



Topic Paper: Chase Park Placemaking Study

Prepared by Hyas Associates
working with Enfield Council



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

1 Introduction

1.1 Over the new plan period, Enfield is set to go through a period of rapid growth, change and development with a focus on main town centres, transport corridors & stations, housing estate renewal and regeneration programmes.

1.2 The emerging New Local Plan's spatial strategy options include considering growth in the urban area and Green Belt, seeking a balance between social and economic needs and environmental impacts whilst at the same time seeking to meet the expectations of national policy and reflecting the need for all authorities to do more to increase its housing supply.

1.3 In order to meet housing needs, a preferred strategic plan-led approach to the release of Green Belt land forms part of the Local Plan's emerging spatial strategy approach to 2039 and beyond. The emerging spatial strategy proposes two large-scale strategic allocations within the Green Belt in North Enfield - on land at and around Chase Park and at Crews Hill. This approach requires good growth principles to be adopted in meeting national policy and the London Plan objectives.

1.4 National Planning Policy Guidance notes that local plan allocations should provide sufficient detail "to provide clarity to developers, local communities

and other interests about the nature and scale of development (addressing the 'what, where, when and how' questions)." This is particularly important for strategic areas and securing quality placemaking. Achieving design quality is high on the agenda with the focus on 'beauty' and emerging proposals through planning reform and initiatives such as the National Design Guide and National Model Design Code.

Purpose, scope and content of the Topic Paper

1.5 The Topic Paper sets out the approach taken to the consideration of potential policy and guidance for the study area, including analysis of the local plan approach; the site context and the available evidence. It forms part of the evidence base for the new Local Plan, setting out the justification for the specific placemaking policy at Chase Park and ensuring that this large strategic site is planned holistically and on a placemaking basis. A long term approach will be required to deliver a sustainable new community during the current local plan period and the next and to link with other proposals such as for Crews Hill.

1.6 The preparation of the Study has involved the

following work areas:

- *Site familiarisation – site visits were undertaken to understand the existing site conditions and context; access arrangements; role and location of green infrastructure and the relationship of Chase Park to the wider area.*
- *Baseline evidence review - included a review of: the representations made at the 2018 Issues and Options stage that are relevant to the area (albeit at that stage the location was not referenced as a location for potential growth); and existing and available plans, strategies and evidence documents.*
- *Meetings with officers to gather background evidence and to discuss aspirations for the area and to discuss the evolving placemaking approach.*

The Chase Park placemaking area

1.7 The emerging Local Plan identifies Chase Park as one of two proposed "Areas of Change" in the north of the borough where Green Belt release offers opportunities to accommodate plan-led growth and deliver environmental benefits such as flood water

management, biodiversity net gain and improving public access.

1.8 Figure 1 shows the area covered by the placemaking area and approach at Chase Park as set out in this Topic Paper.

1.9 Chase Park is broadly 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 local area is mostly residential streets, although there are also a range of community facilities such as shops and schools. Chase Farm Hospital – a major local medical facility – lies to the north east of this area. As well as being a key healthcare facility serving North Enfield, the Hospital is a significant employment location.

1.10 The area comprises typical urban-edge open 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.

1.11 The western boundary of the placemaking area abuts the Trent Park Grade II registered park and garden of special historic interest and affects the wider setting of the Grade II listed mansion house and statutorily and locally listed buildings and Trent Park Conservation Area.

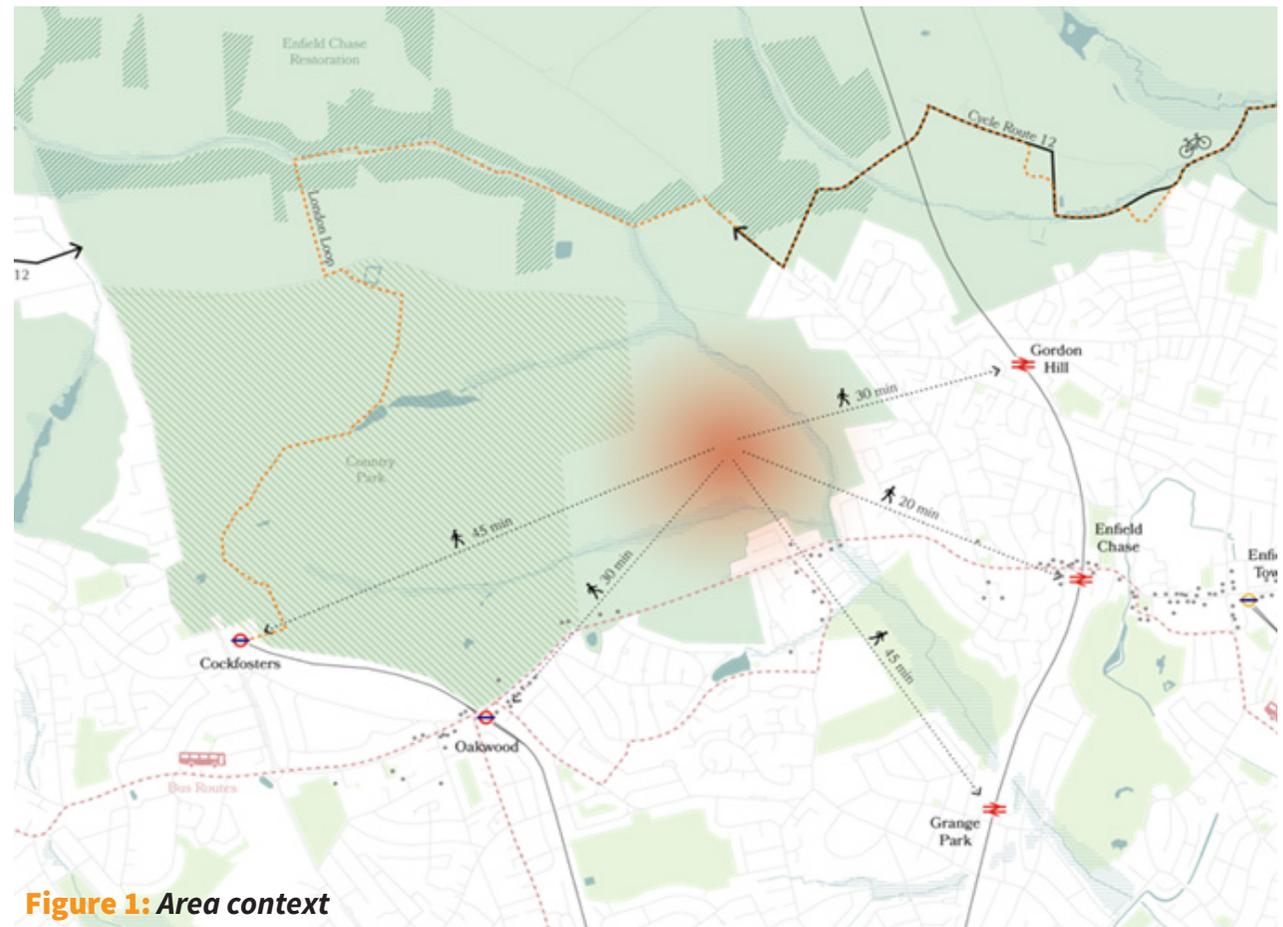


Figure 1: Area context

2 Planning Policy Context

2.1 This section sets out the wider policy context and drivers for design and placemaking, from the borough’s vision and wide-ranging local plans and strategies to the strategic policy context influencing development in Enfield.

2.2 The section goes on to review the responses and outcomes from previous stages of the Local Plan preparation that are of particular relevance to potential change at Chase Park.

Policy drivers for design and placemaking

Strategic Policy Context

2.3 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth. It is legally part of each of London’s Local Planning Authorities’ Development Plan and must be taken into account when planning decisions are taken in any part of Greater London. Enfield’s Local Plan must be in ‘general conformity’ with the London Plan, ensuring that

the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably. A ‘good growth’ approach underpins the whole of the London Plan 2021 which sets out six good growth objectives:

- *GG1: Building strong and inclusive communities, planning with both existing and new communities, making new connections and eroding inequalities.*
- *GG2: Making the best use of land, accommodate growth while protecting the Green Belt, more efficient uses of the city’s land, directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.*
- *GG3: Creating a healthy city, the scale of London’s health inequalities is great and the need to reduce them is urgent, the mental and physical health of Londoners is, to a large extent, determined by the environment in which they live*
- *GG4: Delivering the homes Londoners need, providing a range of high quality, well-designed, accessible homes is important to delivering Good Growth, ensuring that London remains a mixed and inclusive*

place in which people have a choice about where to live.

- *GG5: Growing a good economy, the continuing success of London’s economy is reliant upon making the city work better for everyone.*
- *GG6: Increasing efficiency and resilience, a responsible city must limit its impact on climate change while adapting to the consequences of the environmental changes that human behaviour is already creating London’s homes and infrastructure must be protected against the increasing likelihood of heatwaves, and developments must plan for a more integrated approach to water management, while minimising flood risk.*

2.4 Good growth looks to make the best use of land through protecting open space, promoting the creation of new green infrastructure and urban greening, and improving access including planning sustainable travel options (policies G3 & G4). A green infrastructure approach (policy G1) recognises that the network of green and blue spaces, street trees, green roofs and other major assets such as natural or semi-natural drainage features must be planned, designed and managed in an integrated way.

2.5 Policy D1 focuses on London’s form, character and capacity for growth – with an emphasis on defining an area’s character to understand its capacity for growth with all Boroughs undertaking area assessments to define the characteristics, qualities and value of different places. Development plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. The built environment, combined with its historic landscapes, provides a unique sense of place, whilst layers of architectural history provide an environment that is of local, national and international value (policy HC1). London’s rich cultural offer includes visual and performing arts, music, spectator sports, festivals and carnivals, pop-ups and street markets, and a diverse and innovative food scene, which is important for London’s cultural tourism (policy HC 5).

2.6 The London Plan requires development plans and development proposals to support and facilitate the delivery of the Mayor of London’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 (policy T1). All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated. Rebalancing the

transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing.

2.7 A Healthy Streets approach (policy T2) provides the framework for putting human health and experience at the heart of planning London - embedding public health in transport, public realm and planning. Streets must be welcoming places for everyone to walk, spend time and engage with other people - to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test set out for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

2.8 The London Plan links to, draws and works alongside a series of key strategies and initiatives for London which include:

- **Good Growth by Design**, a united programme of work to enhance the design of buildings and neighbourhoods for all Londoners - the Mayor of London’s plan to create a city that works for all. New development should benefit everyone who

lives in London and be sensitive to the local context, be environmentally sustainable and physically accessible. Six pillars of Good Growth by Design are Setting Standards, Applying the Standards, Building Capacity, Supporting Diversity, Commissioning Quality & Championing Good Growth by Design.

