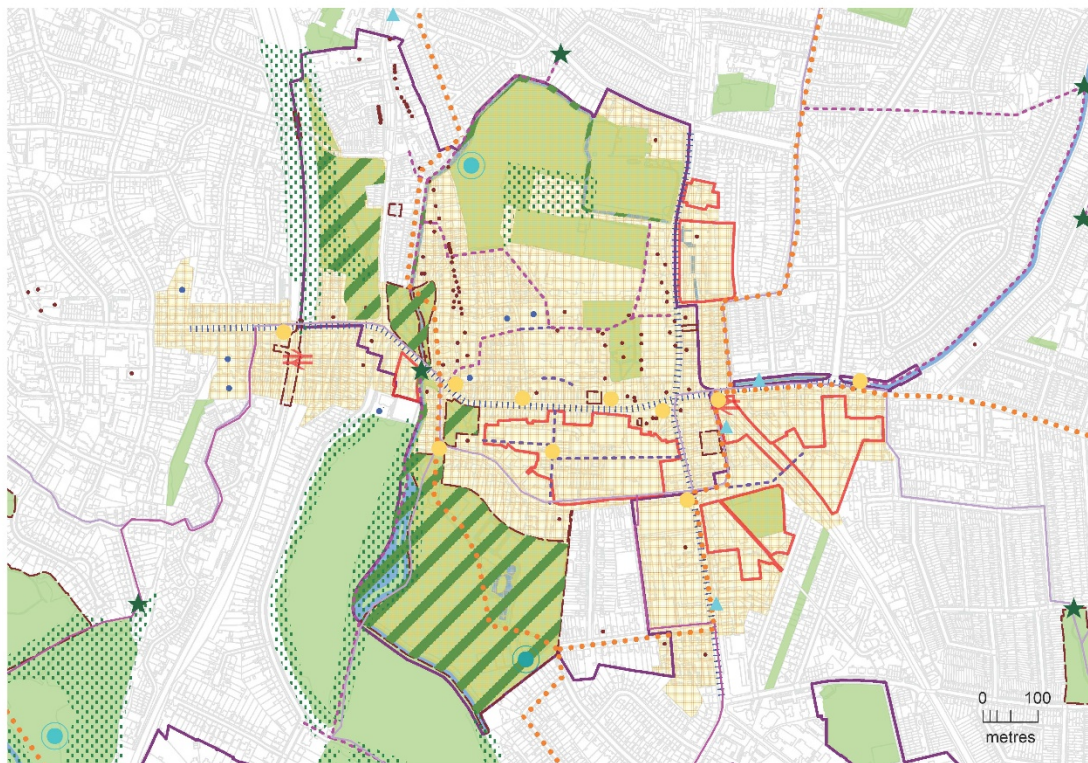
Context and Characteristics

- 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

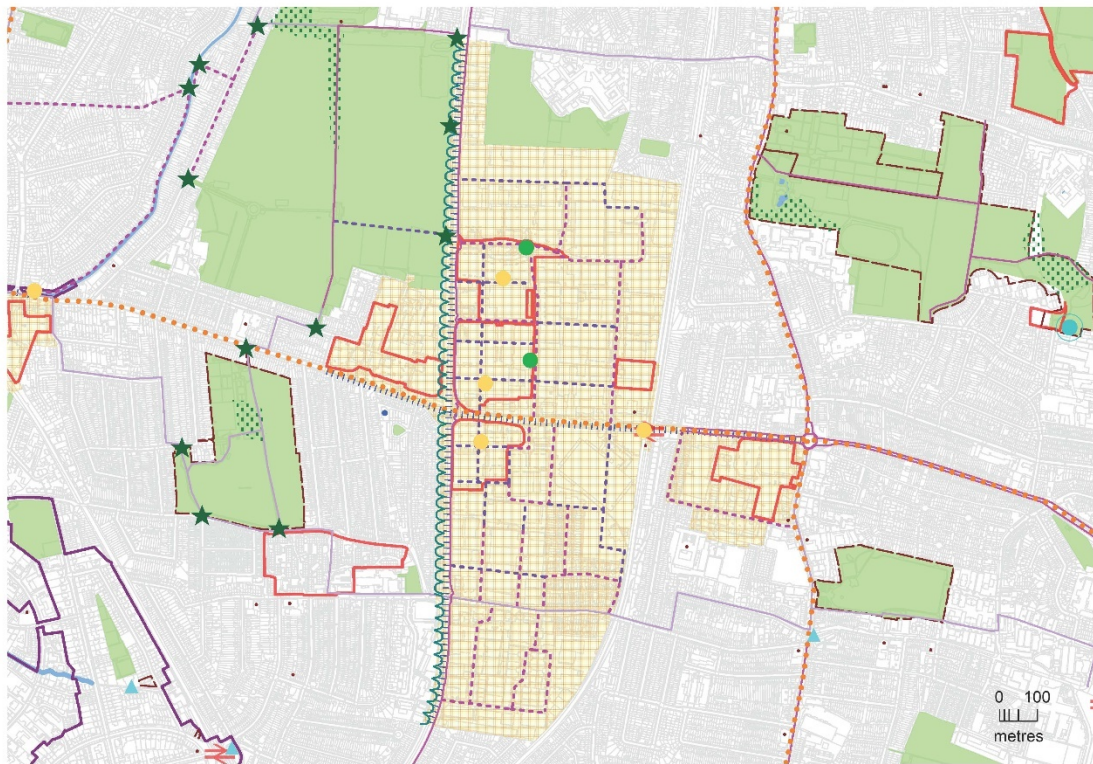
Context and characteristics

- 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

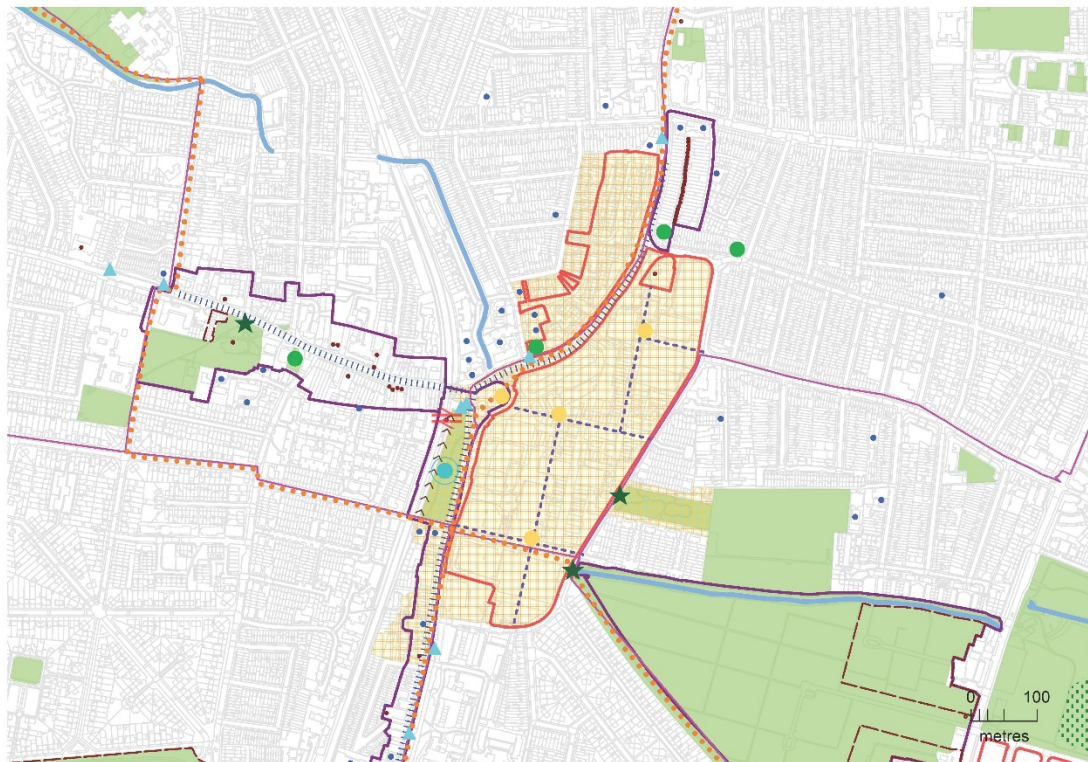
Context and Characteristics

- 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 to 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 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
-  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 its 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
-  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.

