

5 Next Steps & approach to Delivery

- 5.1 It is anticipated that the Council will consider the findings of this Placemaking Study alongside the wider evidence base and use it to establish a strong policy basis for the future of the Crews Hill area. The inclusion of strategic policies for the area and this initial work on the spatial approach provides a suitable basis for the future planning of the site, but it is also important to consider how the area as a whole would then progress to the submission of planning applications and onwards to implementation. This will require additional and ongoing coordination and further guidance to ensure that the overall planning objectives can be realised.
- 5.2 The intention has been to prepare clear succinct guidance and principles which set out key environmental, social, design and economic requirements of the study area and its constituent parts. The proposed policy defined within the new Local Plan would provide a suitable basis for the preparation of a subsequent area wide masterplan or development framework which could potentially be adopted as a 'Supplementary Planning Document' (SPD) or be taken forward via an equivalent process of consideration and approval. This period of further masterplanning will be important to inform the preparation, assessment and determination of potential planning applications in the area.
- 5.3 In order to meet the overall expectations, it will be important that the Council is committed to see the various sites through to delivery, starting by getting the right guidance in place up front but continuing to take a role throughout the process. Councils increasingly need to work proactively with landowners and developers to drive forward site delivery, provide coordination and strong leadership. This is a particular consideration in the Crews Hill area, where there are multiple landowners, a long term vision for change, and a need for coordination and strong leadership, in particular to ensure that strategic infrastructure can be provided in a properly planned and phased manner.

Overall Coordination

- 5.4 The nature of the Crews Hill area given its scale, significance and the longer term ambitions extending beyond the current plan period will mean that Enfield will need take an important overall leadership role to ensure that proposals come forward in a joined up way and deliver on the overall placemaking aspirations and objectives. This role could take a number of forms, potentially to include a combination of:
- Establishing a corporate approach within the Council, to link up planning with other associated activities such as transport, environmental and other infrastructure related services and functions. This may require dedicated resources and a related governance structure such as a project focussed board/steering/working group to coordinate matters.
 - Establishing a landowners/developers forum or group to engage with the various interests in a clear, consistent and formalised basis.

- Consideration of the deployment of Council powers should they be necessary to support coordination of delivery, such as in relation to site assembly via negotiation, or if necessary Council led acquisition of compulsory purchase.
- Establishing the most appropriate approach to infrastructure planning, delivery and funding.
- Evolving specific area wide project and initiatives and consideration of bids for funding support key elements, such as with regard to strategic transport, green infrastructure and environmental sustainability initiatives.

Planning & Design Control

- 5.5 It is anticipated that strategic policy for the area will set out a requirement for the preparation of an area-wide masterplan or framework in order to ensure a co-ordinated and comprehensive approach to the development. The sensitivity and significance of the site also drives a need to ensure that the highest possible design outcomes can be secured.
- 5.6 This process could be initiated in advance of a formal examination and adoption of the new Local Plan. The commencement of work on a masterplan or framework could provide reassurance to any inspector that will be considering the new Local Plan as to the Council's commitment to ensure a coordinated approach to delivery and that the preparation of a further level of design guidance would enable start on site at an appropriate time to meet the stated housing trajectory and land supply.
- 5.7 The preparation of a masterplan or framework, especially if it were heading towards potential adoption or formal approval by the Council (such as to become an SPD) will need to be led by the Council. The process should involve working collaboratively with landowners and developers involved through a formal and transparent process. Effective community and stakeholder engagement will be an important part of the process, going beyond any statutory consultation requirements (such as relating to the preparation of an SPD) to ensure that there is active engagement and participation in the process from the outset.
- 5.8 A policy requirement is proposed for the preparation of an area-wide masterplan or framework to show how a high quality new place will be created in this location, and how a comprehensive approach would come forward. This could be integrated into a potential SPD together with addressing any other relevant policy matters that may be appropriate, for example to provide more detail on environmental aspects, sustainability or housing considerations. The preparation of a masterplan or framework for the whole area would help to provide more definition to the distribution (and density) of land uses, strategic infrastructure provision including green infrastructure and the approach to access and movement. Such an approach should:
- Evolve and refine the overall vision for the area and provide further definition to design parameters and principles into specific development parcels or discrete character zones.
 - Support co-ordinated, comprehensive and integrated development and encourage joint/partnership working.