- **The Mayor of London’s Environment Strategy (May 2018)** was one of the first plans of any world city to be compatible with the highest ambition of the Paris Agreement. It commits London to be a zero carbon city by 2050 and puts a number of policies and programmes in place to achieve this objective. The Mayor of London has committed to increasing tree canopy cover by 10 per cent by 2050, to c31% of the capital’s land area and to make more than half of London green by 2050. The strategy aims for London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities.
- **Zero carbon London:** A 1.5°C compatible plan (December 2018) seeks to urgently increase the number of buildings retrofitted with energy efficiency measures, continue grid decarbonization, offset any increases in London’s energy demand by energy efficiency deployment and increasing use of smart technology to smooth peaks in demand, decarbonise transport and increase the use of active and public transport.

- **London National Park City:** declared in July 2019 with a charter which sets out key actions to make London a city where people, places and nature are better connected and as a movement to improve life in London. Working with residents, visitors and partners to: enjoy London's great outdoors more; make the city greener, healthier and wilder; and promote London's identity as a National Park City
- **All London Green Grid Supplementary Planning Guidance, March 2012:** highlights a number of strategic links and corridors in the borough in the All London Green Grid which includes the Salmon Brook Link and the Turkey Brook Link which follows the London Loop from the Lee Valley Walk at the Prince of Wales Open Space via Albany Park and through built areas connecting to Forty Hall Country Park, Hillyfields Park and Whitewebbs Park.
- **London Recovery Board and London Recovery Programme** aims to: reverse the pattern of rising unemployment and lost economic growth caused by the economic scarring of COVID-19; support communities, including those most impacted by the virus; help young people to flourish with access to support and opportunities; narrow social, economic and health inequalities; and accelerate the delivery of a cleaner, greener London.
- **The Mayor of London's Transport Strategy 2018** establishes that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This will help address many of London's health problems, by reducing inactivity and cleaning up the air. This requires improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, services to make public transport the most attractive option for longer ones. Changing the transport mix will put people back at the heart of the transport system, prioritising human health and experience over traffic dominance. Growth should encourage walking, cycling and the use of public transport and minimise the use of the car with development suitably located where there is good access to public transport. These locations will create high-density, mixed-use places where local amenities are within walking and cycling distance, and public transport options are available for longer trips.

Local Policy Context

2.9 The Council's vision and key strategies for Enfield provide important context for the study area and the overall Local Plan approach. This section highlights

key ambitions and aspirations for the borough of Enfield. The council's wider vision is set out in 'A lifetime of opportunities for everyone' the Enfield Council Plan 2020-2022. Three priorities are identified as set out below along with four cross-cutting themes that inform the Council's work to deliver transformation in the borough: A modern council; Climate Action; Fairer Enfield; & Early Help:

2.10 Priority 1: Good homes in well-connected neighbourhoods, with priorities to build more and better homes for local residents; invest in and improve homes; deliver house-building and regeneration programmes with residents; and drive investment to deliver good growth for London.

2.11 This approach aims to ensure that anyone born in the borough has a home to grow up in, where they can choose to stay in and age in, to develop homes and neighbourhoods for people on different incomes, which help people of all ages live healthier and more environmentally sustainable lives and to put public spaces at the heart of the community, strengthening the connection between people and the places they live.

2.12 Priority 2: Safe, healthy and confident communities, with priorities to keep communities free from crime; inspire and empower young Enfield to reach their full potential; deliver essential services to protect

and support vulnerable residents; and create healthy streets, parks and community spaces.

2.13 As Enfield's population continues to grow it is important that people of all ages can access the essential support services they need, with increasing older and young populations in the borough.

2.14 Priority 3, An economy that works for everyone, with priorities to: create more high-quality employment; enhance skills and connect local people to opportunities; develop town centres that are vibrant, safe and inclusive; and, craft a cultural offer for Enfield to support London's status as a world class city.

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

Key Strategies and Plans for Enfield

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

The new local plan for Enfield

2.17 Representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) are included at Appendix 1 of this Topic Paper.

2.18 The outputs from further engagement in early 2021 that informed the evolution of the local plan Vision are summarised in Appendix 2.

Enfield Climate Action Plan 2020 (reflecting the 2019 Climate Pledge)

Vision: To work with staff, suppliers, residents, businesses, schools, statutory partners and government to become a carbon neutral organisation by 2030 and create a carbon neutral borough by 2040.

Underpinning assumptions (for borough carbon neutrality): around a 25% net increase in green infrastructure, higher recycling rates, most energy generated nationally by wind, solar, hydroelectric, nuclear and decentralised energy, around 6,000 heat pumps installed every year and an expansion of the Council-owned Energetik community heat network, 100% of cars electrified, and all new builds meeting or exceeding the London Plan carbon neutral standards.

An Economy that Works for Everyone, Enfield's Economic Development Strategy

Four objectives: Create more high-quality employment; enhance skills and connect local people to opportunities; develop town centres that are vibrant, safe and inclusive and craft a cultural offer for Enfield to support London's status as a world class city.

Aims for 2030: transformed Enfield's business base; upskilled residents to take full part in high-growth industries through new job opportunities, apprenticeships, training and education provision; transitioned our town centres from traditional retail hubs to places of welcome and exchange; and established Enfield as a leading London borough for fostering and enabling culture and creativity.

Housing & Growth Strategy 2020-2030, More and Better Homes

Five priorities: More affordable homes for local people, investment in existing council homes, quality and variety in private housing, inclusive placemaking, and accessible housing pathways and homes for everyone.

Five underpinning principles for homes and places: Affordable to Enfield residents, safe and good for health and wellbeing, child, age and disability friendly, environmentally sustainable and digitally connected.

Making Enfield, Enfield Heritage Strategy

Vision for Enfield: Heritage for change - engaged, cherished, conserved and enjoyed.

Key emphasis: memory-making, recording and telling stories about places; high quality of design; the heritage significance of green spaces across the borough, from the grand-scale formal landscapes through to parks and incidental green spaces; and the important role of waterways in the development of the borough.

Blue and Green Strategy 2021-2031, May 2021

Vision: By 2031, Enfield will be London's greenest borough, forming the cornerstone of London's national park city.

For people: supporting longer and healthier lives, benefiting from cleaner air, water and improved access to open spaces and water spaces. Increasing visitor numbers and levels of physical and recreational activity. Reducing the longstanding gap between affluent (in the west) and deprived (in the east) wards in terms of access to open space and nature will have narrowed.

For places: A network of green links will be created/enhanced within the green loop to connect urban centres with blue-green spaces. The arc of open countryside to the north and west of the main built-up area will be transformed into a publicly accessible parkland landscape, with over 300 hectares of new native species woodland (known as "Enfield Chase"). Enfield's streets and public areas will be significantly greener, safer and more active & cars will no longer be the dominant mode of travel.

Culture Connects: A Cultural Strategy for Enfield 2020-2025

Vision: to connect Enfield through culture...as culture connects us, we will see the borough grow its economy and promote its identity more widely as a bright and diverse mix of city, countryside and creativity. Cultural infrastructure: the spaces and places where culture is made, experienced and shared.

On the ground: physical conditions and spaces that create a platform for and generate cultural activity. From the macro scale, Enfield's green spaces and urban landscapes, its connectivity and status as an outer London Borough, its theatres and venues; to the micro scale, the local hall or corner of public realm that hosts rehearsals or events.

Celebrate: to help create fertile ground within which culture can flourish, both professional and grassroots. celebrate, strengthen and amplify the borough's cultural identity, championing its rich and unique community diversity, its creativity and its heritage

Enfield Transport Plan 2019

Strategic Fit: within the mayoral Transport Strategy's framework of achieving more journeys made by walking, cycling and public transport and the nine MTS outcomes.

Seven transport objectives: 1) Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough; 2) Promote safe, active and sustainable transport to and from schools; 3) Monitor air quality and develop and deliver interventions which address local issues; 4) Manage growing demand for on-street parking; 5) Focus on and improve priority locations making them safer for vulnerable road users; 6) Improve local reliability of and accessibility to the public transport network; 7) Maintain and improve the transport network in Enfield including developing potential interventions.

Health outcomes: supporting the Corporate Plan objective to build measures into all our strategies and projects that will help improve people's health.

Joint Health and Wellbeing Strategy, 2020-23

Vision: Making the healthy choice the first choice for everyone in Enfield. Preventing the preventable which use up NHS resources. Attempting to control and shape the determinants of poor health (i.e. the ‘causes of the causes’), particularly the local physical environment. Altering some of society’s norms of behaviour and remove the underlying causes that make certain behaviours and conditions more common. The overall aim is to reduce health inequalities by helping Enfield residents to eat well, be active, be smoke free and be socially connected.

Identified enablers: housing, education, welfare and work; social prescribing; supporting resilience; building capacity and integration.

Key issues: Persistent health inequalities, some of the highest obesity levels in London across all age groups, poor mental health, which has been exacerbated by Covid-19, High levels of poverty and poor access to good quality green space in the east of the borough and behaviours and lifestyles.

Air Quality Action Plan

Rationale: Air quality assessments undertaken by Enfield Council identified that the Government’s air quality objective for annual mean nitrogen dioxide and daily mean PM10 were not been met by the specified dates.

AQMA: as a consequence the Council designated an Air Quality Management Area (AQMA) across the whole of the Borough and produced an Air Quality Action Plan in recognition of the legal requirement to work towards air quality objectives within the borough.

Priorities: reflects that most of the air pollution in the Enfield AQMA is caused by road traffic by including measures to reduce the pollution emitted from vehicles on the roads. Also addressing emissions from non-road sources such as industrial, commercial and domestic activities. Increased walking, cycling and public transport use and low traffic neighbourhoods are key parts of the action plan. Exposure to poor air quality can have a long-term effect on health and air pollution can also have negative impacts on our environment.

Local Flood Risk Management Strategy 2016

Objectives: 1) Flood risk information; 2) Maintain flood risk management assets 3) Flood risk and development – ensure new development is safe from flooding, does not increase flood risk elsewhere and, through the re-development of previously developed land, reduces overall flood risk; 4) Reduce runoff rates – retrofit sustainable drainage to existing developments, store flood waters in parks and other open spaces during extreme flood events and apply natural flood management techniques where opportunities exist; 5) Protect existing properties from flooding; 6) Preparedness and resilience; 7.)Emergency response to flooding 8) Partnership.

Requirements: a) all new developments to maximise the use of SuDS and restrict surface water runoff rates to greenfield rates where possible; b) Natural flood management - land management practices in the rural areas and alteration, restoration or use of landscaped features to slow runoff rates and reduce flood risk downstream; c) Safe dry access routes and finished floor levels.

