

## 4 The Placemaking Approach and Concept for Crews Hill

### Enfield North Context and Characteristics

- 4.1 Land to the north of the Borough comprising nearly entirely green belt accounts for approximately a third of the overall area of the Borough. While contrasting with many of the more intensely built up areas of the Borough, the green north is a significant contributor to the character and function of the Borough. The green north is a key asset to the Borough as it changes over the coming plan period and beyond



Figure 7: Key influences.

- 4.2 Historically, development to the north of London has been along corridors extending out from the centre. Coupled with this, radial (primarily road) routes have become established, defining London's structure of inner and outer rings, the outer most of these being the M25. The structure of character across Enfield broadly comprises corridors and concentric rings separated by radial road routes. The Borough is bounded to the north by the M25 -the outer London orbital route and most recently defined radial route. This is a significant factor in defining movement, development form and landscape continuity as the landscape to the north of Enfield transitions into the surrounding countryside to the north of London.
- 4.3 The relationship between built form and landscape varies across the northern margins of the Borough. In the east a more abrupt relationship exists between industrial land uses and the the Lee Valley landscapes. To the west around Hadleigh Wood suburbs of detached housing meets a mostly open landscape with long reaching views over relatively level countryside to the east. In between relationship with the green edge varies from the defined perimeter of Trent Park, greater publicly accessible green and wild spaces to the north of Gordon Hill at Hilly Fields and White Webbs, and the relationship with the formal landscapes like Forty Hall.
- 4.4 The Crews Hill area is positioned to experience a variety of these relationships by virtue of its mixed aspect looking west, east and south and bounded to the north by the M25. As a development area it stands to be informed by these contrasting surrounding areas and create new relationships with these landscapes. The Chase Park area lies adjacent to Gordon Hill and Oakwood (to the east and south respectively) residential areas comprising agricultural land currently inaccessible to the public.

- 4.5 Development in the north of the Borough can serve a strategic role in creating east-west Green Infrastructure continuity across the north of the Borough and the opportunity to facilitate active travel, stimulate nature recovery by ensuring a diversity of habitats are created and make varied open space provision available within local and regional catchments.
- 4.6 By integrating with the green and blue infrastructure across the north of the Borough the development of the Crews Hill and Chase Park areas can contribute to a catchment based approach to flood mitigation and ecological networks contributing to nature recovery which utilises the landscapes and natural resources of the green north of the Borough. The green and blue features within the allocation areas themselves are important resources which when considered within a comprehensive approach can inform the structure of development approach with each allocation area, allow the creation of multi-functional landscapes which contribute to sustainable movement, access to open space for recreation and sport and underpin the well being of existing and new communities.
- 4.7 Across the north of the Borough there is a legacy of productivity in the landscape. This is represented by varied general agricultural activity in the rural hinterland and which is reflected across the wider north of London area. The existing land use at Chase Park which comprises Vicarage Farm and other surrounding agricultural parcels reflects this general agricultural land use type. The productivity of the landscape is reflected in a more specific way at Crews Hill where horticultural and market garden functions have predominated and have contributed to local identity and economy.
- 4.8 In considering development in the two northerly strategic allocation areas there is an opportunity to renew the Borough's direct relationship with the productive landscapes and in doing support a local economy of food growing and horticultural produce. By being local, supply chains can utilise sustainable means of transport to create a uniquely interdependent urban and rural Borough.
- 4.9 The variety of site scales and situations provides the opportunity for a variety of development form and type, increasing inclusivity across the north of the Borough as housing and opportunities for sustainable lifestyles are diversified.
- 4.10 This variety of sites and within the context of overall allocation areas taking into account both comprehensive and long term (beyond plan period) development opportunity builds in flexibility of delivery and resilience to ongoing and future need. The coordination of short and long term development within an overall place based strategy enables a pragmatic and visioning approach to climate change adaptation.