- Test site constraints, capacity and site specific issues in more detail. This could for example include matters such as the role and importance of existing assets and activities, the integration of new development into the current urban and landscape setting, the scope to encourage renewable energy, etc.
 - Ensure physical, social and green infrastructure can support new housing and be phased and provided at the right time in line with the requirements set out in the Local Plan both on site and off site, including social, retail and other supporting uses/facilities, new open spaces, food-growing spaces and public transport improvements.
 - Understand viability and equalise costs of development in more detail (including phasing, specific S106 asks and CIL calculations).

- 5.9 To support the delivery of high quality and co-ordinated development in this location, pre-application discussions will be required for any specific proposals and these should be taken forward through the use of Planning Performance Agreements (PPAs).

- 5.10 PPAs can provide an effective mechanism for giving advice to applicants before applications are made, to an agreed project plan and work programme. They provide a framework for the involvement of key stakeholders. They can be used to agree timescales, actions, and resources for handling particular applications and can be used as part of pre-application and application stages, as well as extending through to the post-application stage. They could also establish a formal and transparent approach to support the overall site masterplanning process.

- 5.11 Nationally local authorities and planning applicants have identified a number of clear advantages for using PPAs. PPAs can be used effectively to:
 - Establish a shared commitment for the development process to be progressed as quickly and efficiently as possible.
 - Establish and meet an agreed timetable towards the determination of a planning application in due course and compliance with statutory procedures.
 - Set out the appropriate level of engagement with stakeholders.
 - Identify determining issues and agree tasks & actions to resolve them.
 - Identify, address, and determine the requirements of all necessary planning considerations including accompanying S106 agreement(s) where relevant.

- 5.12 Material prepared to support specific planning applications will also play a role. Design and Access Statements will be required to accompany planning applications for major developments. The design principles and components set out in Design and Access Statements at the outline stage should be in accordance with policies set out in the new Local Plan and any masterplan that may be prepared for this area. The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications. Applicants would be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion and subsequent maintenance.

5.13 Design Codes will set out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of the local policy basis. They will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage. They should be prepared in accordance with the emerging national requirements (consultation on proposed changes to the National Planning Policy Framework which directly refer to design coding), the National Design Guide and process as set out in the National Model Design Code. Codes should come forward in partnership with the Council, local community interests, services providers and other stakeholders. Across the Crews Hill area where there may be various smaller sites, consideration will need to be given to establishing a design coding approach relating to groups of sites within sub areas.

Viability, Infrastructure Planning & Delivery

5.14 The Whole Plan and CIL Viability Update (April 2021) prepared by HDH Planning & Development examines the viability elements of the Local Plan evidence base as required by the NPPF and relevant guidance. It tests the new Local Plan to ensure it is viable and deliverable. As the Councils consideration of proposed allocations and policies have been evolving, the work has been based on typologies that were considered to be representative of the sites to be allocated in the new Local Plan. This has included the consideration of several potential Strategic Sites. The key findings of relevance to the Crews Hill area include:

- The London Borough of Enfield has a vibrant and active property market, although some areas, particularly those associated with the east of the Borough do have challenges.
- In analysing the differences between viability across the Borough, the western and northern areas of the Borough (Chase, Cockfosters, Highlands, Grange, Palmer's Green, Southgate, Winchmore Hill) are identified as higher value areas.
- 35% affordable housing is achievable on most sites in most areas, in addition to other policy requirements. There is substantial scope to have a considerably higher (50%) affordable housing target in the higher values areas.
- Greenfield sites in the higher value area are likely to be able to bear both higher levels of affordable housing of up to 50%, and substantial levels of developer contributions of at least £50,000/unit, in addition to the current rates of CIL, (£50,000/unit is the maximum amount tested).
- The Council can be confident that development that is planned for in this area will be deliverable and forthcoming.

5.15 In relation to potential strategic sites, the study recognises that the delivery of any large site or growth area will be challenging in that it is likely to have specific infrastructure needs and phasing implications, and a need to deliver across a wide range of policy requirements and objectives. Rather than drawing firm conclusions, the Viability Update recommends that the Council engages with the landowners at the earliest opportunity. Such work can continue in parallel with the further evolution of land use proposals and the consideration of all influences via the preparation of a masterplan for the site.