3 Context & Analysis

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

Evidence base summary analysis

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

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

Distinctiveness in the Landscape; Accessibility and variety of Open Space

Opportunities:

3.4 Development here provides an opportunity to increase the usability of the landscape, promoting

different approaches to the role of open space, including opportunities for rewilding. Important features in the landscape such as the Enfield Chase Heritage Area AOSC (Area of Special Character) and Lee Valley AOSC should be enhanced, with ridges and valleys retained.

3.5 New development should be guided by existing landscape characteristics to determine the best location

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

Figure 2: Evidence topics

for tall buildings and climate change adaption. This should reflect the influence that topography has had on the land use pattern and development form across the borough, with higher densities found on the flatter valley floor and a looser and lower density form on sloping and higher ground.

3.6 Opportunities should be maximised to improve the quality, character and historic significance of the landscape/townscape (such as the registered parks at Trent Park, Forty Hall, and Myddelton House) within or adjacent to the Green Belt, primarily through environmental improvements and careful management of unauthorised uses and areas of public access. Development proposals within or on the edge of the Green Belt can contribute towards improvements to enhance green wedges and corridors and the wider green infrastructure network, including the connectivity of habitats and green routes and creation of new open spaces, linkages, green grid routes and corridors.

3.7 Development provides an opportunity to improve connectivity between open spaces, recognising that access for those without a car is more limited. Improvements to streetscapes and public realm to provide family friendly places and incorporate new open spaces/play spaces within new development can further improve access. This can also help address inclusive access issues, in line with the Local Plan’s aspiration to

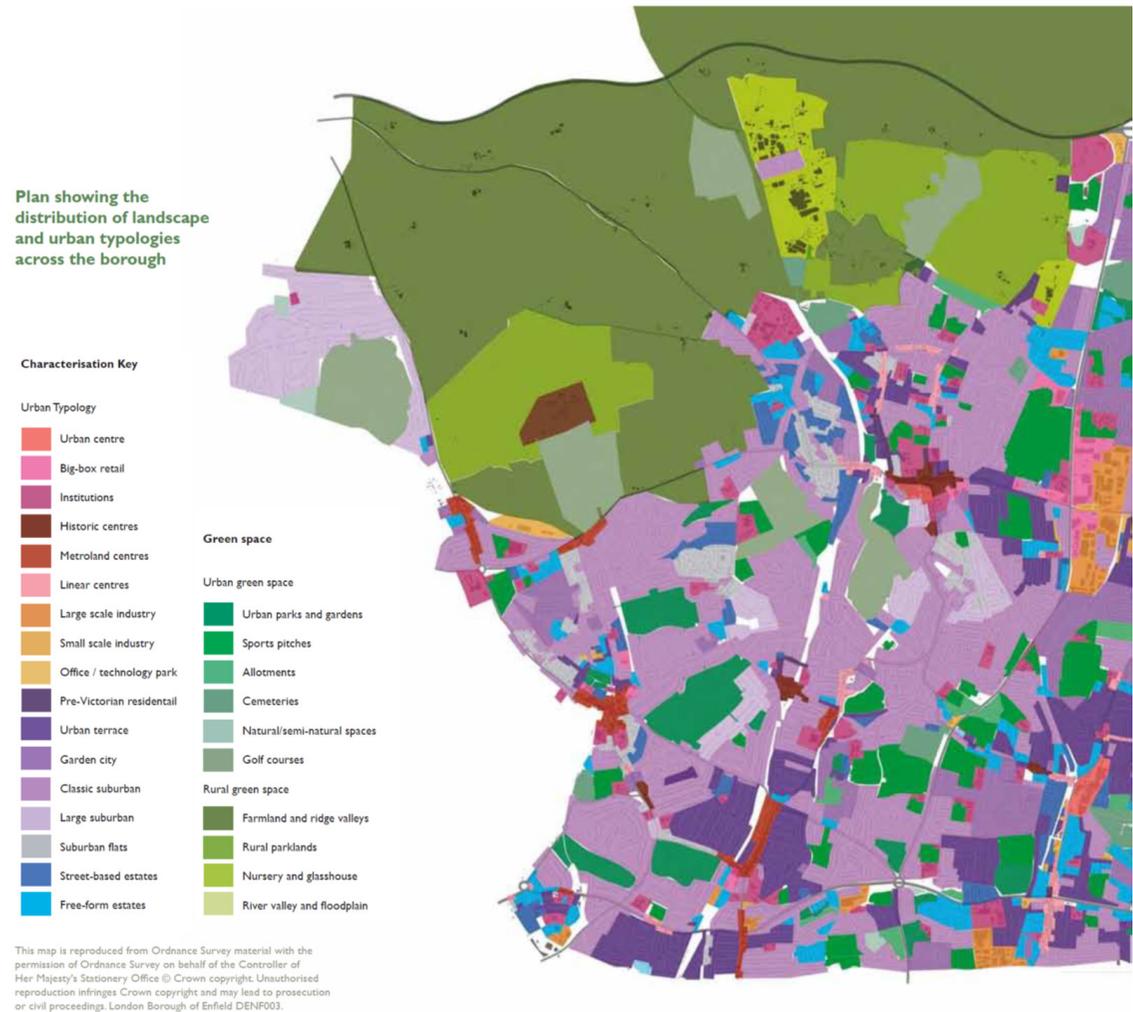


Figure 3: Landscape and urban typologies. Source: Enfield Characterisation Study 2011

create a borough that is a nurturing place for all. A local loop trail (known as the Green Loop) and a network of 'green spurs' is proposed along the rivers and key routes of the borough and provides a further opportunity to enhance connectivity, including with the London Loop – a strategic walking route which encircles the Capital and passes close to Chase Park. Development provides an opportunity to open up the landscape to quality recreational and nature experiences.

3.8 There are opportunities to protect and enhance the existing priority habitats and species, mostly concentrated in the open countryside but also scattered across semi-natural corridors, such as railway lines and watercourses, as identified in the Enfield Blue and Green Strategy. There are also strategic habitat opportunities for woodland planting identified by the Environment Agency including riparian woodland, floodplain woodland potential and wider catchment woodland potential. There are also opportunities to enhance heritage value within this placemaking area through recreation of the Chase Woodland.

Challenges:

3.9 There is a risk that poor land management can adversely impact local character and that creeping development will occur if fringes and interfaces to support high quality gateways are not in place. Further

inappropriate development at the Merryhills Brook Valley is likely to prejudice the future character of this area at the urban edge and the heritage assets of Clay Hill and Enfield Chase/Trent Park as well as the Area of Special Character, listed buildings, registered parks, conservation areas and non-designated heritage assets on the local list.

3.10 East-west connectivity across the borough is limited by the area's industrial legacy and by a range of natural and man-made barriers including water courses, roads and railway lines resulting in deficiency in access in the east, centre and north-west of Enfield (especially within the Lee Valley). The restoration of Enfield Chase may require connectivity interventions to ensure good local access and maintain ecological corridor continuity.

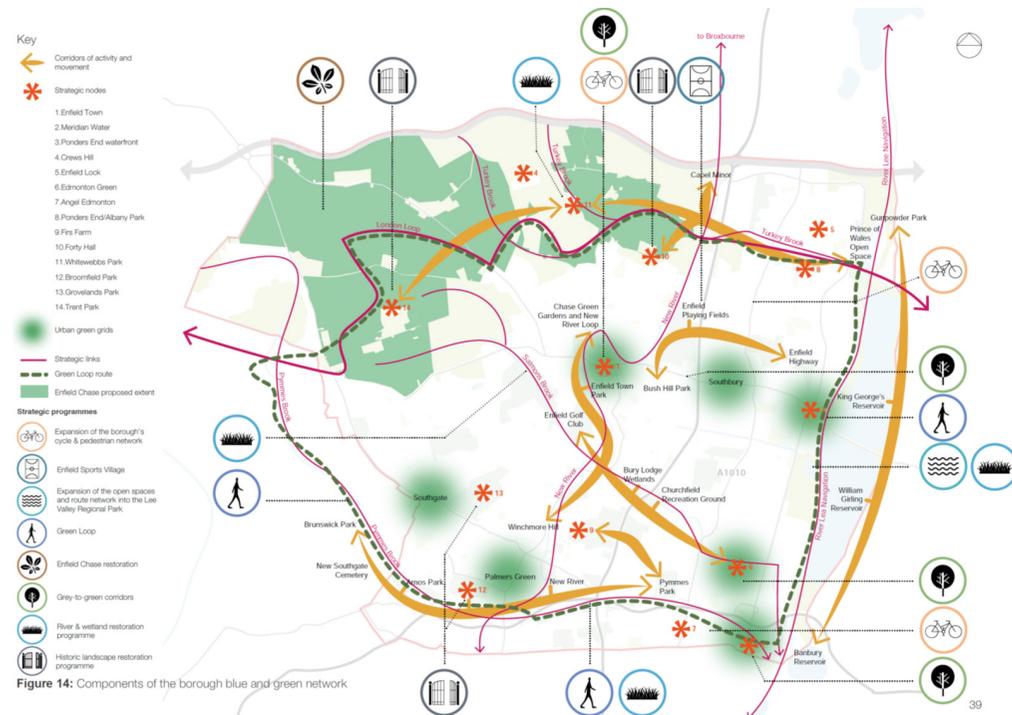


Figure 4: Components of the borough's blue and green network, Source: Enfield Blue and Green Strategy, May 2021

3.11 Areas of deficiency (1km walking distance from a Site of Importance for Nature Conservation), are principally in the north west of the borough (north west of Enfield Chase), and straddling the A1010 – A10 corridor between Enfield Highway and Lower Edmonton. There is a SINC in the placemaking area.

Character Response to Context

Opportunities:

3.12 There is strong support through the London ‘Good growth by Design’ publication, to enhance the design of buildings and neighbourhoods. All development should be delivered through a design-led approach and informed by an understanding of local character reflecting the borough’s unique character which is influenced strongly by its topography and balance of development and landscape.

3.13 There are many areas of real quality both in terms of highly attractive and well managed sections of rural landscape and historic centres within the urban areas of the borough, and these areas are to be celebrated.

3.14 The borough is crossed and connected by a series of historic connections and major routes and

there is a need to ensure these routes continue to provide a focus and a sense of place for local centres, and support the network of local connections. Key routes act as gateways - the major road and rail routes act as important gateways into the borough and therefore the quality of the environment immediately around them has an impact on how the borough is perceived.

3.15 Heritage will be central to successful

place making as part of growth. It can anchor new development and contribute to Enfield’s sense of place. Existing vision established in the Making Enfield, Enfield Heritage Strategy: “Heritage for change - engaged, cherished, conserved and enjoyed”. Green spaces across the borough have heritage significance, from the grand-scale formal landscapes through to parks and incidental green spaces around planned estates.