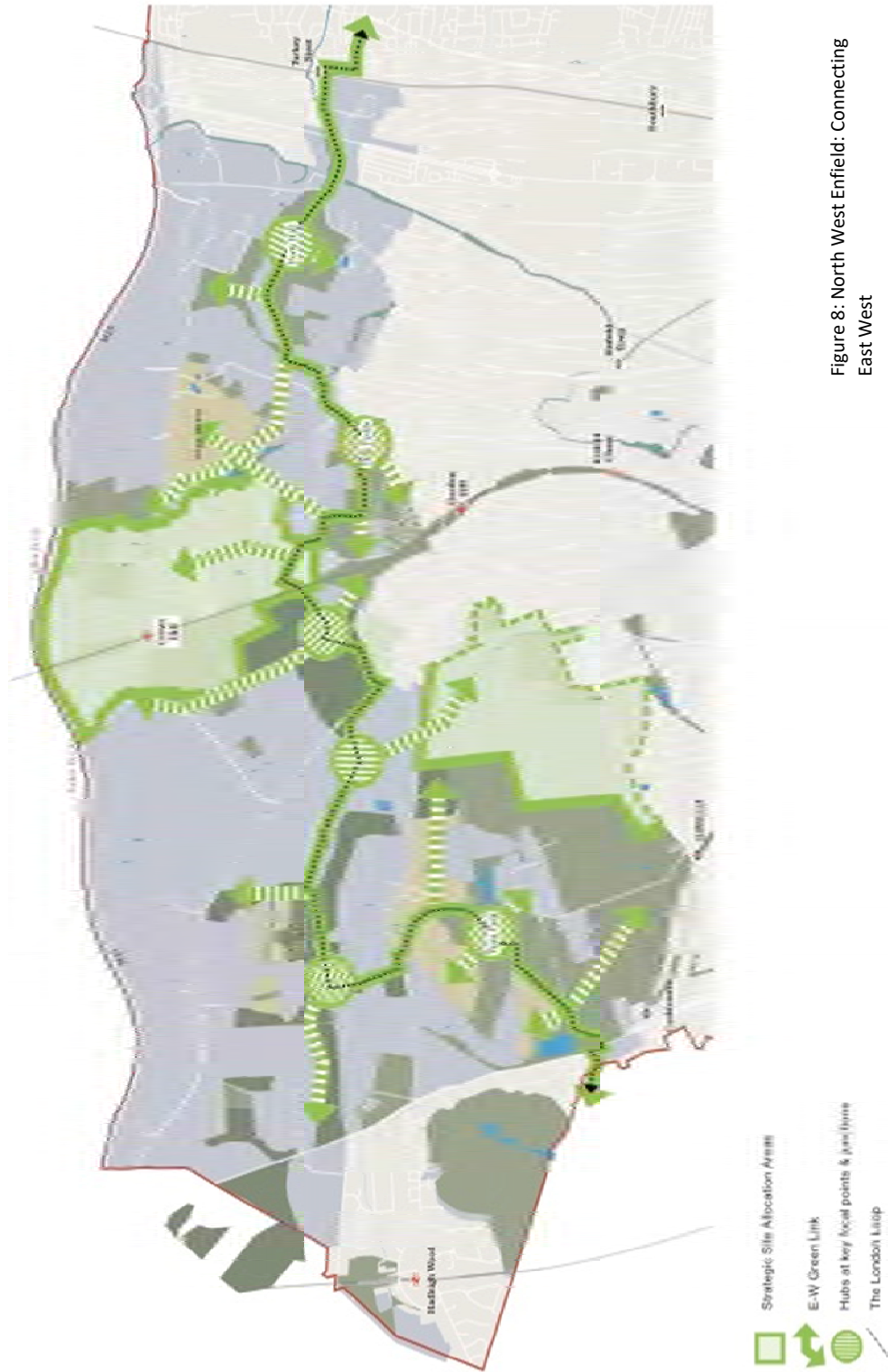


Figure 8: North West Enfield: Connecting East West



Figure 9: North West Enfield: A  
Productive Landscape



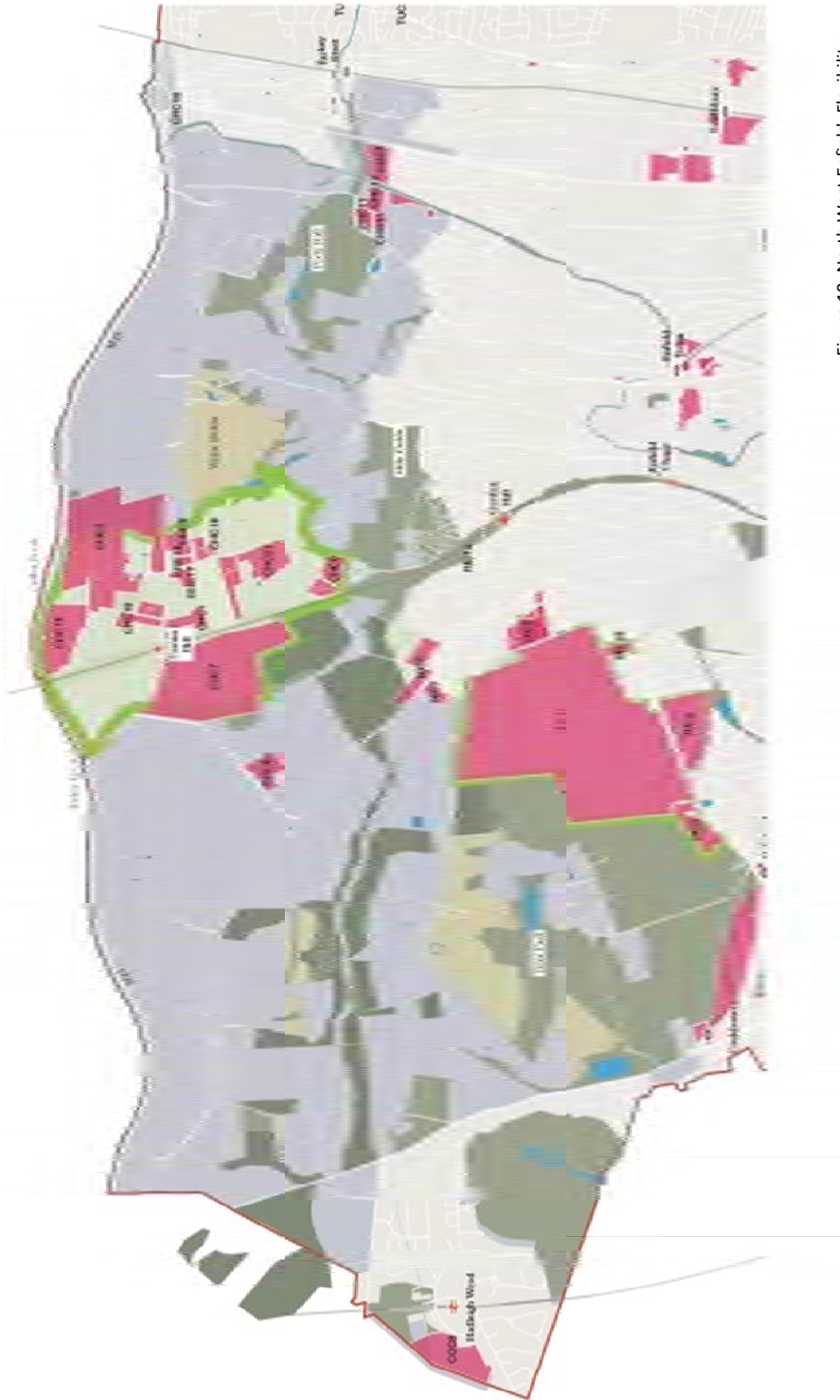


Figure 10: North West Enfield: Flexibility & Resilience

## The Crews Hill placemaking area

4.11 The vision for a new place at Crews Hill has been prepared with regard to the wider local plan Vision themes. It is rooted in the existing identity and function of Crews Hill as a distinctive part of Enfield, and of London. Connected to the landscape around it, Crews Hill can become home to a community of people living healthy and sustainable lifestyles. Crews Hill is strategically positioned to become a key link in joining up the north of the Borough, yet separated from the built form of the rest of the Borough and therefore able to retain a distinct character. The legacy of horticultural and agricultural enterprise in the area can be the basis of a home grown expertise fit for purpose in a place emerging in the face of a climate crisis. The nurturing of skills, near to home and flourishing new businesses based on local markets near to Enfield and within the proximity of London can form the basis of fruitful and sustainable lives for wide variety of people who are subsequently able to live more locally than ever before.