- 5.16 The Infrastructure Delivery Plan (IDP) submitted alongside the new Local Plan will need to set out the infrastructure requirements across the Council area as a whole. It will also inform the approach taken to infrastructure requirements deemed necessary on site.
- 5.17 Depending on the ultimate conclusions of the Infrastructure Delivery Plan, it is anticipated that the Crews Hill placemaking area will need to secure and provide:
- New and improved areas of formal and informal open space provided as part of the emerging proposals including integrated open space and a designated area of public allotment space alongside horticultural industries, together with contributions for longer term management and stewardship.
 - A significant amount of new woodland and parkland complimenting and improving links to Enfield Chase to the west, Hilly Fields and the London Loop to the south and White Webbs, Forty Hall and centre of sporting excellence to the east.
 - A network of new and improved active travel routes to key destinations, linking key destinations, such as Crews Hill station, Enfield Chase hospital and Forty Hall, and enabling good connectivity and accessibility by walking and cycling.
 - New bus routes (including improved links between Crews Park, Trent Park, Enfield Chase and Enfield Town) and increased frequencies, with potential subsidies for the provision of services in the early phases to promote use.
 - New road infrastructure that is necessary to facilitate the scale of proposed development, including connecting the site to the main route network and any other related off-site improvements (subject to transport capacity modelling).
 - Provision of new local centre with appropriate facilities and services formed primarily round the station with additional focus of activity along E-W corridors.
 - An overarching public realm strategy which identifies enhancements to existing streets, a hierarchy of other public realm and streets and a particular focus around the station, to enhance the sense of arrival as a gateway to the north of the Borough.
 - Provision and contributions towards new social infrastructure including addressing health, education and recreational needs of an increased local population.
 - Natural flood management and other environmental, ecological & biodiversity measures for example wetland creation along Cuffley Brook, forming an attractive waterside setting to new development on the easterly facing slopes.
- 5.18 The potential measures and contributions will require further assessment to ensure that sufficient infrastructure can come forward at the right time, taking account of viability and delivery considerations and the cumulative impact of neighbouring development schemes. Any future masterplan or framework can help to provide certainty around the phasing of infrastructure, who will fund and deliver it and when, alongside more detailed viability analysis and an overall delivery framework.

5.19 Any amendments that may arise through further consultation and modifications will mean that a review of the current emerging IDP will undoubtedly be required as part of the examination process. Whilst the evidence base supporting the new Local Plan as a whole will be updated to reflect any potential modifications, the separate production of an area wide masterplan will need to consider the specific infrastructure needs and phasing of the Crews Hill area. Such an approach will need to:

- Review and identify the full scope of infrastructure required for the Crews Hill area and any specific site.
- Clarify the location and scale of necessary infrastructure works.
- Set out an approach to phasing of each infrastructure item, including identifying (as appropriate) thresholds and triggers for when certain facilities and measures are required.
- Set out the approach to funding and delivery, including consideration of the role of S106, CIL or other measures, and any necessary mechanisms for funding between multiple sites/developments to ensure a fair and equitable approach.
- Clarify wider stakeholder roles and responsibilities including requirements relating to third parties such as statutory and/or external bodies, including their approach to funding, planning and delivering any requirements, and mechanism to ensure they can come forward in accordance with the overall development programme.

5.20 A key part of the approach to infrastructure will be to secure suitable agreements between separate landowners as to how infrastructure will be funded and delivered comprehensively, including full consideration of various mechanisms including S106, the Community Infrastructure Levy (CIL) and any new mechanisms which may come forward via the future reform of the planning system (for example proposals for a new consolidated infrastructure levy).

5.21 It is anticipated that the Council will consider the findings of this Placemaking Study alongside the wider evidence base and use it to establish a strong policy basis for the future of the Chase Park area. The inclusion of strategic policies for the area and this initial work on the spatial approach provides a suitable basis for the future planning of the site, but it is also important to consider how the area as a whole would then progress to the submission of planning applications and onwards to implementation. This will require additional and ongoing coordination and further guidance to ensure that the overall planning objectives can be realised.