3.16 Ecological heritage - the borough’s northern

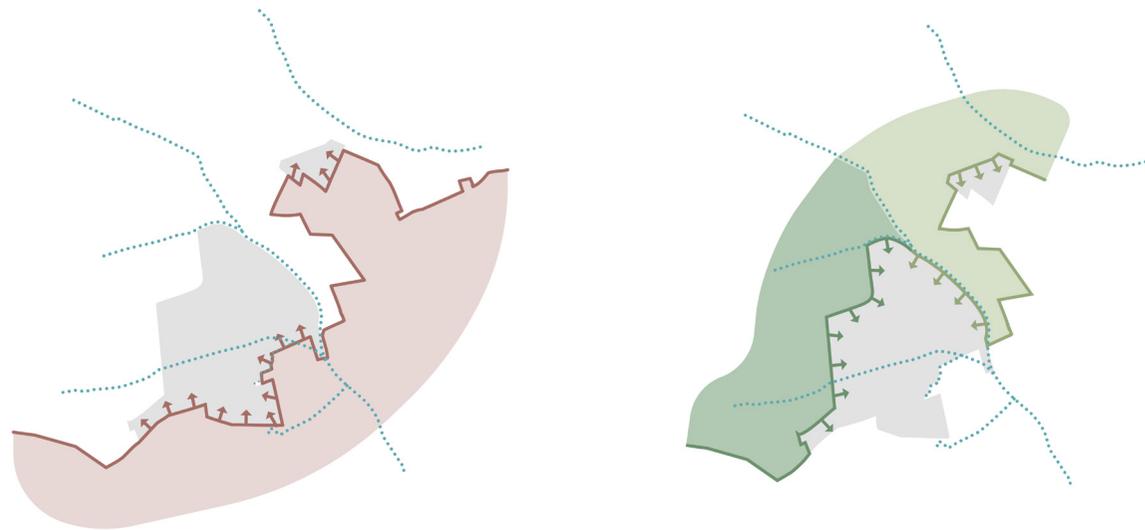


Figure 5: The opportunity to expand the existing urban area is shaped by the form of the landscape areas beyond.



green spaces can be seen to create a unique heritage-led environmental destination with a complementary culture and leisure offer.

3.17 Enfield has a rich base of community cultures, with unique heritage stories and creativity which shapes the borough's cultural identity. This can be made more visible through the town centres and new development areas, adding character and interest for everyone of all ages.

3.18 Culture Connects: A Culture Strategy for Enfield 2020-2025 sets the ambition for Enfield, including the visions of: "...We want to connect our rich history of cultivation and industry with creative activity throughout our green spaces, homes and town centres, our young people with opportunity, our diverse communities with shared celebrations and events..." The Culture Strategy will support cultural activity that in turn, will support the borough's health, educational attainment and employment objectives, and activity which reflects the borough's unique heritage and shares stories will support a cohesive community sense of belonging and well-being. The music, food and traditions of the borough's diverse communities are celebrated through community festivals and events that take place year.

3.19 Together with new affordable workspace for

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

3.20 Chase Park is a natural extension to the existing north west urban edge of Enfield, and the scale of development that can be accommodated is determined by the boundaries of Trent Country Park

and the restored Enfield Chase. Potential development zones within the Chase Park area are in turn shaped by the brooks and landscape and will relate to the adjacent (existing) urban areas.

Challenges:

3.21 The continued pressure for northerly development is evident at the urban-rural fringe with the intensification and extension of the urban area.

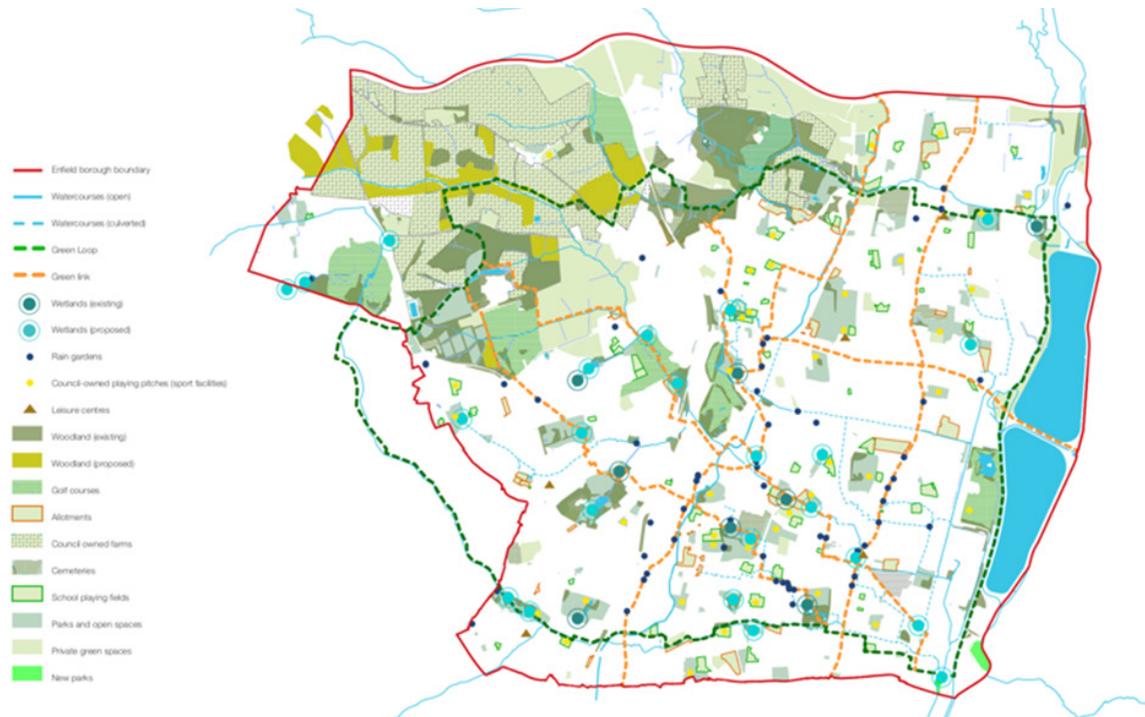


Figure 6: Proposed blue and green infrastructure including links and connections. Source: Enfield Blue & Green Strategy, May 2021

3.22 Whilst the green spaces are recognised as valuable, their relative heritage value is not always fully understood. The landscape at Trent Park is a registered designated landscape – of national significance. The existing Trent Park management plan has been produced in the context of the currently adopted Local Plan and will need revisiting in taking forward an allocation. The creation of a Trent park Conservation Management Plan would be beneficial in ensuring that the fragile historic ecology and historic form of the park can be best protected.

Sustainable Movement & Connectivity

Opportunities:

3.23 The London Mayor has made a manifesto commitment to make more than half of London green by 2050. The All London Green Grid Supplementary Planning Guidance (March 2012) highlighted the Salmon Brook Link and Turkey Brook Link as strategic links and

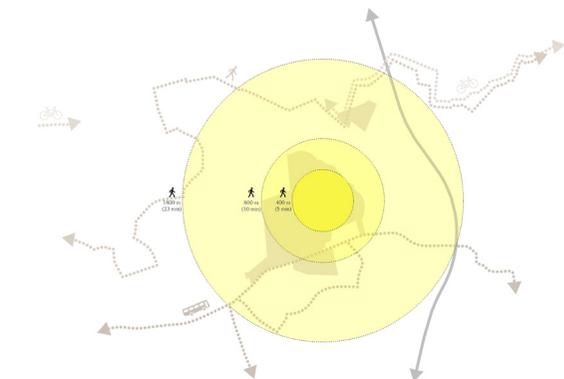
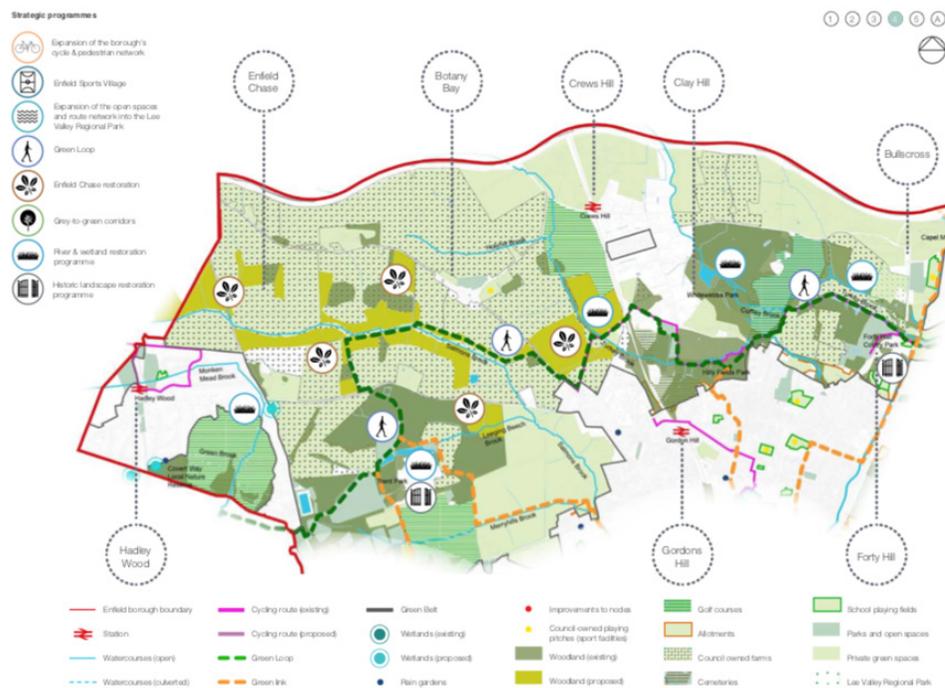
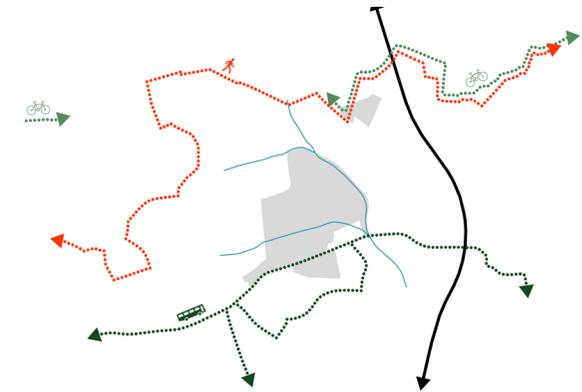


Figure 8: Chase Park is well located for both Active Travel and Public Transport Connections which could serve future development.

Figure 7: North Enfield Proposed Interventions. Source: Enfield Blue & Green Strategy, May 2021

corridors in the borough.

3.24 The vision in the Enfield Blue and Green Strategy outlines that by 2031 Enfield will be London's greenest borough, forming the cornerstone of London as a national park city. It also highlights the opportunity to minimise the gap between east and west in terms of access to open space; identifies opportunities to maximise green tourism activities, increase food production and increase active participation. The strategy also outlines the opportunity to shift investment from grey-to-green infrastructure; improve accessibility and connectivity of the existing network, better connect spaces with communities, create new spaces, expand the woodland estate, and create an urban forest.

