



Topic Paper: Crews Hill 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 Crews Hill 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 Chase Park.

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 Crews Hill 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 Crews Hill placemaking area

1.7 Crews Hill lies within the rural north of the Borough. Where Green Belt release is being considered, it offers opportunities to accommodate growth and deliver environmental benefits such as flood water management, biodiversity net gain and improving public access. Crews Hill is one of two placemaking

areas in the north of the borough where major transformation is proposed to take place over the plan period with more limited change envisaged outside of these areas. Chase Park is the other placemaking area.

1.8 Each area of change is considered in its own right, however there are combined opportunities to be grasped by appreciating the context of both areas in the context of the north west of the Borough and related to proposals for green infrastructure interconnectivity

between these two areas, and many assets across the north of the Borough.

1.9 Figure 1 below show the area covered by the placemaking area and approach at Crews Hill as set out in this Topic Paper.

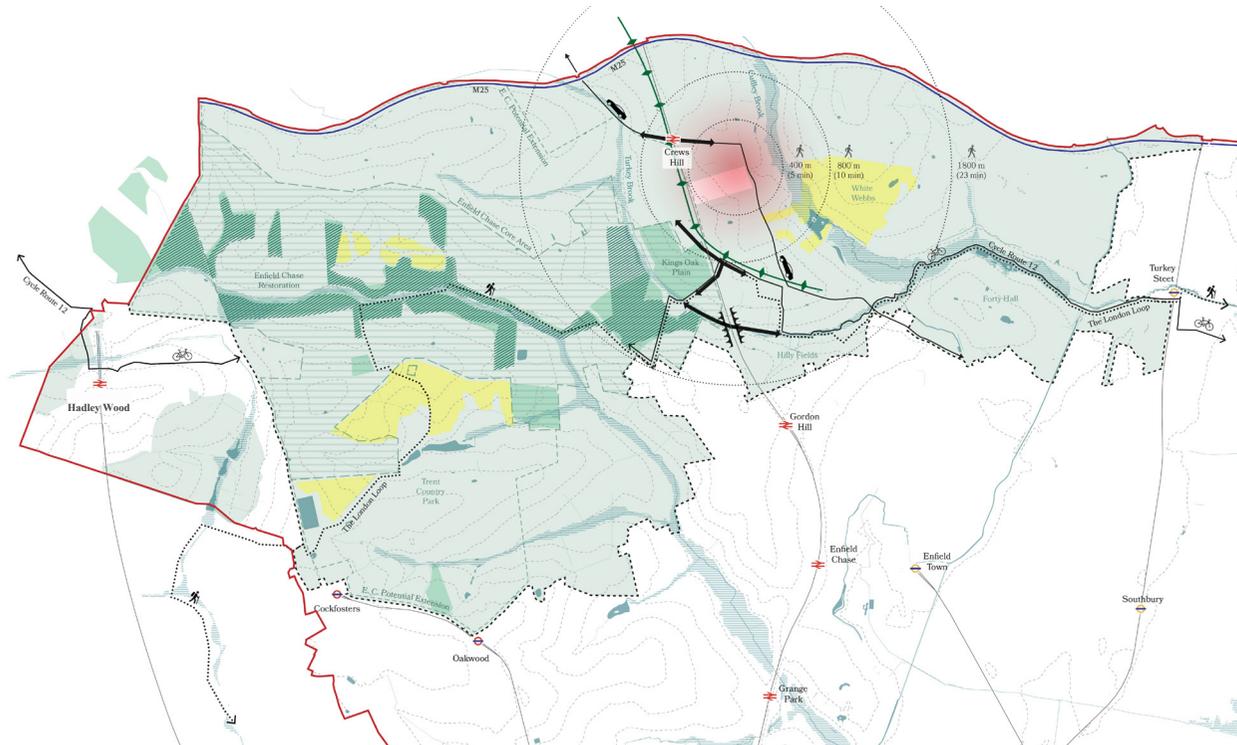


Figure 1: Crews Hill area context

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 Crews Hill.

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 Crews Hill 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 Crews Hill 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 Utilise the topographical setting of the hill, extending up to the surrounding brook, as the setting for a distinctive new community, set apart from existing built form in the north of the Borough. The Hill enjoys

east, west and southerly aspects offering contrasting settings within the allocation area and bounded by the M25 to the north.

3.5 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.

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

3.6 New development should be guided by existing landscape characteristics to determine suitable locations and integration of a variety of building forms and adaptations for climate change. 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. The areas differ in this respect offering distinct opportunity at Crews Hill to create relationships between built form and landscape which contrast around the topography which is Crews Hill.

3.7 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.