### Vision for Crews Hill

#### a) Deeply Green:

- Development at Crews Hill can facilitate the creation of a gateway into the Green NW of the Borough. By ensuring Crews Hill is created as separate development from the built form extending from the south, the E-W green corridor can become established as a strategic radial route across the north of the Borough.
- Development at Crews Hill can establish a destination identity structured around its relationship with the rural, green hinterland unique to this part of London.
- The area's unique topography provides the opportunity to create a variety of relationships with the landscapes of the north of the Borough: White Webbs to the east, The Chase restoration to the West and the Turkey Brook vale/Hilly Fields green gap to the south.

#### b) A Distinct and Leading Part of London:

- Crews Hill represent a distinct function in the north London context, historically a horticultural and food producing location. The identity of the place, incorporating new development, can build on the uniqueness of function and by retaining contrasting land uses, built form, green space and landscapes it can find its function in the London context. While not a predominantly residential area currently, new housing, public realm and community spaces should reflect the uniqueness of the areas past to define a distinctive new district through the relationships between landscape, living and economy.
- The emergence of a high quality place at Crews Hill relies upon the development of sustainable and attractive links. Movement into London as an important centre, and movement to Crews Hill from central and northern London and the sub region as a destination can all be by sustainable means facilitated by topography and the green and blue infrastructure which exists across the Borough. Significant increases in scale of development in the Crews Hill area must be matched by the significant provision and improvement in sustainable links to and from the area including the improvement of the station.



#### c) A Nurturing Place:

- The autonomy of and emerging Crews Hill district lends itself to becoming a host to a diversity of uses, people and activities.
- Building on the variety of character of the existing place, new public realm and building typologies can begin with diversity and meet a variety of needs.
- The precedent of covered growing spaces offers the potential for covered public spaces, winter gardens and glass house space for every home and a unique lifestyle related to the identity of the place. Development of skills and expertise in sustainable and small scale agriculture and community farming can support a generation of Crews Hill residents who reflect the past and the opportunity in the landscape of the area.
- The landscape and layout of a new community at Crews Hill allows for a healthy and inclusive environment to be established from the outset. Green space and access to nature can be at the foundation of education, community interaction and unique business development associated with the productive use of the land.
- The variety of site availability facilitates the delivery of varied development types over different time frames avoiding homogeneity and wholesale change in the area.

**d) The Workshop of London:**

- A critical mass of population at Crews Hill is critical to support a variety of enterprises and home arrangements as it becomes able to host mixed sector employment.
- A variety of available sites suggest that a mix of building types and function can be integrated with residential to provide a diversity of employment close to home and reduce out migration for travel to work purposes.
- In addition, where particular sectors of employment are best provided in other locations within the Borough, the green and blue infrastructure extending into and out of the Crews Hill area provide the sustainable links which will prevent the district becoming a new traffic generator.

Figure 11: Distinctiveness in the Landscape

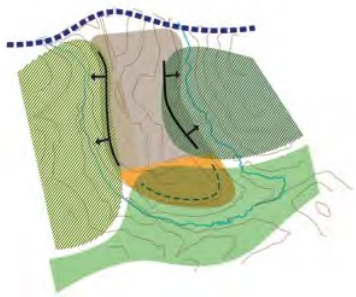
 <p>The map shows the Crews Hill area with various landscape components highlighted in green and blue. A central black line represents a road or boundary. Dashed green arrows indicate connections between different landscape areas, and a red line labeled 'London Line' is shown on the right side.</p>	<p>Crews Hill is positioned to be able to link existing landscapes together, contributing to their enhancement as an overall green north and benefiting from the close relationship which can be formed with the landscape by establishing this variety of links. Individually these landscape components have their own merit but together, and with the help of a new Crews Hill which bridges these landscapes, these can be incorporated to form the NW Enfield component of the London National Park City.</p>
 <p>The diagram shows a central grey area representing built form, surrounded by green areas representing landscape. A black line runs vertically through the center, with arrows pointing outwards from the built form towards the landscape, illustrating the relationship between the two.</p>	<p>Existing land uses define the extent of landscape continuity limiting the representation of the landscape character in the built form. In this way the existing place is a series of buildings surrounded by landscape.</p>

	<p>But new development can enable a new relationship with the surrounding landscapes to emerge and create a new framework of Green Infrastructure, linking E-W and defining areas of defined landscape character difference. It can also trigger built form to be more closely responsive to natural process and benefit from them and a shift, across the north of the Borough to a continuity of landscape which incorporates buildings and people.</p>
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Figure 12: Character Responsive to Context