3.25 Opportunities exist to create grey-to-green corridors, where public realm improvements along main routes (A10, A406 and A101) and at key stations and town centre gateways, can include sustainable drainage systems and trees.

3.26 In the borough the creation of new crossings/bridges over the A10, A406 and Lee Valley line will help to overcome east - west severance.

3.27 A focus on improved sustainable transport infrastructure and placemaking provides an opportunity

to improve health problems and street scene, including through use of the Healthy Streets approach to provide the framework for putting human health and experience at the heart of planning the city. Working with partners, growth provides the potential to seek future funding to deliver new and improved community and strategic transport infrastructure.

3.28 Active travel and public transport focused development which makes use of the existing bus networks, and which delivers enhanced cycle and walking connections to the local stations, as well as improving local strategic routes, including the London Loop and Green Loop, is a realistic ambition for Chase Park.

Challenges:

3.29 Much of the Green Belt is inaccessible to the public due to the lack of direct footpaths and physical barriers, such as river and rail corridors.

3.30 Whilst significant improvements to public transport services will be required to achieve the reduction in car dependency, significant wider investment in transport infrastructure is necessary to support the levels of planned growth, e.g., M25 Junction 25 upgrades, Piccadilly Line upgrades, four-tracking of West Anglia mainline, solutions to level-crossings, improvements to interchanges, upgrades to key bus

routes, and new cycleways and footpaths.

Mix of People & Activity

Opportunities:

3.31 Overall, the housing market in this area is perceived to be active, with a strong market for the right scheme in the right place. The western and northern areas of the Borough (Cockfosters, Winchmore Hill, Southgate, Grange Bush Hill Park, Grange, Palmers Green) have the highest values.

3.32 Larger sites can generate their own sense of place and identity, that may generate values that are different to those in the immediate locality. Such schemes are well-placed to create a place for all – mix of housing including affordable, and opportunities for non-standard products e.g., for older people, build to rent.

3.33 Growth presents opportunities relating to design features that promote activity, e.g., inclusive design, sustainable transport links, safe and appealing streets that are conducive to Play Streets and School Streets, multi-functional spaces, nearby local amenities, etc.

3.34 New development can influence control over the determinants of poor health and disease in the

population, enabling the whole community to benefit through improved behaviors and lifestyles. Growth also supports the provision of good quality homes that are accessible and affordable - designed to keep people healthy, contribute to wellbeing, and are adaptable and accessible for older people and those with disabilities.

3.35 Incorporating social infrastructure into larger developments and public spaces and careful design of neighbourhood can create opportunities for people to meet and socialise. Using the Healthy Streets for London, 10 evidence-based Healthy Streets Indicators can ensure new development gets the street right for the whole community.

Challenges:

3.36 Health inequality between the east and west of the borough is stark. The Joint Health and Wellbeing Strategy (2020 – 2023) found persistent health inequalities, some of the highest obesity levels in London across all age groups, poor mental health, which has been exacerbated by Covid-19, high levels of poverty and poor access to good quality green space in the east of the Borough.

3.37 The struggle of poorer households face trying to find decent, affordable housing is the single greatest challenge identified by the Enfield Poverty and Inequality Commission. The Enfield Children and Young

People's Mental Health Transformation Plan (2015-2020) found higher numbers of children and young people live in areas of deprivation.

Accessibility & Variety of Open Space Opportunities:

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

3.39 The Merryhills Brook flows east-west through the heart of the Chase Park area, and can shape the future development, which in turn can enhance its setting through careful environmental interventions along its course. Salmon's Brook runs north-south. Any development could act as a gateway to these enhanced blue-green areas.

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

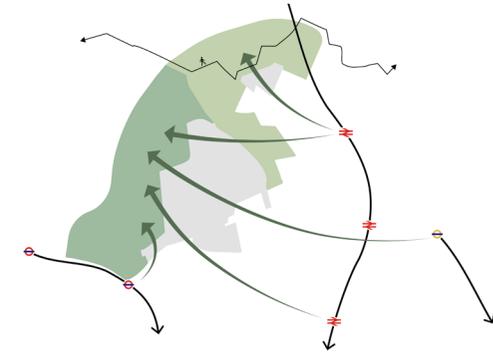


Figure 9: Chase Park and Crews Hill can act as a gateway to Trent Country Park and the restored Chase from the urban areas surrounding, and from the stations that provide access to the wider city

Challenges:

3.41 The Enfield Blue and Green Strategy identified insufficient food-growing spaces, historic parks and gardens on the national register of heritage risk, and maintenance and management costs as threats.

3.42 It also found a strong correlation between health inequalities open space deficiencies, poor quality environments and levels of deprivation.

Accessibility & Variety of Facilities & Services

Opportunities:

3.43 Growth provides the opportunity to build on the Economic Development Strategy, transforming the business base, upskilling residents, repurposing town centres and establishing Enfield as an area for culture and creativity. It will support the borough in continuing to play a vital role in strategic logistics and distributions, food and beverages, large scale industrial typologies, national and global media events.

3.44 Recent employment expansion in higher value jobs could provide a base from which the borough's economy can use as a foundation to develop more high value jobs with Enfield's location supporting the potential to take advantage of these sectors in the future.

3.45 The London Industrial Land Demand Study (2017) categorised that, at borough level, Enfield will have a baseline net gain requirement of 52ha over the period of 2016-41. Strong demand is reported for larger format distribution units in the north of the borough, with good access to the M25.

3.46 Development provides an opportunity to deliver local workspaces at a neighbourhood level to reduce the need for commuting, and to accommodate changing trends in working.

Challenges:

3.47 Across north west Enfield there is very little employment land identified in the Employment Land Review (except at Crews Hill, (employment land cluster C24, Kingswood Industrial Estate, 2.0 ha).

3.48 Industrial land is under intense pressure for repurposing and being used to meet London's housing demands.

3.49 Jobs in Enfield are lower value in comparison to the ones residents out-commute to elsewhere in London.

3.50 Enfield has a relatively small office market dominated by smaller units with, over half (58.5%) being under 250sqm in size, equating to 10.1% of total stock

Climate Change Adaptation and Resilience, and the Wider Environment

Opportunities:

3.51 There are opportunities to work with the Mayor and GLA group on rolling-out a public network of rapid EV chargers and the delivery of zero emission zones.

3.52 As outlined in the Enfield's Climate Action Plan (2020), meeting the carbon neutrality of the borough by 2040 will require several interventions such as a net increase in green infrastructure, increased recycling rates, increased decarbonisation, heat pumps installed, all cars and trains electrified, and all new builds meeting or exceeding carbon neutral standards. Working with developers can help to achieve this by supporting connectivity to the borough's heat network, minimising the risk of overheating, managing nuisances, improving air quality and reducing flood risk.

3.53 There is scope to connect development to the Energetik community heat network in helping to achieve carbon neutrality at north Enfield, in addition to space to consider roles of wind and solar technologies.

3.54 There are key opportunities around low

carbon energy for Enfield and the natural landscape across Enfield to capture carbon emissions and improve biodiversity. Development at north Enfield, in particular, could support natural offsetting through green infrastructure - including wetlands, tree planting and expansion of the natural environment.

3.55 All new developments to maximise the use of SuDS and restrict surface water runoff rates to greenfield rates where possible, as per the Local Flood Risk Management Strategy (2016) and the approach of reducing the impact of flooding downstream.

Challenges:

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

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

Land ownership arrangements

3.58 The Chase Park area is in a limited number of different ownerships. The majority of the central area of the allocation (Vicarage Farm) is within the control of Comer Homes who hold the freehold to the land.

3.59 The relatively small number of separate landownerships in this area should be advantageous for working with all parties to agree a comprehensive masterplan for the area in due course, albeit the approach to funding and delivery of shared infrastructure will still be important. The location of the different land parcels, each with their own access points onto the strategic road network should also ensure that delivery of development at Chase Park could proceed on a number of different development front, contributing positively to the borough's housing delivery targets.

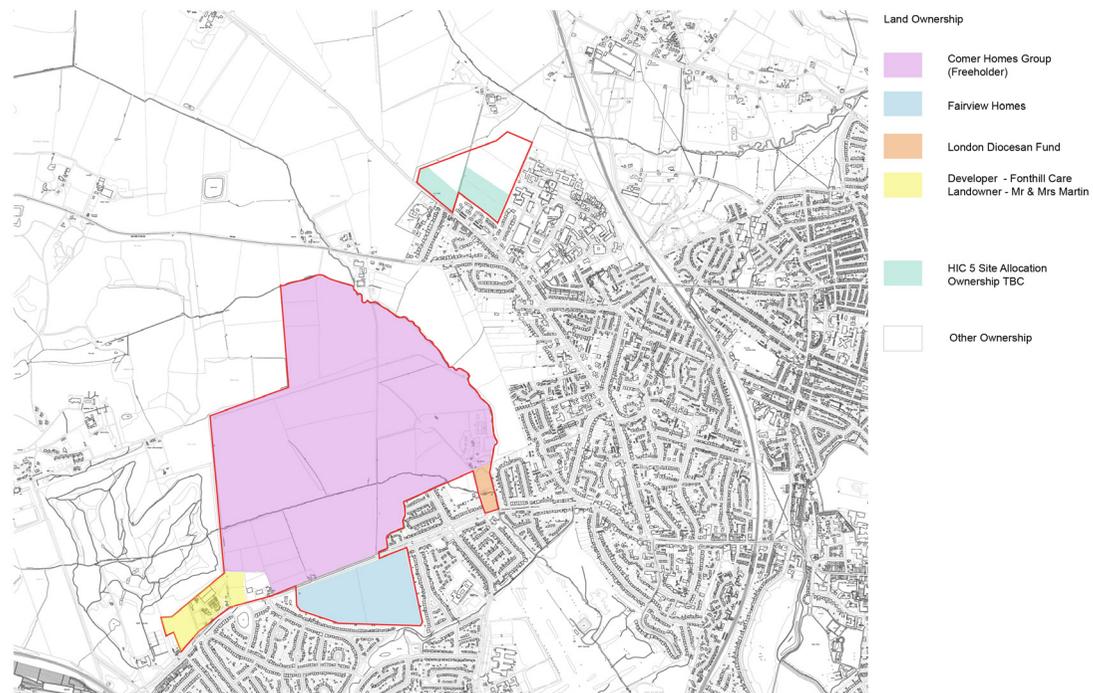


Figure 10: Land ownership arrangement at Chase Park

Outcomes from Officer workshop

3.60 A workshop was held with Council officers in April, 2021 providing a further opportunity (in addition to the evidence clinics) to check and capture emerging placemaking thinking for the north of the Borough, together with key priorities for Enfield from existing strategies and the body of work underway across the authority for the Local Plan.