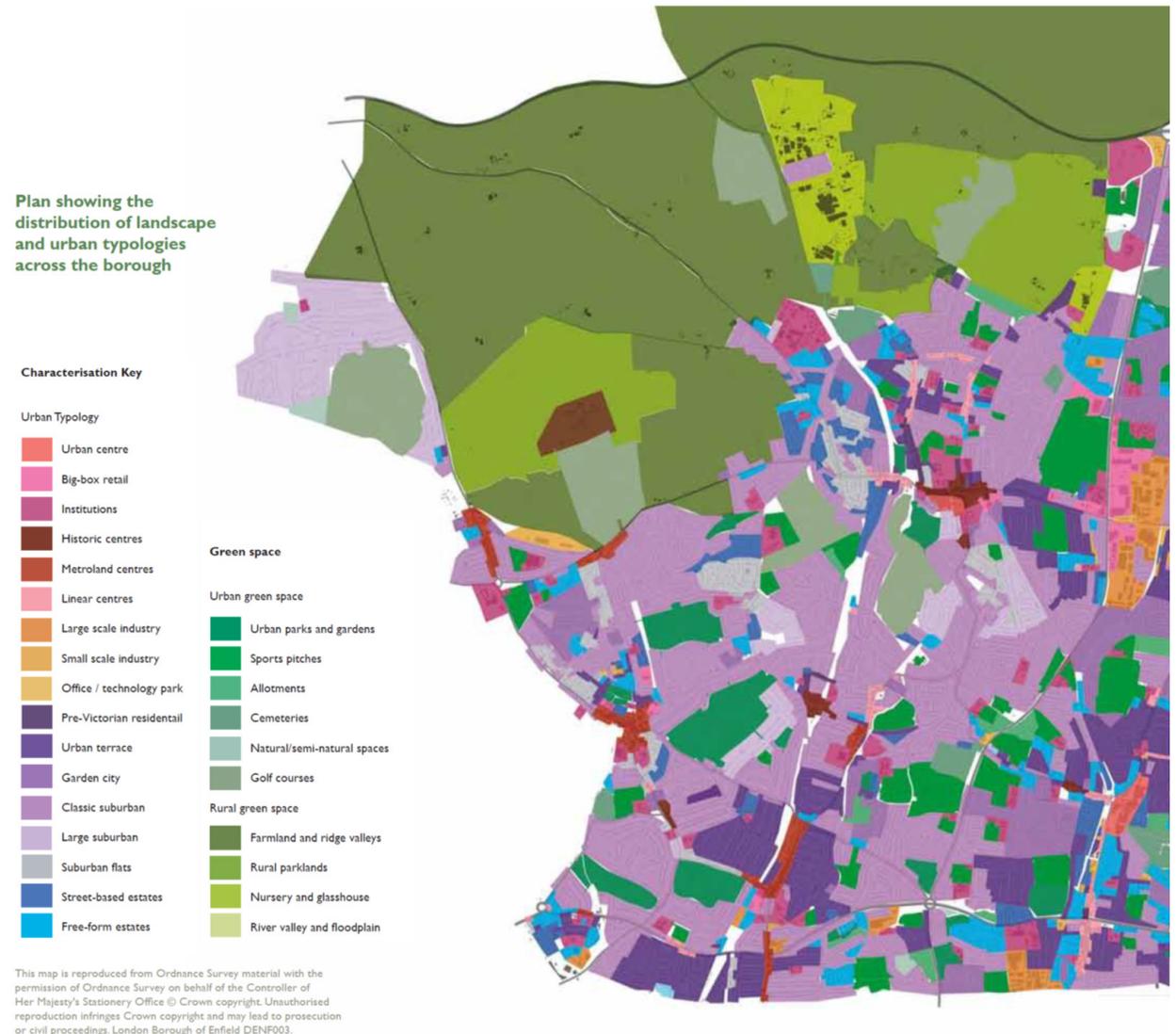


Figure 3: Landscape and urban typologies. Source: Enfield Characterisation Study, 2011

3.8 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 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. Development provides an opportunity to open up the landscape to quality recreational and nature experiences.

3.9 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 through recreation of the Chase Woodland.

Challenges:

3.10 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.

3.11 Given the Crews Hill separation from the northern boundary of the borough’s existing built form, to stimulate a thriving community a mix of uses, facilities and service will need to be provided to support this. In particular, delivery of supporting infrastructure will need to be carefully coordinated within early phases to ensure a successful new community.