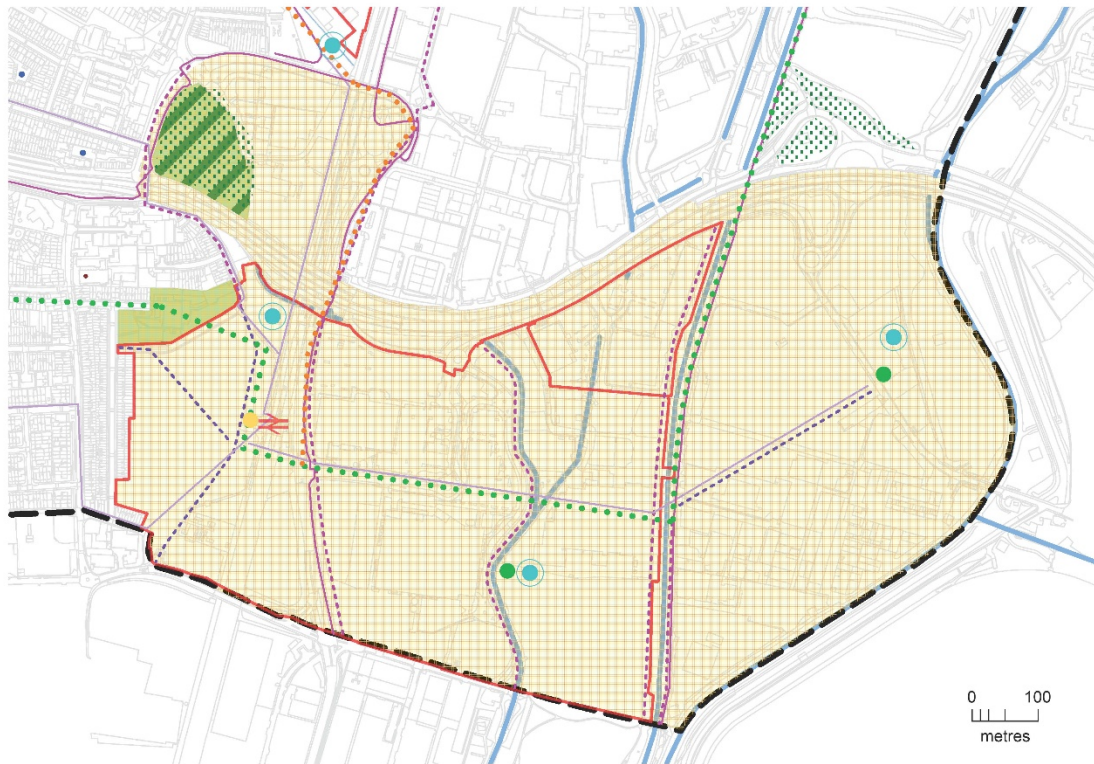
Meridian Water Placemaking Vision

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

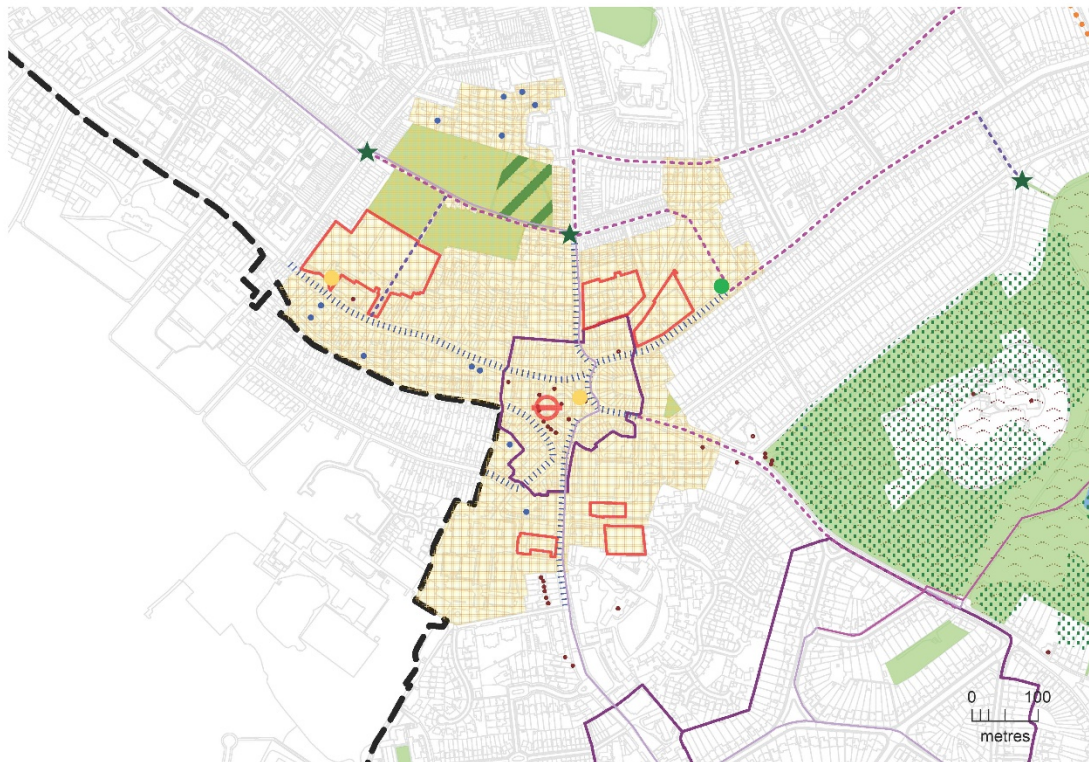
- 3.6.1 Southgate is one of the Borough's four district centres. It is in the south-western part of the Borough close to the boundary with the London Borough of Barnet, meaning that a significant proportion of its catchment is in Barnet as well as Enfield. It contains a mix of uses with a retail centre 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
-  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
-  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