3.61 Defining the role that each of the strategic allocation areas has in the place-identity and function of the Borough formed a key part of the workshop activity. It also provided an opportunity to understand relationships between the objectives across different departments and teams and between different policy areas and topics. An interactive exercise formed part of the workshop - designed to facilitate joined up story telling of the future of north west Enfield in order to help highlight where opportunities exist for the placemaking strategy to take unified approach to delivering multiple objectives.

3.62 The outputs from the workshop provided a mixture of new information; informed the emerging design approach for the proposed allocations at Chase Park; and posed a number of questions for further investigation.

3.63 The first part of the workshop presented a brief overview of the evidence review underway; the discussion highlighted the following:

- *The need to relate fully to the “Good Growth” agenda.*
- *More emphasis needed on the quality of housing which is as important as the quality of the living environment, in ensuring delivery of good growth.*
- *Ensure that cross-cutting elements, such as zero carbon are considered across all relevant themes.*
- *Include suitable consideration of energy/ sustainability issues.*

3.64 The second part used baseline mapping & extracts from key documents to discuss the characteristics of north Enfield as an important first step in defining a placemaking strategy for each site allocation area. The discussion covered:

- *The rationale for the choice of sites proposed to be allocated in at Crews Hill and Chase Park, and the alternative options considered ,especially with regard to Council-owned land in the area.*
- *The need to consider the potential for mitigating or resolving constraints identified at this early stage of placemaking, to ensure that those constraints do not unreasonably rule out options at this stage.*
- *Consideration of views and building heights as part of placemaking - a review of local views as set out in the emerging local plan and local character studies is underway. It was noted that it was important to consider the views around Crews Hill to contextualise the site and consider the relationship between southern sites in that area with heritage assets around Clay Hill.*
- *The potential use of and reference to Garden City principles in developing the placemaking approach*
- *The potential benefits of growth for addressing flood risk and delivering Enfield Chase, as flood management approach in the upper catchments of the Salmon and Turkey Brooks, linked to new development can help to improve the existing situation in Enfield.*
- *The importance of sustainable transport across the area.*

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

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

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

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

SWOT Analysis

3.68 The review of existing and available evidence relevant to the Chase Park area and the discussions at the officer clinics and workshop have identified a range of strengths, challenges and opportunities for development at Chase Park. These are summarised in the following table.

3.69 The scale of development that can be accommodated is shaped by the existing urban edge of Enfield, and the protected (and potentially future protected) landscapes beyond. It is of sufficient size and critical mass that it can support some community facilities and will potentially deliver housing across different plan periods. It will also support the ambitions for enhancing the blue and green infrastructure in this part of the Borough, both within the site and in the wider area.

3.70 Development will need to mediate between the existing low-density and often car-dominated suburbs, and the environmentally important landscapes beyond. To do this successfully it must be delivered at a scale and density which supports sustainable transport and with a design that makes active travel – walking and cycling – the natural choice for getting around. By doing this, it can successfully act as a transition between the urban and the peri-urban landscape of this part of north west Enfield.

3.71 Whilst on-site provision of open space and green infrastructure is important, the improvement and provision of connections to areas of open space in beyond the immediate study area, and the east-west green corridors that lie to the south of the M25, is potentially more important. Providing paths and corridors which are designed for pedestrians, cyclists and nature are equally key to creating a healthy, sustainable community at Chase Park.

Strengths

- Areas of existing open space are accessible to the west of the site, and it is in close proximity to Trent Park.
- Existing open space facilities for existing and new residents.
- Potential to act a Gateway to provide access to the National Park City North West Enfield.
- Energetik, a council owned, community heat network is already in place to help to achieve carbon neutrality.
- Existing employment opportunities at Chase Farm hospital and Enfield town.
- 3 stations within a 30 min walk, as well as regular bus services and the National Cycle Route 12 to the north.
- Site comprises of a limited number of ownerships.
- Existing local centres at Enfield Chase and Oakwood are within active travel distances.

Weaknesses

- An Air Quality Management Area (AQMA) across the whole of the borough.
- Limited connectivity to existing cycleways, e.g., National Cycle Network route 12 and the link between the Chase landscape and its namesake station
- Enfield's low-lying topography and urban form makes it vulnerable to river and surface water flooding and the urban heat island effect.
- The Chase Park area is quite hilly which may limit the potential for active travel by some sections of the community,
- Limited public open spaces within the existing adjoining urban area (although there is extensive recreational space at Trent Park)
- A110 corridor, dominated by highway with narrow footways and poor cycle provision, not conducive to walking and cycling.

Opportunities

- Create a place of distinctive character through design at all scales. Deliver a positive relationship with Trent Park, and create gateways to the site, for example, at Enfield Road.
- Deliver good quality, accessible and affordable homes especially for families..
- Turn existing grey corridors (i.e., main infrastructure routes) into green corridors along key routes into centres/activity hubs.
- Provide a gateway to the National Park City and link to the rewilded areas of Enfield Chase and historic parkland in Trent Park
- Introduce natural flood management features (e.g., ponds and wetlands) along Salmons Brook and address flooding issues downstream
- To connect new homes to the community heat network

Threats/Challenges

- An area of the site falls within an Archaeology Priority Area (APA).
- Ensuring development is resilient to flood risk and does not has a negative effect elsewhere if developed. 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.
- Significant improvements to public transport services will be required to achieve a meaningful reduction in car dependency.
- Impact of additional population on the heritage assets and their setting at Trent Park and key views identified within the Conservation Area Management Plan from increased visitor numbers and recreational activities

4 The Placemaking Approach and Concept for Chase Park

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

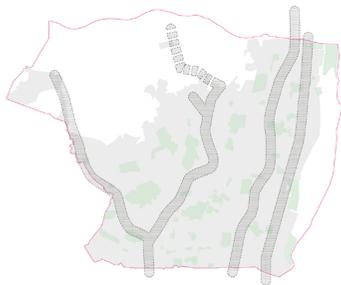
Borough. The green north is a key asset to the Borough as it changes over the coming plan period and beyond

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

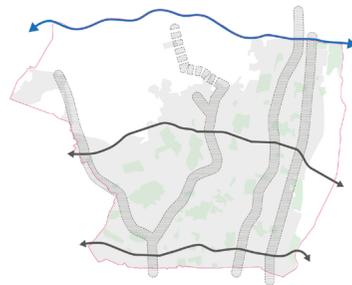
rings separated by radial road routes. The Borough is bounded to the north by the M25 -the outer London orbital route and most recently defined radial route. This is a significant factor in defining movement, development form and landscape continuity as the landscape to the north of Enfield transitions 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 Hadley 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 Whitewebbs, and the relationship with the formal landscapes like Forty Hall.

Corridors & radial routes



Development has historically progressed northwards along a series of corridors...



...with radial road routes connecting E-W defining the form and extent of development at different periods in time.



But new opportunities for connecting E-W across the north of the Borough mean that new development areas may perform and contribute differently to the function and identity of the built form.

Figure 11: Key Influences

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 at Chase Park is positioned to provide a new settlement edge, creating a new relationship with the green north and providing access to public green space at Trent Park, and the newly restored Enfield.

4.6 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.

4.7 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 wellbeing of existing and new communities.

4.8 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 Chase Park 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.

4.9 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.4.10

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.

4.11 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.

The Chase Park placemaking area

4.12 The Chase Park placemaking area is focused on the area of land that lies east of Trent Country Park, and west of the existing urban edge of Enfield. The land is criss-crossed by a number of water courses, most notably the Salmon's and Merryhills Brooks. It lies within reach of a number of stations on both the Overground and Underground network.

4.13 The area comprises land bounded by natural landscape features and the existing urban edge of Enfield and includes three potential allocations (HIC6, HIC9 & HIC10), along with part of two others (HIC5 & HIC11). There are also some small areas of land which were not put forward during the Call for Sites process but which lie within the contiguous Chase Park Area immediately adjacent to promoted sites. Two of these sites – HIC 6 & HIC 10 – have been promoted as sites for extra care or older age housing, and this is to be welcomed, although one of these sites is located at the closest point to Oakwood tube station, which as an Underground station with a high-frequency service may be better suited to housing which is likely to attract commuters.

4.14 To address the Climate and ecological emergencies, it is critical that where land (especially greenfield land) is removed

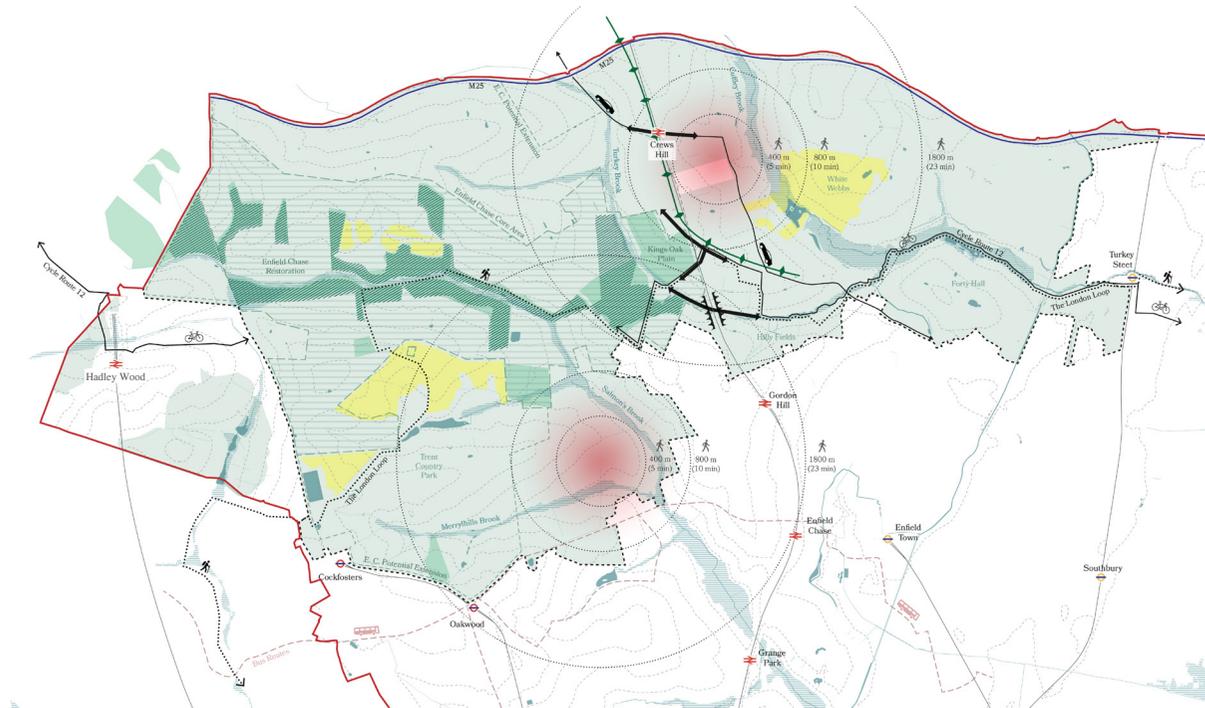


Figure 12: Context for Chase Park & Crews Hill

from Green Belt, it is developed in a way that maximises sustainability and minimises carbon footprint. This begins with the location of the development. Chase Park offers an opportunity to deliver housing in a location which will be accessible with good public transport connections within walking and cycling distance, and where there are opportunities for leisure and active lifestyles on the doorstep. The development must not be low-density and car-dominated, but rather show how 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.