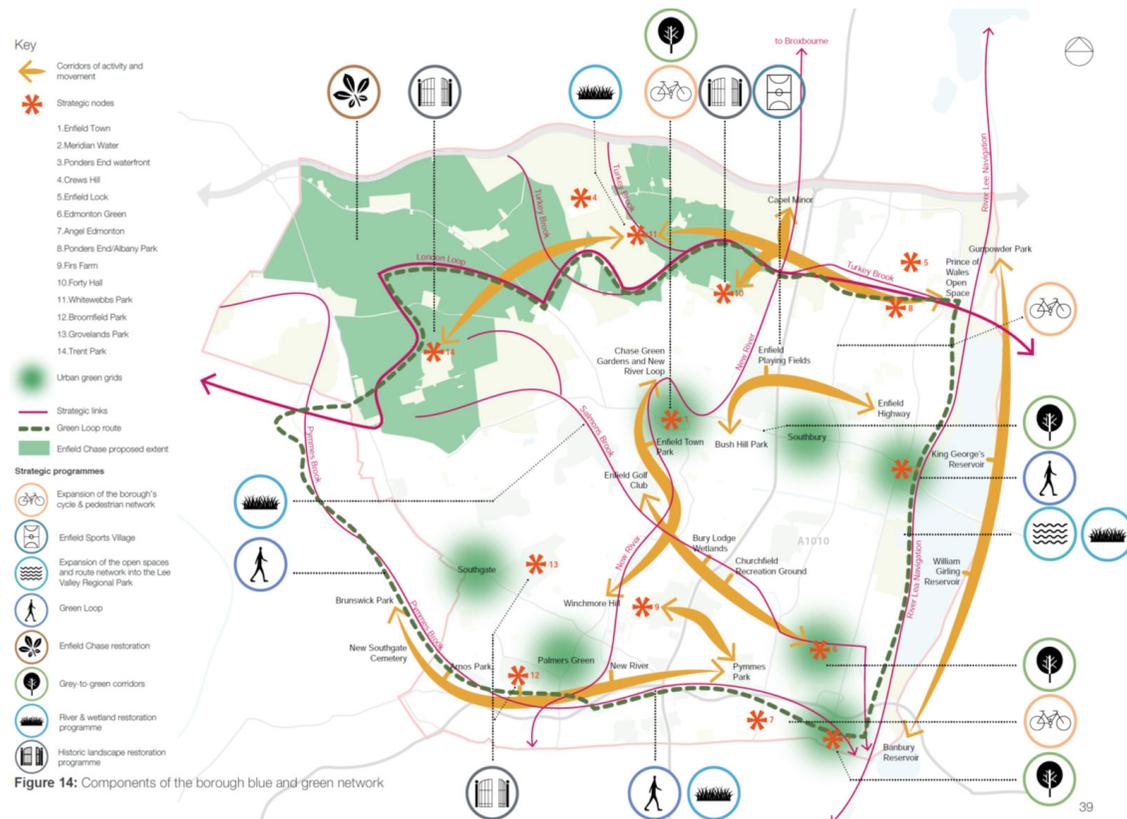


Figure 4: Components of the borough’s blue and green network, Source: Enfield Blue and Green Strategy, May 2021

3.12 East-west connectivity across the borough and to the Lee Valley 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. The restoration of Enfield Chase may require connectivity interventions to ensure good local access.

3.13 Areas of deficiency on access to nature (over 1km walking distance from SINC, 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:

3.14 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.

3.15 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.

3.16 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.

3.17 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.

3.18 Ecological heritage - the borough's northern green spaces can be sensitively shaped to create a unique heritage-led environmental destination with a complementary culture and leisure offer.

3.19 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.

3.20 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.

3.21 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.

Challenges:

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

3.23 Whilst the green spaces surrounding the Crews Hill area are recognised as valuable, their relative heritage value is not fully understood. With the introduction of E-W connections, Trent Park to the west of Crews Hill will become more easily accessible. Trent Park is of national value, an all-site management plan would benefit all users and ensure that the fragile historic ecology and historic form of the park can be best protected. Other historic landscapes nearer to Crews Hill include the area to the south of Crews Hill, within the Clay Hill conservation area, and further south within Hilly Fields, and the Whitewebbs area to the east includes an ancient woodland designation. Increased accessibility of these areas proximate to the Crews Hill area may present further challenges to protecting them as important landscapes.

Sustainable Movement & Connectivity

Opportunities:

3.24 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

corridors in the borough.

3.25 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.