	<p>The landform at Crews Hill is defined by the land gently sloping in three directions: to the East, West and South. The slopes reach their extents in the watercourses which surround the hill. The area is bounded to the north by the M25.</p>
	<p>This geological formation affords the hill three contrasting relationships with its surroundings and these surroundings in turn present broadly three different characters.</p>





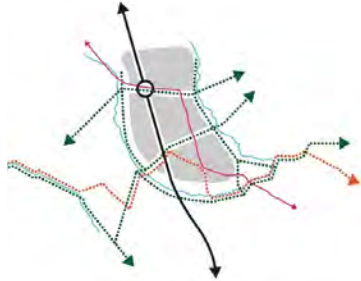
To the west the slopes face the existing open arable farmland of the former Enfield Chase area. Soon, early phases of the Enfield Chase restoration project will offer a variety of woodland character and a diversified landscape. It will offer new opportunities to connect with nature and to the west of the Borough with the establishment of active travel corridors connecting to Trent Park and Cockfosters.

To the East is the more enclosed landscape of White Webbs and beyond this sport related and formal landscapes of Tottenham Hotspurs Training ground and Forty Hall. The soon to be connected London Loop and improved National Cycle Route 12 will create a sustainable and convenient link to the east of the Borough where the Lee Valley corridor extends into and out of London. Movement in the opposite direction from the east of the Borough to the west will be an attractive improvement to those living in the dense east and south of the Borough offering access to the emerging landscape of the north west of the Borough.

To the south a more expansive valley establishes the natural break in settlement form between Gordon Hill the south and Crews Hill to the north. Within this valley are some intimate yet well used landscapes. There is a more fragmented landscape character owing to different ownerships and uses. There is also much more publicly accessible open space at Hilly Fields and by virtue of the connections along the valley from Clay Hill Road. These connections could in time extend to the west to link with the Chase restoration project creating important links from east to west across the north of the Borough.

In considering development at Crews Hill these areas offer varied opportunity to create new relationships between new built form and existing landscapes and for development form to respond in creative and meaningful ways to the landscape character and contrast in character surrounding the hill.

Figure 13: Sustainable Movement & Connectivity



Defining the Hill are Turkey and Cuffley Brooks. These are positioned to form accessible pedestrian and cycle corridors as well as connected ecological assets. By maintaining a compact nature, defined in this way by natural features in the landscape, Crews Hill has the ability to establish a critical mass of activity in the north of the Borough. Connected in a sustainable way, proposals for development at Crews Hill can establish a highly effective gateway into the surrounding landscapes and neighbouring north of Enfield. Connections to London and the immediate sub region by rail and longer distance cycle routes, and around the Borough by improvements in bus provision supports the case for the potential for a critical mass of community in the Crews Hill area. Connected in this way, and renowned as an active healthy community, the conventional expectation of vehicular traffic generated through the development of the allocation area does not have to be inevitable.

Fig 14 Mix of People and Activity



This same critical mass, where structured around green corridors connecting the landscape from west to east, allows for the creation of a mixed community. Across the area there are a variety of development opportunities, short and long term, small and large scale, providing the opportunity for a variety of activities.

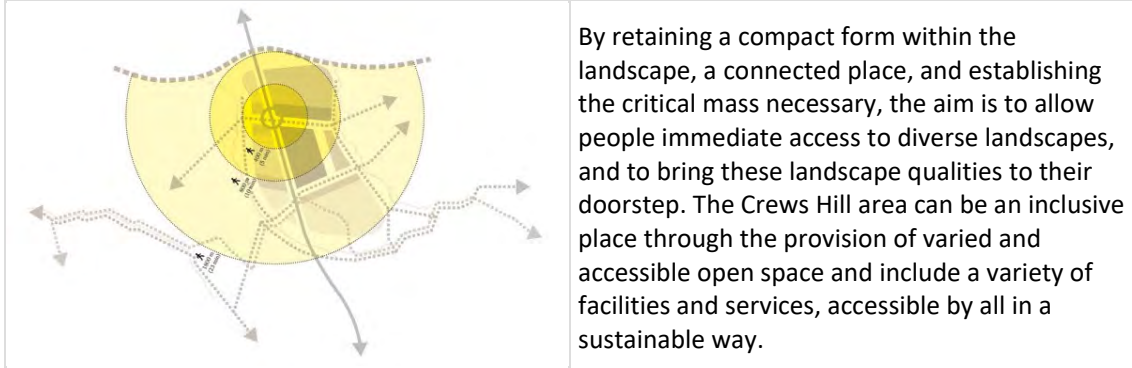
Existing horticultural and agricultural uses offer the opportunity to create closely associated home and work environments and building typologies which allow for colocation of growing space either on an individual plot basis, or arranged in a communal way, can ensure the historic identity and function of the place is maintained. Intensity of development can be greatest to the east of the railway where availability of land for development could mean an early start to increasing the community and diversifying uses.