4.15 The Vision for Chase Park has been prepared with regard to the wider local plan Vision themes. It is envisaged to be a place, where vehicles do not dominate the streets and instead green corridors, with space for cycling and walking, are what forms the primary movement networks around the area, with people being able to easily access public transport, including high frequency bus services, via these routes. While the development must be a “good neighbour” to the existing urban edge of Enfield, and the outer suburbs against which it will abut, 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.

4.16 Through the evolution of the design narrative, the site boundaries have naturally emerged from the strong landscape framework of the local area – existing natural watercourses, historic open spaces (such as Trent Park), and the proposed new strategic landscapes of the restored and rewilded Enfield Chase. The desire to create a quality of place which reflects this setting

also leads to a typology of development that seeks to provide high density neighbourhoods served by generous blue-green corridors which provide a strong setting and support ecological corridors which in turn connect wider habitats and greenspaces to form a coherent network.

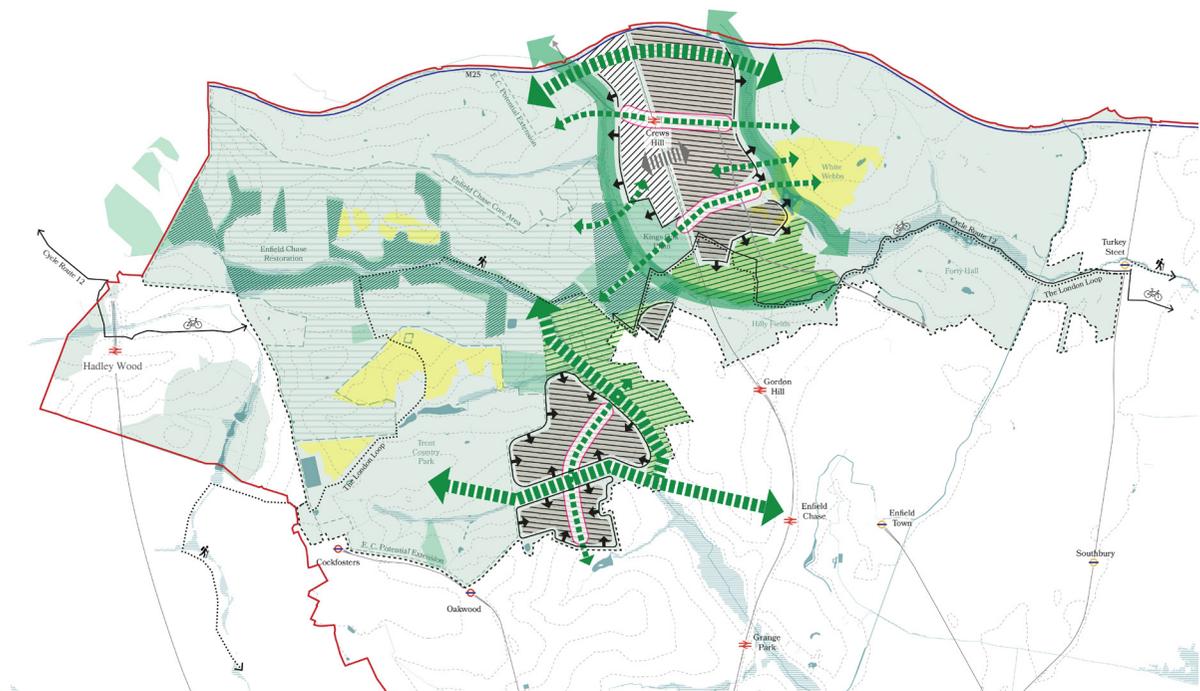


Figure 13: Concept plan for both Chase Park and Crews Hill

4.17 In the northern part of the allocation area, higher density housing, potentially with a higher percentage of smaller units, that has a synergy with Chase Farm Hospital could be provided. This could take the form of extra care facilities where residents may need easy access to the hospital, or key worker housing which can accommodate those that work there, recognising its importance as a major employment centre.

4.18 In the southern part of the allocation area the bulk of the development will be located as part of a long-term phased approach which can encapsulate more than one plan period. The development will typically be more mixed and have areas of varying density, although this should never fall below 40-50dph in order to ensure that the high sustainability ambitions for Chase Park as a whole can be achieved. There is scope for a mixture of property types, sizes and tenures and the levels of private space provided should be balanced against the high accessibility of high quality and natural public spaces in the wider area, as well as shifting use patterns.

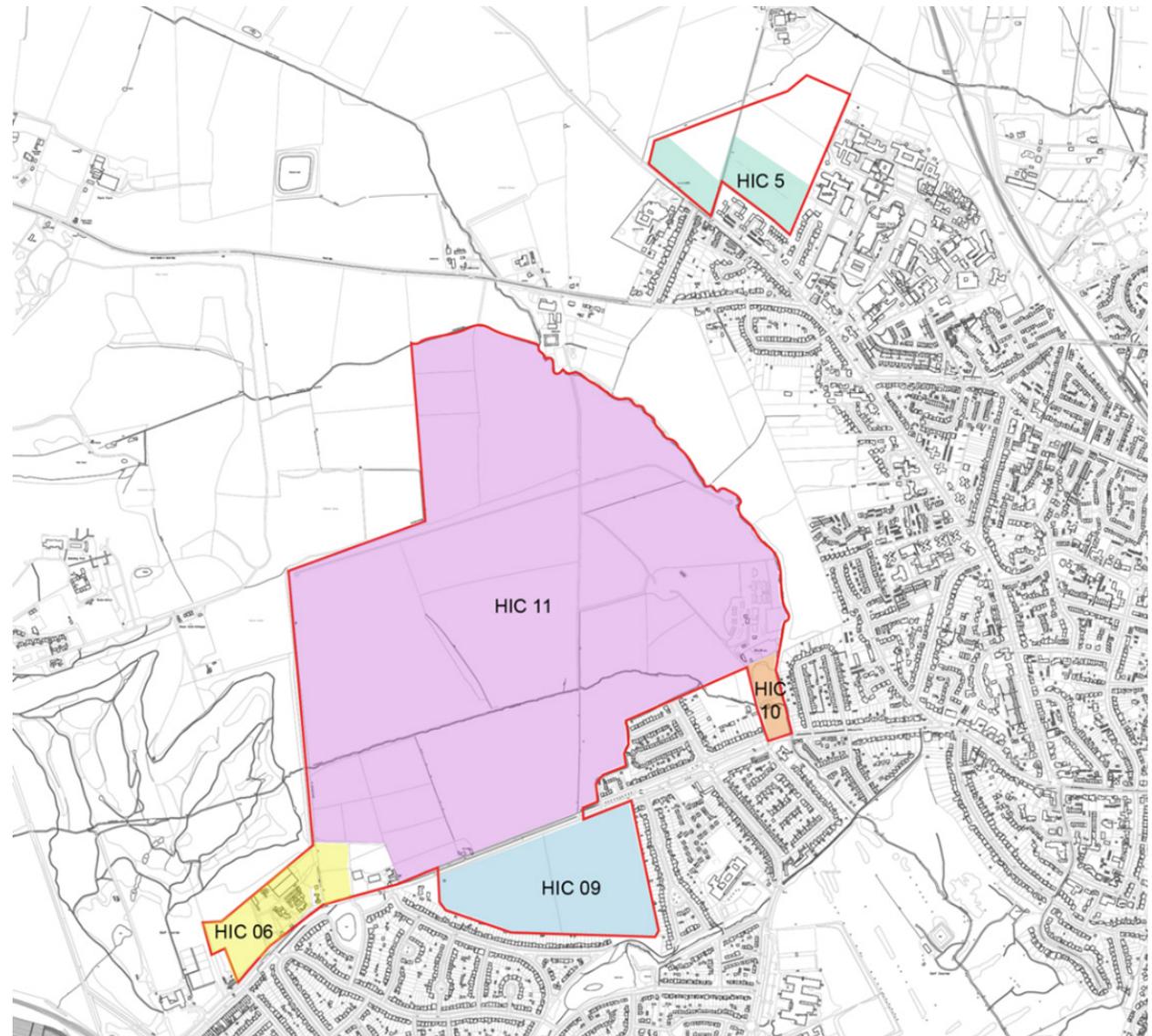


Figure 14: Individual sites at Chase Park

Vision for Chase Park

A Deeply Green Place

- The scheme would promote active travel in preference to the motor car.
- The development would be shaped by the Brooks, Forests and Green Spaces, and there would be green connections running between the three zones to link them.
- Provides a model for housing where net zero can be achieved in both fabric and operation.

The Workshop of London

- Opportunities for doorstep workspaces would be integral to the typologies, providing the chance to work in-home or local to it, removing the need to commute.
- Links to the wider landscape where growing is a key part of the economy – such as Crews Hill, Forty Hall and Capel Manor.

A distinct and leading part of London

- An opportunity to be an exemplar Greenbelt Development which looks at the relationship between the urban form of the city and its rural landscape setting.
- Demonstrating how to build high quality suburban homes at a scale and density which is sustainable and a model for good growth.
- Provide access to open spaces and the countryside for all Londoners, including unique landscape settings such as the Chase – for which it provides the link between Enfield Chase Station and the Chase Landscape.

A Nurturing Place

- A mixture of homes that allow people to live here in all stages of life – from first time buyer, families through to retiree.
- Easy access to the rural landscape on foot and by bicycle for residents and visitors.
- Opportunities to engage with the landscape – such as growing and edible landscapes.

4.19 This area can also accommodate other uses such as community facilities, possibly some commercial or retail space and also specialist forms of residential use such as later living accommodation or extra care facilities. It is also likely to require new school/s and health facilities. In order to relieve pressure on transport infrastructure, the provision of uses such as local workspace should be incorporated, so that the need to commute can be reduced and localised retail could be supported. In any case, additional bus service capacity is likely to be required.

4.20 Overall, the story of Chase Park has emerged from the desire 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. It has shaped a place which can act as the gateway to the parkland landscapes of north Enfield while also being a great place to live sustainably.