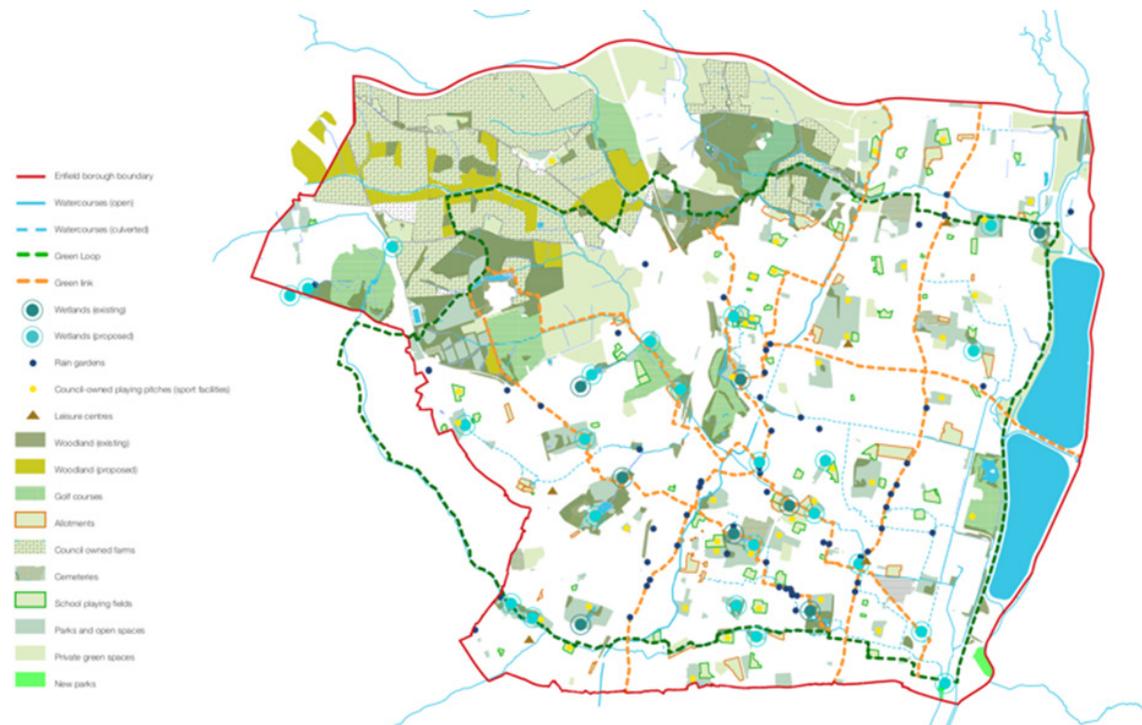


Figure 5: Proposed blue and green infrastructure including links and connections. Source: Enfield Blue & Green Strategy, May 2021

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.

3.26 The restoration of Enfield Chase arcing between Crews Hill and Trent Park and comprising new publicly accessible woodland, open space, sustainable movement routes and extensive rewilding.

3.27 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.

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

3.29 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 to seek future funding to deliver new and improved community and strategic transport infrastructure.

Challenges:

3.30 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.

3.31 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.

3.32 For Crews Hill access to local services is an issue. In the absence of new provision, it is likely that residents will rely on cars in order to access more than day to day services, and, as a result, people without access to a private car will struggle to access supermarkets, for example, which could severely impact people on low incomes.

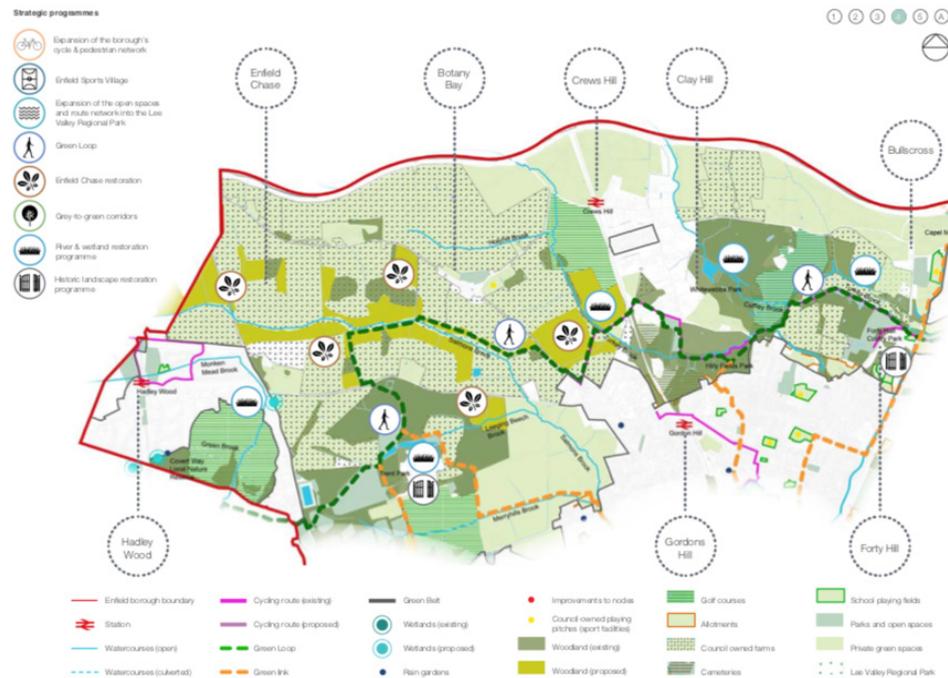


Figure 6: North Enfield Proposed Interventions. Source: Enfield Blue & Green Strategy, May 2021

Mix of People & Activity

Opportunities:

3.33 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.