Proximity of a variety of homes to green spaces means ensuring a focus of activity along the E-W corridors, allowing people direct access to the surroundings landscape for recreation but also to travel sustainably. Contrary to the sprawl of typical low density suburbs, maintaining the compact nature of development at Crews Hill by using existing brownfield land intensively is made acceptable by the proximity to the green north in all directions from the area.

This rich and accessible setting means the development is suitable for a variety of people with different housing needs including family housing. Providing an environment in which people can raise children and sustainable patterns of life be the norm is one profound way that life in Enfield can be climate resilient now and for future generations.

4.12 As a gateway to the green and rural north of the Borough and in the context of its contribution to the London National Park City, development of the Crews Hill area facilitates access to, and creates, a wide variety of open space. Green infrastructure can be used to ensure sustainable connections to open space whether for everyday use or functioning as destination landscapes, accessible to the sub-region.

Figure 15: Accessibility and variety of Facilities & Services



4.13 Key features of the Crews Hill Context:

- Ridge and Railway partition the area west from east.
- The Turkey Brook and Cuffley Brook run around the hill defining the limits of the gently sloping land.
- Existing activity, although loosely focused along Theobald Park Road and approaching the railway station does not utilise the station as a key gateway. Rather access and entrances to significant plant nurseries define any sense of arrival to an individual location and there is little sense of overall arrival or definition of a single centre to Crews Hill.
- The sense of open landscape to the west contrasts with more limited visual exposure east of the railway despite being on higher ground on the east of the railway.
- The landscape character transitions to a more intimate enclosed landscape as Theobald Park Road changes to Clay Hill Road.
- The Clay Hill conservation area exists to the south of the Crews Hill area encompassing the landscape described above and the buildings which are scattered more infrequently (to the north Crews Hill area) within this landscape.
- The walking distance to the northern built edge of Enfield at Gordon Hill is only approximately 20mins however the sense of separation created by the landform and transitions in landscape character between the two areas creates a perception of much greater distance.

4.14 Key Principles of the Crews Hill Concept Framework:

- The strategic allocation of land for development is limited by the brooks around the hill, the permanence and physical prominence of these landscape features and natural boundaries created in the landscape help define the distinctiveness of the settlement within the landscape;

- Development, east and west of the railway respects the contrasting aspect and outlook to the landform and of the surrounding landscapes and recognises the opportunity for different responses to these the surrounding landscape character.
- To the south development is limited to the boundary of the Clay Hill conservation area which reflects the changing character of landscape and built development to the south of the area and maintains the perceptual separation between the built north edge of Enfield at Gordon Hill and the new settlement form at Crews Hill.
- To the north the allocation area is bounded by the M25 and development will need address mitigating the noise impact of the motorway on the environment including the use of landform buffering, building orientation as well as more strategic care with the locating of particular uses and outdoor open space who's health and well being benefits could be undermined by noise impact.
- The development at Crews Hill is positioned to connect east to west and this is achieved in a number of ways. The existing connections across or under the railway by road, track or footpath are included within the allocation area as opportunities to improve E-W connectivity. These crossings should be upgraded to improve the green links and freedom of pedestrian and cycle movement from E-W. This may mean changes to crossing types and locations.
- The development should include green links which extend from the heart of area out into the wider landscape. These multi-functional corridors, extend habitats, make access to open space easy and extremely close to homes and workplaces, and provide sustainable travel opportunities to the wider Borough and in particular in an E-W direction.
- Intensity of development along key E-W corridors and in particular the existing road corridor passing under the railway at the station enables the most amount of people access to key facilities within the development and access to the network of green corridors throughout the development and to surrounding areas.
- Building and public realm typologies can make the most of the precedent for large glass houses related to the horticultural and market garden history. New architecture which allows communities to grow their own food and a Borough supply chain that assists local growers with the economies of scale offered by Borough wide provision can create an identity and function for this new place which is rooted in its past and builds upon the skills and enterprise already present.
- The availability of land indicates a good short term supply of brownfield development over the plan period and the development of these plots should be consider holistically with regard to a masterplan designed to express the longer term placemaking objectives. Short term development opportunities can be facilitated to achieve more when designed in the context of an overall longer term masterplan than they would if developed individually without regard to the wider collective opportunities.