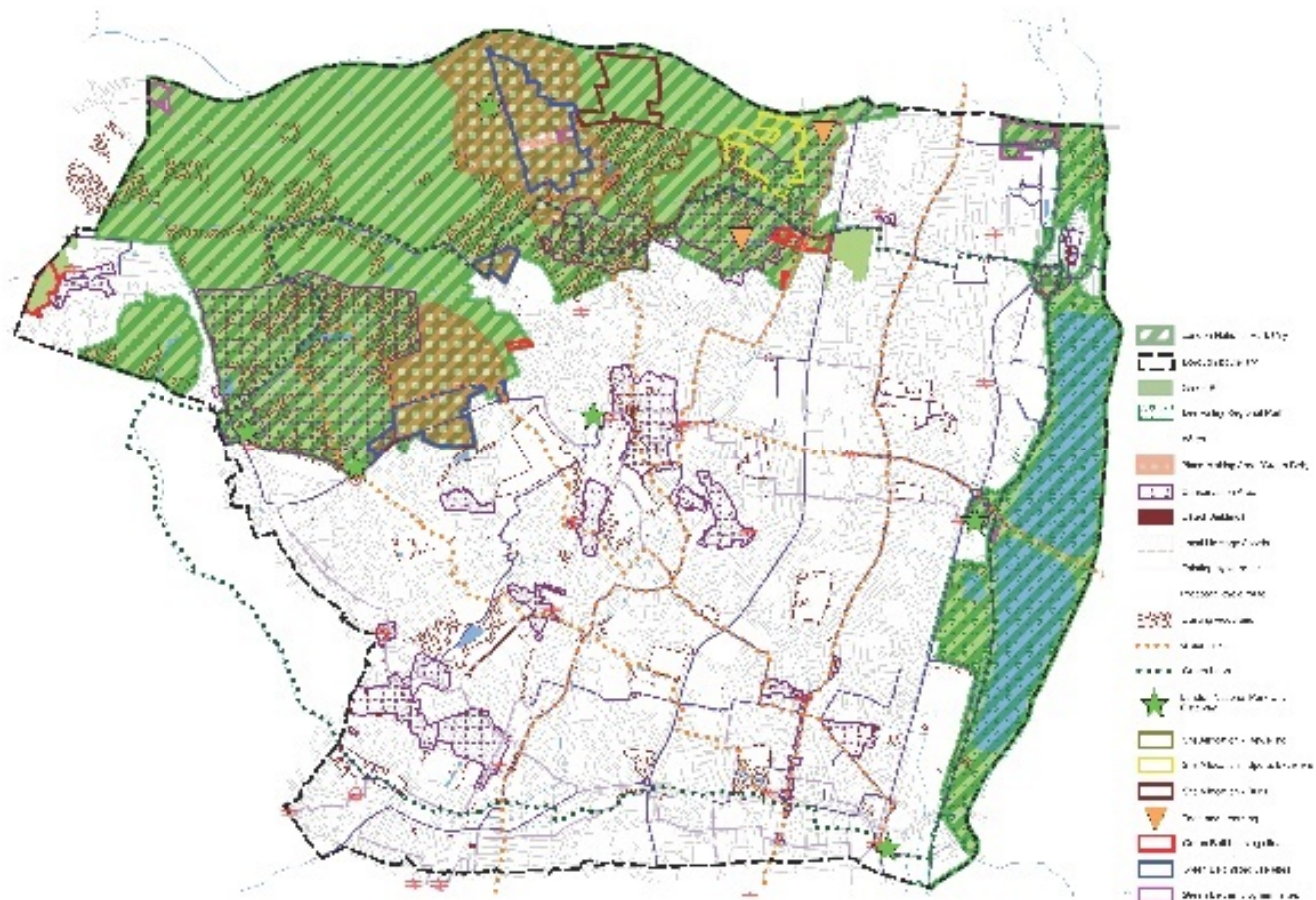
Context and Characteristics

- 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