3.34 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. At Crews Hill in particular, the opportunity for mixed and inclusive development comes with the potential and capacity in this location for a critical mass which is achieved through a comprehensive approach.

3.35 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.

3.36 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.

3.37 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:

3.38 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.

3.39 Where a comprehensive approach to a critical mass of development is not secured, then there risks

the perpetuation of a trend towards large suburban detached development favouring affluent home buyers seeking an edge of London location. This would undermine many of the opportunities to create and sustain diversity and inclusiveness in a new Crews Hill development.

3.40 The struggles that 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.

3.41 There is both a challenge and opportunity presented by the fragmented ownerships in Crews Hill currently. The mix of ownerships will mean that a broader mix of uses may come forward, taking into consideration differing landowner aspirations. However, there are also a large number of unauthorized uses in this area. Anecdotal evidence suggests that local residents would welcome development that facilitates addressing 'bad neighbour' unauthorized uses that exist at present.

Accessibility & Variety of Open Space Opportunities:

3.42 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.

3.43 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.

Challenges:

3.44 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. 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:

3.45 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.

3.46 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.

3.47 Crews Hill is a centre of food growing and horticulture so consideration needs be given to safeguarded areas where authorised activity has taken place to accommodate new garden centres and food growing commercial and noncommercial plots to offset

those lost to development.

3.48 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.

Challenges:

3.49 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). There are issues with enforcement in the area associated with illegal land uses.

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

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

3.52 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:

3.53 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.

3.54 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.

3.55 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.

3.56 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.

3.57 The established role of horticulture and market gardening in the Crews Hill area can support people to buy their food locally and to use land locally for growing food, reducing food miles and increasing self-sufficiency.

3.58 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.

3.59 The precedent for glass house architecture related to the horticultural function of the area offers the opportunity for new forms of architecture which not only offer innovations in homegrowing and energy efficient living, but also enable new home-work integration of a variety of jobs not restricted to office based jobs.

Challenges:

3.60 Enfield's low-lying topography and urban form makes it vulnerable to river and surface water flooding and the urban heat island effect.

3.61 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.

3.62 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

3.63 The Crews Hill area comprises a significant number of individual site allocations, all of which are in separate ownership, as shown on the Figure below. The number of sites, and the fact that the majority of

them are being promoted individually, reinforces the need for a comprehensive approach to be taken to the development at Crews Hill so that the wider strategic aspirations and benefits of growth can be realised. The production of a masterplan for the whole strategic allocation will be vital to the effective planning and delivery of a high quality, sustainable community at this location.

3.64 Whilst a comprehensive approach to development is necessary, once that is in place, the location of the different land parcels, each with their own access points onto the road network could ensure that delivery of development at Crews Hill could proceed on a number of different development fronts, contributing positively to the borough’s housing delivery targets. Indeed this ‘patchwork’ of sites varying in scale and availability timescale can contribute to the continuing character of a varied place comprising, a mix of land parcels which while benefiting from a comprehensive and coordinated strategy for the sustainability of movement and provision of services and facilities, is distinctive in its informality of urban design layout, architecture and public realm.

Outcomes from Officer workshop

3.65 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.

3.66 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.