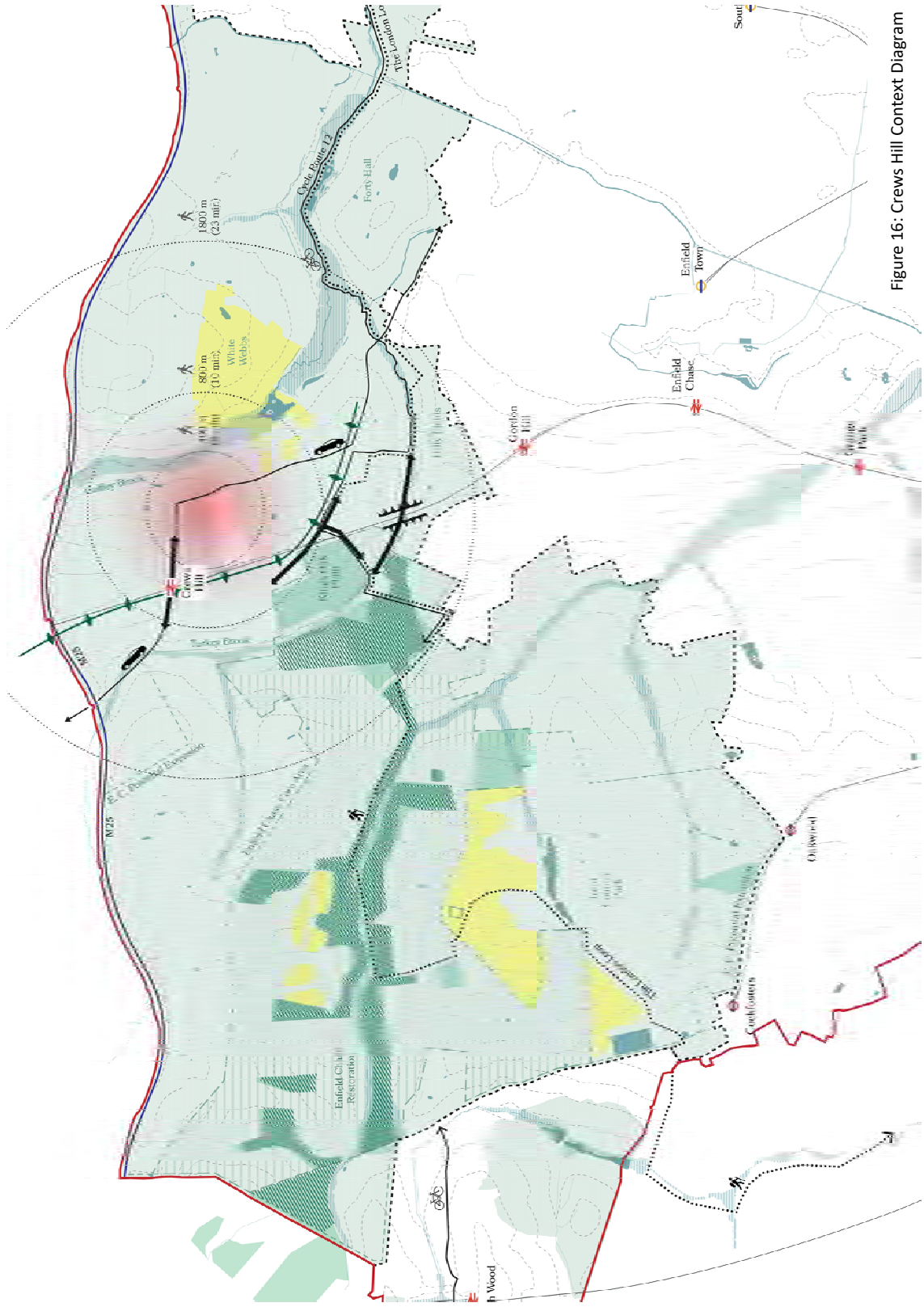


Figure 16: Crews Hill Context Diagram