Appendices

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

Key issues and matters arising from consultation on the Towards a New Local Plan for Enfield 2036, Issues and Options

Representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) are included at Appendix 1 of this Topic Paper . and provide an indication of wider community, stakeholder and landowner views on the potential approach to change across the area. It is important to note that a wide range of representations across a number of topics and spatial areas were submitted in response to the consultation including from many individuals. The overview below does not attempt to review all relevant matters raised or directly refer to all parties that responded. It does however assist to set some wider con-text to some of the main issues of concern and how future proposals ought to respond as part of the approach to the placemaking work.

Greater London Authority: the GLA's response indicated that the Mayor did not support the release of the Green Belt, indicating that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified. This is in line with the more re-cently adopted London Plan within which the Mayor strongly supports the continued protec-tion of London's Green Belt.

In relation to Crews Hill, the GLA noted that the area had a Public Transport Accessibility Level ranging from 1a to 1b with few bus services. Developments would be expected to be based on an integrated approach to land use and transport to achieve the ambition for a 75% mode share for walking cycling and public transport.

The Mayor welcomed proposed policies that were seeking to future-proof development from the impacts of climate change and that aimed to secure net biodiversity gain. The Mayor also welcomed Enfield's support for the protection, provision and enhancement of social and green infrastructure and proposals to improve the health and well-being of residents across the borough, including addressing poor air quality.

Natural England (NE): NE raised particular concern over proposals that would fall within the Epping Forest Special Area of Conservation 'zone of influence', but the proposed land at Crews Hill lies outside of this area and is therefore in a less sensitive area (when compared to the eastern side of the Council area). Natural England advised that the Plan's vision and emerging development strategy should address impacts on and opportunities for the natural environment and set out the environmental ambition for the plan area.

NE would like the plan to take a strategic approach to the protection and enhancement of the natural environment including providing a net gain for biodiversity and considering opportuni-ties to enhance and improve connectivity. The Plan should set out a strategic approach, plan-ning positively for the creation, protection, enhancement and management of networks of biodiversity. Overall NE would like to see a strategic approach to green infrastructure to en-sure its protection and enhancement.

Environment Agency (EA): The EA make reference that the approach to the green belt should be carried out in line with the National Planning Policy Framework environmental objective: “to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, [and] helping to improve biodiversity”. The EA raise particular concerns regarding the impact of developments on the water environment – rivers, streams and ditches, ponds and lakes, all wetland habitats - and wish to ensure that this receives adequate protection. The EA also suggest that if development is proposed in the Green Belt, areas of ecological value (land and water based) should be protected, conserved, and where feasible enhanced. The overall vision should make greater reference to the natural environment, “to celebrate, and aspire to enhance, the natural environment of the borough, recognising the multiple benefits it has to offer.”

The Enfield Society: The Enfield Society promotes the conservation and enhancement of the civic and natural environments of the London Borough of Enfield and its immediate surrounding area. The Society did not believe that there was a need to carry out a review of the Green Belt in Enfield, and that the search for potential sites for housing and employment should firstly focus on previously developed land particularly in the Upper Lee Valley and the London, Stansted, Cambridge Corridor. Strategic expansion should be based on residential-led mixed use development with highest densities related to locations with high public transport accessibility. If land was required from the Green Belt, proposals should be approached in a way to enhance and improve the Green Belt overall.

The Society considered that a prerequisite for all new developments was that infrastructure improvements (schools, medical facilities, public transport and utilities) must be in place to support housing expansion. Public transport within the Borough and beyond must be made more accessible and the natural choice for local and longer trips with investment to improve transport interchange facilities. Crews Hill was not considered a favoured location as the Society referenced it as lacking public facilities (schools, health) and that other than the rail connection, that wider public transport services and connections were poor.

Enfield Road Watch Action Group: The Action Group accepted the need for change and development so long as this is linked to the protection of Enfield’s heritage and its green spaces. The Action Group did not believe that there was a need to review the Green Belt in Enfield. Crews Hill was not considered to be a sustainable location given the very limited services available within that settlement (schools, medical facilities, etc.) and poor non-rail connectivity. The emerging Local Plan should include policies to encourage, promote and protect agriculture and productive use of agricultural land in the borough.