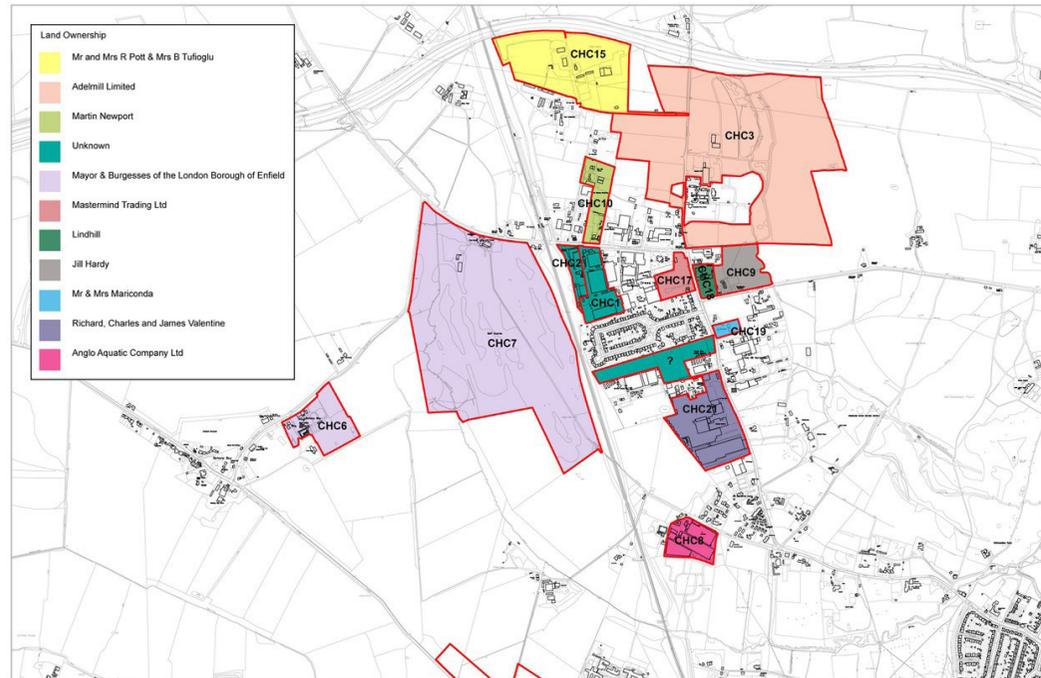


Figure 7: Land ownership arrangement at Crews Hill

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

3.68 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.*

3.69 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.*

3.70 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.

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

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

3.72 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

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

Strengths

- The borough has a unique character influenced strongly by its topography and balance of development and landscape, including that of the Theobolds Estate South Area of Special Character.
- Existing development in the area is intricate and characterful.
- Horticulture in the Crews Hill area supports people to buy their food locally and to use land locally for growing food.
- Physical and visual links to the restored Enfield Chase landscape to the west.
- Existing open space facilities for existing and new residents.
- The Brooks are natural features creating permanent boundaries.
- There is an existing train station providing direct links to central London and Hertfordshire.
- There is an existing community, and existing services that can be enhanced, alongside delivery of new social infrastructure, to accommodate growth.
- The Green Belt contains vast tracks of council-owned land, which can help to facilitate delivery.

Weaknesses

- An Air Quality Management Area (AQMA) is in place.
- Risk that any new residents will rely on cars in order to access services.
- The release of some of this land would (normally) be considered of high or very high harm to the Green Belt. (There are sites/areas of previously developed land).
- Much of the Green Belt is currently inaccessible to the public due to the lack of direct footpaths and physical barriers, such as river and rail corridors.
- The area is gradually mutating from greenhouse and nursery use to general business and retail. This is having a significant effect on the character of the area.
- Crews Hill is a centre of food growing and horticulture, which needs to be safeguarded against loss to residential redevelopment, and land identified to replace existing horticultural and food producing activities lost to redevelopment.
- Weak connectivity of the east-west green corridor contributes to reliance on vehicle use.
- Some limitations in the capacity of the existing road network, particularly in accessing land to the west of the railway and including the bridge crossing near Crews Hill station.
- Existing rail link only has two services per hour.

Opportunities

- Build on the area's horticultural and agricultural history to offer a healthy and inclusive environment supported by access to green space and nature and support the local food production industry.
- Crews Hill has potential to become an important gateway to the National Park City, north west Enfield.
- Require development to be delivered through a design-led approach and informed by an understanding of local character.
- A holistically planned large scale new settlement can embed health and well-being principles into its creation to encourage healthy and active lifestyles.
- Ensure good quality homes are accessible and affordable, helping to address the lack of family homes in the borough and provide homes with gardens.
- Contribute to the delivery of strategic flood mitigation and create Sustainable Drainage Systems (SuDS), trees and rewilding routes/areas. Improve/add links to the existing wildlife corridor to the west.
- Turn existing grey corridors (i.e., main infrastructure routes) into green corridors along key routes into centres/activity hubs.
- Facilitate sustainable connections to the rest of the borough and wider region along an east-west green corridor following the route of the London Loop.
- Development of the right scale could potentially open the conversation to provide more rail services per hour at Crews Hill station and deliver infrastructure and facilities.

Threats/Challenges

- Entire site falls within an Archaeology Priority Area (APA).
- Ensuring development is resilient to flood risk and does not have a negative effect elsewhere if developed.
- Limited retail development activity in the area.
- Potential limitations of the existing road network in the area may limit the capacity for growth or require extensive mitigations.
- Significant improvements to public transport services and the provision of facilities and amenities will be required to achieve a meaningful reduction in car dependency.
- Risk of poor land management impacting local character.
- Development should be set back from the M25 to address noise impacts and protect sensitive uses, such as schools, nurseries and publicly accessible open space.