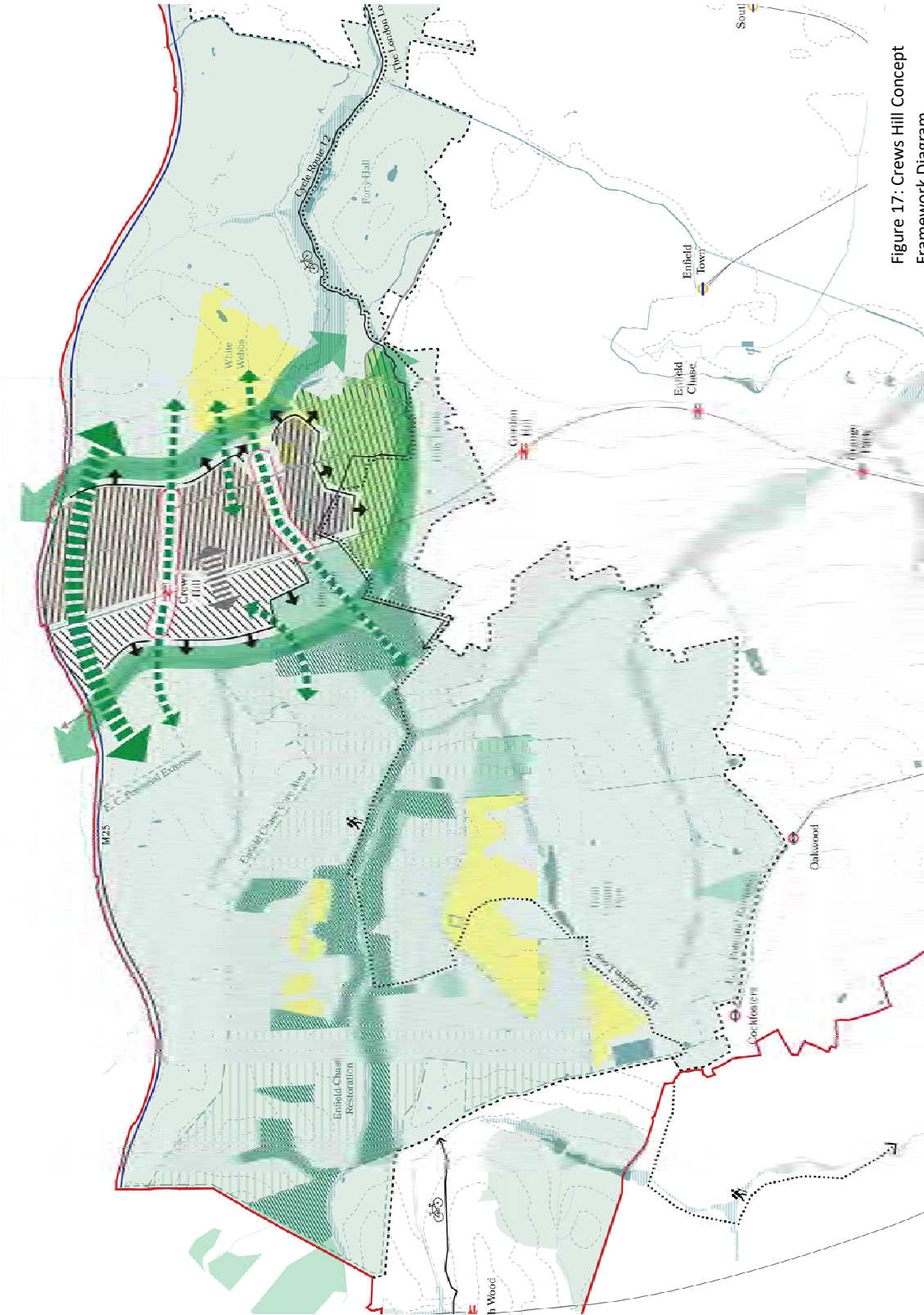


Figure 17: Crews Hill Concept Framework Diagram