In a separate consultation response on the Council’s Green & Blue Strategy, the Action Group referred to a preference to reinstate Crews Hill as a centre for local food and horticulture production as part of an overall future vision. They also put in a separate response to the Enfield Vision work, which included references to other aspects, including connectivity which should in the future focus on green and healthy solutions and provide alternatives to car use. They also believed that post-Covid the housing mix should be considered in light of home-working and/or provision for local work hubs. In relation to spatial vision options support was expressed for an approach that could improve air quality, human health, mitigate and adapt to climate change reducing reliance on the car. In summary the Action Group indicated a preference for a creative vision for a borough that was greener, cleaner and healthier and that provides all of the amenities for the benefit of all residents. The key element identified was a need to embrace and work with nature and the environment.

Crews Hill Residents Association: the Residents Association set out a general position that there was sufficient land for housing elsewhere and that there should be no reason to revise Green Belt boundaries. Concerns were expressed about public transport accessibility at Crews Hill, with the station having limited facilities and local bus routes not serving the area well. There was also an identified lack of local infrastructure to support an increased local population and the need for shops, schools, health facilities. The Association noted that people visit the area to visit the various garden centres and local businesses and to enjoy the semi-rural setting.

Tottenham Hotspur Football Club (THFC): THFC supported the growth ambitions and the need for the Plan to consider a range of options for delivering future growth. Each option would need to be assessed against appropriate and proportionate evidence to determine whether growth could be accommodated in a sustainable manner, having regard to the environmental and infrastructure capacity within the Borough.

THFC supported growth at the Crews Hill Station, in principle, subject to evidence demonstrating that it could be accommodated without undue impact on the Green Belt functions. If the area were to be identified for growth, upgrades to the east/west connections would be necessary, and THFC supported such upgrades where they utilised and secured upgrades to existing infrastructure, most notably Whitewebbs Lane/Road.

Crews Hill Landowners: Various landowners and their agents submitted representations directly and/or via the call for sites exercise and expressed views on the potential approach to the Crews Hill area.

Lichfields were instructed by parties with landowner interests in sites at Crews Hill and expressed strong support for the identification of the existing settlement around Crews Hill station as having the greatest potential to act as a hub for sustainable growth in the District. The approach of taking a strategic plan-led approach to Green Belt was also strongly supported including considering the need to ensure that Green Belt boundaries endured beyond the plan period.

The reference to Crews Hill as an example of a Green Belt area with potential to deliver good growth with strong sustainability credentials was strongly supported. Lichfields stated that areas both east and west of the railway line at Crews Hill were considered to have potential to deliver sustainable development, at a critical mass and supported by the delivery of new community infrastructure, that could also maximise opportunity for sustainable modes of travel.

Lichfields also suggested that the rationalisation of existing uses and redevelopment of underutilised land, could make a substantive contribution to the housing and development needs of the Borough. It was considered that this could be done whilst also retaining/re-providing for the elements of Crews Hill which genuinely provide a strong horticultural function so that these uses would not necessarily be lost to the Borough. Other general retail and leisure functions could be consolidated into a new community or other town centres.

The submission by GL Hearn on behalf of Taylor Wimpey relating to Land North of Crews Hill Station stated that they supported the Council's vision for strategic development around Crews Hill and recognised that it would be challenging for the Borough to meet local needs within urban areas only. The site was considered to be capable of bringing forward predominantly family homes to help meet local needs.

Simply Planning on behalf of clients in the area (Browns Garden Centre) consider that many of the sites in Crews Hill were not considered to be pristine Green Belt sites and were previously developed sites that offered the potential to meet some of the Council's identified housing need if planned in a positive way.

H Planning Ltd acting on behalf of several clients including Wolden Garden Centre and Warmerdams Farm noted that their clients had experienced fluctuating demand for horticultural products in recent years and that they supported the redevelopment of the sites for more intensive residential and mixed-use development.