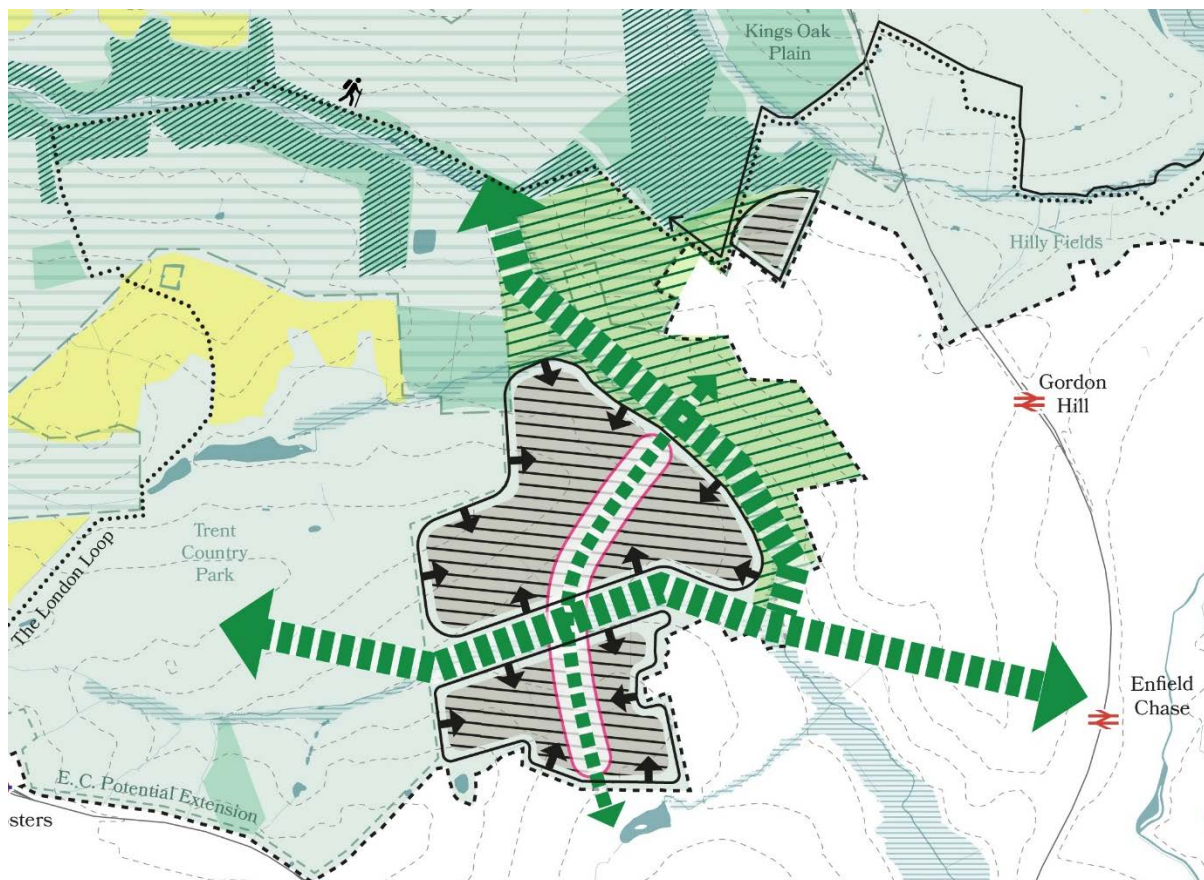
Context and Characteristics

- 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?