4 The Placemaking Approach & Concept for Crews Hill

Enfield North Context and Characteristics

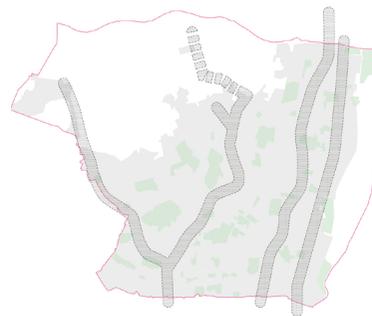
4.1 Land to the north of the Borough comprising nearly entirely green belt accounts for approximately a third of the overall area of the Borough. While contrasting with many of the more intensely built up areas of the Borough, the green north is a significant contributor to the character and function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

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,

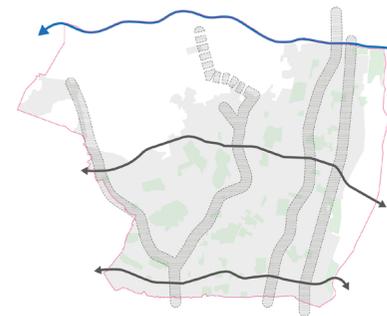
development form and landscape continuity as the landscape to the north of Enfield transitions into the surrounding countryside to the north of London.

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.



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 8: 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 in the north of the Borough can serve a strategic role in creating east-west Green Infrastructure continuity across the north of the Borough and the opportunity to facilitate active travel, stimulate nature recovery by ensuring a diversity of habitats are created and make varied open space provision available within local and regional catchments.

4.6 By integrating with the green and blue infrastructure across the north of the Borough the development of the Crews Hill and Chase Park areas can contribute to a catchment based approach to flood mitigation and ecological networks contributing to nature recovery which utilises the landscapes and natural resources of the green north of the Borough. The green and blue features within the allocation areas themselves are important resources which when considered within a comprehensive approach can inform the structure of development approach with each allocation area, allow the creation of multi-

functional landscapes which contribute to sustainable movement, access to open space for recreation and sport and underpin the well being of existing and new communities.

4.7 Across the north of the Borough there is a legacy of productivity in the landscape. This is represented by varied general agricultural activity in the rural hinterland and which is reflected across the wider north of London area. The existing land use at

Chase Park which comprises Vicarage Farm and other surrounding agricultural parcels reflects this general agricultural land use type. The productivity of the landscape is reflected in a more specific way at Crews Hill where horticultural and market garden functions have predominated and have contributed to local identity and economy.

4.8 In considering development in the two northerly strategic allocation areas there is an



Figure 9: North West Enfield: Connecting East West

a local economy of food growing and horticultural produce. By being local, supply chains can utilise sustainable means of transport to create a uniquely interdependent urban and rural Borough.

4.9 The variety of site scales and situations provides the opportunity for a variety of development form and type, increasing inclusivity across the north of the Borough as housing and opportunities for sustainable lifestyles are diversified.

4.10 This variety of sites and within the context of overall allocation areas taking into account both comprehensive and long term (beyond plan period) development opportunity builds in flexibility of delivery and resilience to ongoing and future need. The coordination of short and long term development within an overall place based strategy enables a pragmatic and visioning approach to climate change adaptation.

The Crews Hill placemaking area

4.11 The vision for a new place at Crews Hill has been prepared with regard to the wider local plan Vision themes. It is rooted in the existing identity and function of Crews Hill as a distinctive part of Enfield, and of London. Connected to the landscape around it, Crews Hill can become home to a community of people living healthy and sustainable lifestyles. Crews Hill is strategically positioned to become a key link in

joining up the north of the Borough, yet separated from the built form of the rest of the Borough and therefore able to retain a distinct character. The legacy of horticultural and agricultural enterprise in the area can be the basis of a home grown expertise fit for purpose in a place emerging in the face of a climate crisis. The nurturing of skills, near to home and flourishing new businesses based on local markets near to Enfield and within the proximity of London can form the basis of fruitful and sustainable lives for wide variety of people who are subsequently able to live more locally than ever before.