Appendix 2:

The new Local Plan for Enfield Vision work

As part of preparing work for the Local Plan, the Council undertook additional engagement in early 2021 to consider the evolution of a strategic vision - as a succinct framing statement, to be supported by strategic objectives and guiding principles that would help to inform the evolution of spatial options, the scale of growth and where in the borough growth could be accommodated.

A series of engagement sessions were held during February 2021, including with Council Officers, Members and the Enfield Youth Parliament to gain the input of young people and understand priorities for the future development of the borough. A public survey was used to capture wider views around several key themes such as the future role of Enfield and type of place it could become. The survey attracted 278 responses of which 84% residents of Enfield. 65% were aged over 50, and the same proportion identified as White British, albeit this did not fully align with the Borough's overall profile of which only 31% of residents are aged over 50 and 35% are estimated to be White British.

Some of the key findings from the engagement activities included the following:

- Future growth and development should be spread throughout the borough and help to address disparities between east and west.
- There was a need to focus on quality and supporting infrastructure including where possible improvements to east-west transport connectivity.
- The need to address housing needs and deliver affordable housing. Focus on the needs of families and existing residents and support a good quality of life.
- A desire to create a broad-based economy, improving industrial areas to building on successes.
- Support for wildlife and food growing in rural Enfield.

In terms of the future character of Enfield, responses favoured maintaining the distinct character of Enfield's communities and that heritage should be valued. Green space was considered to be of crucial importance in all parts of the borough, and opportunities to make the most of natural assets as part of new development.

In relation to Enfield's role, the public survey indicated considerable support in relation to the area being 'deeply green' (72%) providing access for all to green and blue infrastructure, nature recovery and access to green spaces, and as a 'family retreat' (63%) catering to the needs of families, with excellent educational facilities, and opportunities for young families to stay in the borough and flourish.

Sustainable movement was a clear priority with 67% wanting to see Enfield highly connected by networks of walking, cycling, bus and train routes, 45% supported improving the network of east to west walking, cycling, bus and train routes, and there was least support (14%) for improved east west connections for cars and vehicles.

In relation to the type of place, environmental aspirations are strong with 68% wanting the borough to be a clean and unpolluted place where water and air quality is prioritised and protected. 60% wanted Enfield to be a deeply green place where nature and green and blue spaces penetrate through streets, open spaces and buildings through innovative and pioneering design. Also, 67% believed that Enfield should be an intergenerational place. There was least support (11%) for Enfield to have a 'vibrant city scale place'.

With respect to character, 61% thought that Enfield should be a place where built heritage was prioritised and protected from the potential negative impact of modern developments. 49% favoured a mix of suburbs, town centres, regeneration areas, large and small employment areas, recreation and open spaces linked by transport corridors. There was least support (11%) for growth accommodated through tall buildings.

The most popular choices in terms of the spatial vision included:

- 41% agreed with providing for improved biodiversity and networks of green spaces and access to nature to improve people's health and wellbeing should take priority.
- 40% agreed that the borough should improve air quality, human health and mitigate and adapt to climate change, even if it meant reducing the reliance on the car.
- 39% favoured the conversion of industrial areas to housing so that urban areas can be preserved, and large-scale housing developments can be avoided in countryside areas.

Given the need to reflect the wider issues across the whole population, further analysis was undertaken of the views expressed by those under 30 years old. Whilst the analysis is only based a smaller number of survey responses, it revealed that there was strong support for the 'deeply green' vision for Enfield, for sustainable transport options, for meeting employment needs and for the provision of new homes with gardens and access to green space, improved biodiversity and air quality. Young people also wanted Enfield to become a place that nurtured young talent/entrepreneurs, a place of equality, an intergenerational place with green links.

Appendix 3:

Outputs from officer workshop ‘Jamboard’ session.