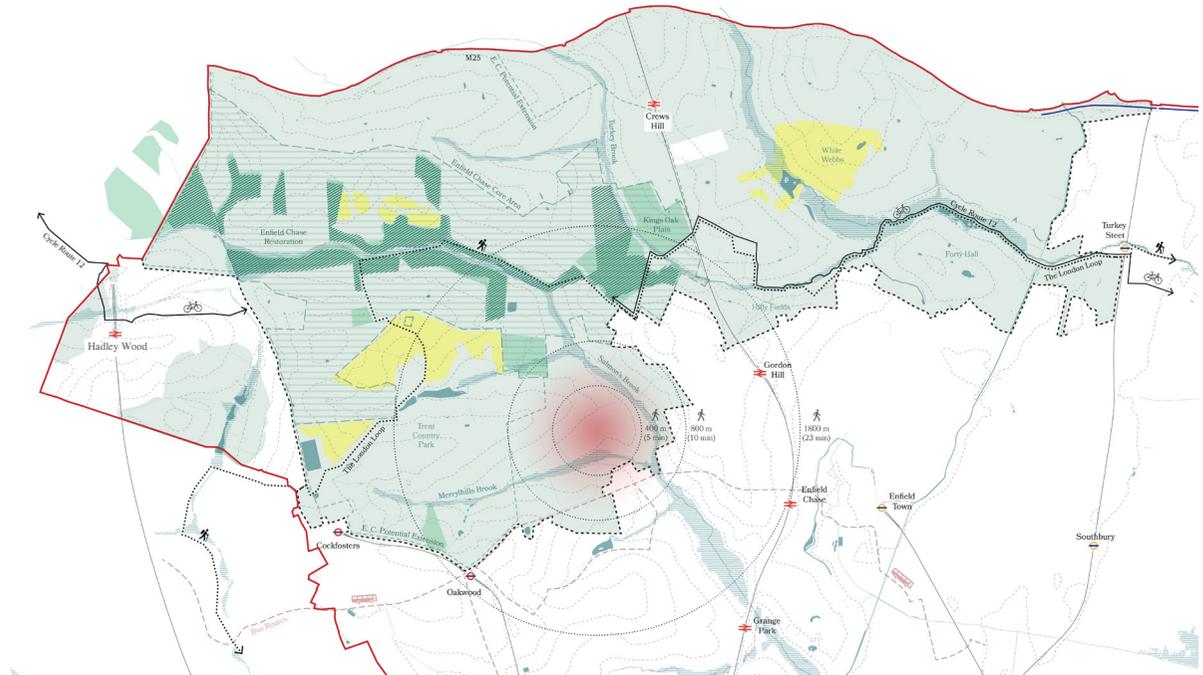


Figure 15: Context for Chase Park Placemaking Area

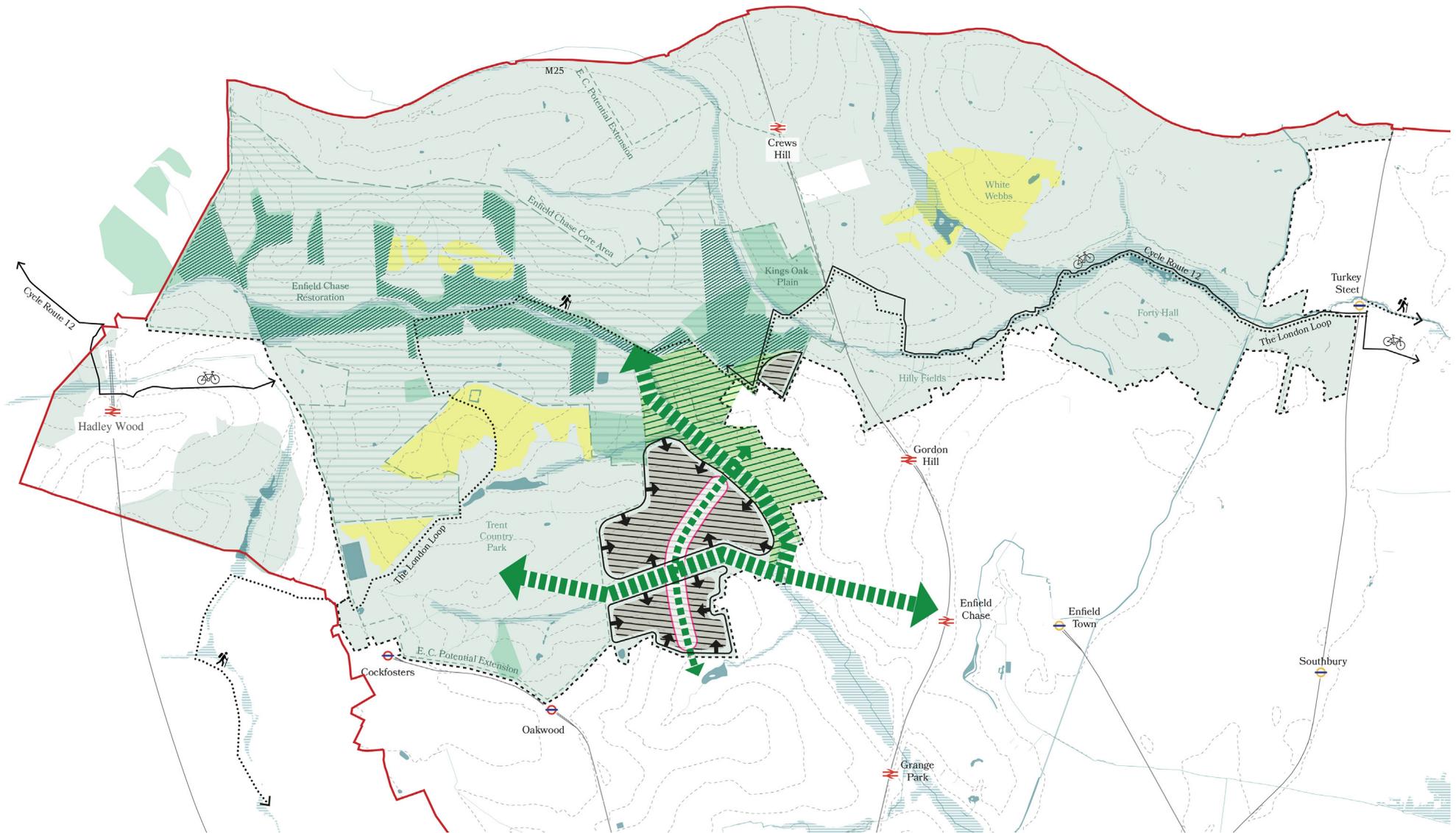


Figure 16: Chase Park concept framework diagram

5 Next Steps & Approach to Delivery

5.1 It is anticipated that the Council will consider the findings of this Placemaking Study alongside the wider evidence base and use it to establish a strong policy basis for the future of the 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.

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’ 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 Whilst the Chase Park area has a limited number of separate landownership & promoters, and a large key site that is anticipated to contain the majority of development, there are still a number of separate proposals which will require some degree of coordination. 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, 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 Chase Park area given its scale and significance 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.*
- *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 prior to the grant of planning permissions on sites within the area 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 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, 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 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 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 Impact on views from the wider Green Belt, the setting of historic assets, the integration of new development into the landscape, 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 education and health 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 the 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 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.

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 Council's 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 Chase Park 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 is 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 this 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 contributions for longer term management and stewardship.*
- Contributions towards the active management and restoration of the Trent Park historic park and garden and Enfield Chase.*
- A network of new and improved active travel routes to key destinations, including Enfield Chase hospital and Trent Park, enabling good connectivity and accessibility by walking and cycling.*
- New bus routes (including improved links between Trent Park, Enfield Chase and Enfield Town) and increased frequencies, serving the local centre and wider new community, 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 town centre uses.*
- *Provision and contributions towards new social infrastructure including addressing health, education and recreational needs of an increased local population.*
- *A new gateway into the site from Oakwood tube station, forming a key link through the heart of the development, connecting people to the tube network.*
- *Natural flood management and other environmental, ecological & biodiversity measures for example wetland creation along Salmons Brook and Merryhills Brook.*

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 of the site 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.

5.20 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 Chase Park area. Such an approach will need to:

- *Review and identify the full scope of infrastructure required for the Chase Park 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.*

5.21 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).

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

The following representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) 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 context 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 recently adopted London Plan within which the Mayor strongly supports the continued protection of London's Green Belt.

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 Chase Park 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 opportunities to enhance and improve connectivity. The Plan should set out a

strategic approach, planning 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 ensure 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.

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. 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 Enfield Vision work, which supported a future focus on green and healthy solutions and measures to promote sustainable movement and alternatives to car use. The Group also believed that post-Covid the future 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.

Trent Park Conservation Committee: The Committee expressed general concern over potential loss of green belt and sufficient alternative brownfield sites. Green space was identified as having a key role to sustain wildlife and promote general wellbeing.

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.

Chase Park Landowners: Whilst the Chase Park area was not specifically identified as a potential area of growth in the Issues & Options Local Plan, 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 area.

Savills on Behalf of **Comer Homes Group** considered that it was highly unlikely that a 'brownfield only' approach would be able to yield sufficient sites to meet housing needs, that additional greenfield allocations would be needed in the Local Plan, and that it was inevitable that Green Belt land would need to be considered. Savills considered that Comer Home's land at Chase Park had good access to transport services and stations, as well as easy to reach local shops and facilities, such as at Enfield Chase and around Oakwood Tube Station. Savills considered that should the site be released from the Green Belt, then Trent Park and Trent Park Golf Club would be able to check the unrestricted sprawl of large built up areas and could become a new natural defensible boundary. Accompanying promotional material indicated that the site could accommodate new community services and facilities,

including a primary school, and that development could be integrated with existing landscape and ecological features, provide new accessible open spaces and improved access overall into the wider countryside. Vicarage Farm was considered to offer a sustainable and appropriate location for development and that it should be considered for release from the Green Belt.

Iceni Projects Limited on behalf of **Fairview Homes** consider that land being promoted at Enfield Road was highly accessible, close to Oakwood Underground Station and with existing bus routes. It was also considered to link into the existing urban area with access to existing local social infrastructure including primary schools and local shops. They considered that the site was infill, surrounded by development on 3 sides.

PJB Planning acting on behalf of **Lanes Land & New Homes** consider a site west of The Ridgeway to form a natural infill site, being contiguous with existing neighbouring residential areas to the east and south, with development brought forward through a landscape led approach, with enhanced woodland provision and improved public access.

Walbrook Planning Consultants acting on behalf of **Trent Park Equestrian Centre** are promoting a Care Village proposal, and consider their site has high

public transport accessibility (with PTAL rating of 3/4), including good access to Oakwood Station and wider local facilities. The site was considered to be previously developed and adjacent to existing development, and the proposals would provide housing for an ageing population.

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.*

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, eat 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 .*