Vision theme 1: what if... Enfield was a Deeply Green place with:

- Connecting green, east to west
- Radial green routes \doorstep landscapes
- Connecting with nature
- Destination landscapes
- New functional green belt
- Linking with countryside
- Higher density/ taller buildings for reduced land take
- Increase publicly accessible green space

The discussion generated the following ideas to help to achieve the Vision theme:

- Maximising opportunity for interface with nature, including street planting/ green roofs/ walls etc especially in high density developments.
- The parks and landscapes would be in good condition and not on the at risk register; with diverse ecologies, a direct result of proactive management and with more people able to access them.
- Any site would have biodiversity net gain over existing – protected/ re-wilded areas, bringing more biodiversity into the borough and supporting diverse ecosystems. Needs to be safeguarded by a range of landscape management approaches.
- Role of Stewardship – how to create the sense of community/ bringing people together/ social prescribing to encourage people who wouldn’t usually use parks to get involved.
- Council ownership of fairly significant parts of the area can be a valuable factor in a cohesive development and in delivering a clear vision.
- Health inequalities and inclusive spaces – design of green spaces can include or exclude different communities – consider the impact of wilder areas vs traditional parks in terms of user groups.

Vision theme 2: What if... Enfield was a productive place with:

- Productive landscapes
- Circular-local
- Nurturing skills and talent
- Energy generation and distribution
- District food network
- Enfield Town centre economic function

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Crews Hill opportunities – place of special character and economic function (the ‘wild west?’); opportunities to retain the garden centre/retail function as these are a sub-regional attractors. Including people in food growing – brings social and economic benefits including education, small scale food production with health and wellbeing benefits, eg OrganicLea.
- Link district heating to market gardening to provide near zero carbon heat for heated growing. Would work on either site. Renewable energy – any potential here? Wind / solar?
- Horticultural skill building; linked to the rewilding/ skills academy.
- Build on the heritage of growing at Crews Hill as part of the placemaking story – a very unique aspect for Enfield.
- Other industries potential? Eg brewing – although most of those activities focus on the eastern corridor where there are connections and real estate opportunities.
- Both sites have opportunity for productive landscapes in different ways. Crews Hill has an existing growing/ gardening focus and there is a cooking/ eating focus at Oakwood with a number of restaurants (Michelin starred??), which could be a focus for Chase Park.

Vision theme 3: What if.. Enfield was a place for all, with:

- Lifetime learning
- Mixed buildings; spaces; communities; employment
- Consolidation/intensity for critical mass
- Sociable streets
- ‘I’m from Enfield’
- Private car independence
- Walkable neighborhoods

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Inequalities and access to green space makes sociable and safe spaces and streets all the more important, eg for the elderly and households with young children
- Access to cheaper /cost effective food eg small supermarkets tend to be more expensive than superstores
- About 1/3 of Enfield residents don’t have access to a private car therefore sustainable transport and accessible spaces is key. Fuel poverty an issue; homes need to be accessible for a wider group of people in the future.
- Walkable neighborhood – would need a local centre at Crews Hill and one at Chase Park. Provide services close to where people live in order to reduce car dependence and make them true communities, not just dormitory settlements.
- Shortage of outstanding schools in LBE – people who buy around Oakwood tend to be driven by schools.

- Both sites have easy access to substantial parkland / rural spaces. This is an opportunity to develop a different/ new typology of home
- The areas provide different job opportunities – home to Enfield’s farming community?
- How do we factor in the needs of children; the older population? Inter-generational housing requirement.
- Think about post-covid home requirements. How can we deliver housing for people to down-size into as well as starter homes for young couples?

Vision theme 4: What if... Enfield was a part of London with:

- Unique but interdependent
- I’m from London
- Post-suburbia
- Host to Enfield’s existing economic strengths and contributing to London
- Accessible to London
- Improving corridors
- City-functioning public transport
- Regionally significant branded park

The discussion generated the following ideas and opportunities to help to achieve the Vision theme:

- Crews Hill – LBE owns land. Balance between housing and Green & Blue infrastructure; natural burial site. Train station is an asset
- Opportunity at Crews Hill for family housing – targets vs type of housing. Pocket village concept.
- CH is an access point to countryside.... where city meets country.
- If Green Belt land is being released, it must meet the highest standards of design, build and sustainability. Exemplar development is the price to pay for better access to build on GB land. At Chase Park, the land form is better suited to accommodate taller buildings
- Crews Hill can be a gateway to the re-wilding work. Public transport focused, not car ...car free? An idea location for self-build and non-standard forms role of community land trusts etc
- Chase Park would have a different density; proximity to Oakwood would make it feel more London... on the tube map! Good opportunities to link into the new Chase. Further from the rail stations but more choices and better service within reach .



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