Figure 10: North West Enfield: A Productive Landscape

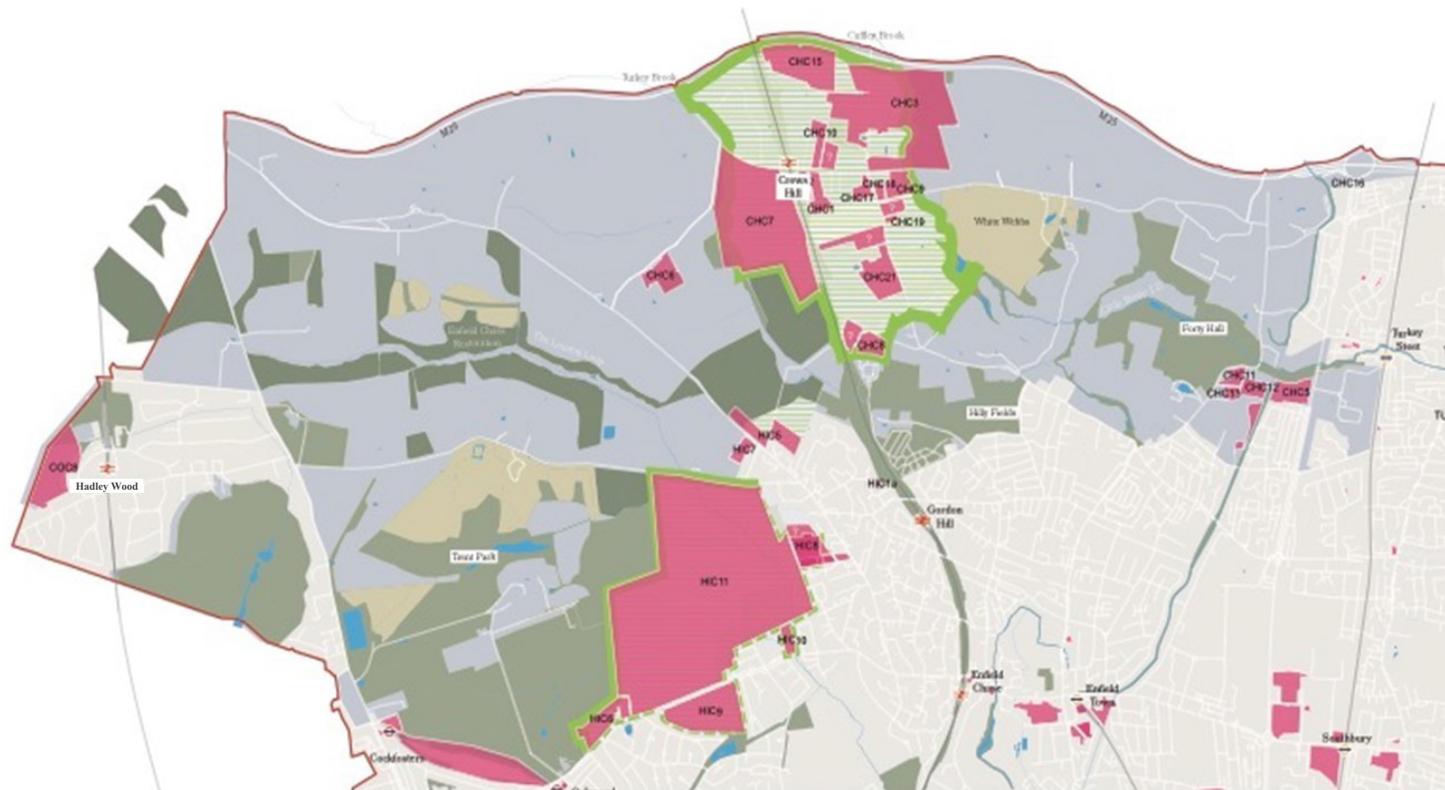


Figure 11: North West Enfield: Flexibility & Resilience

Vision for Crews Hill

Deeply Green

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

A Distinct and Leading Part of London

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

A Nurturing Place

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

The Workshop of London

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

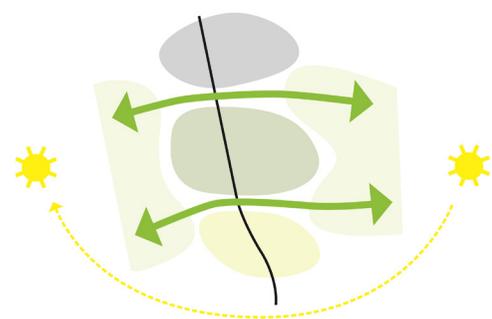
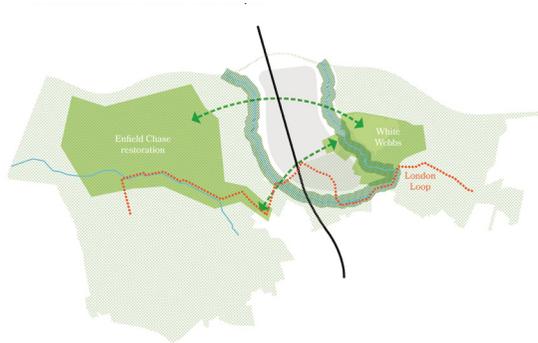


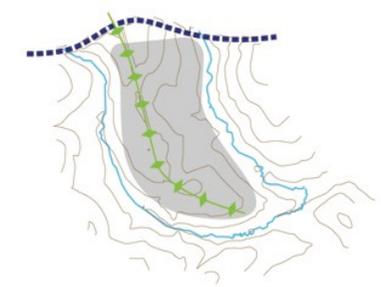
Figure 12: Distinctiveness in the Landscape

Crews Hill is positioned to be able to link existing landscapes together, contributing to their enhancement as an overall green north and benefiting from the close relationship which can be formed with the landscape by establishing this variety of links. Individually these landscape components have their own merit but together, and with the help of a new Crews Hill which bridges these landscapes, these can be incorporated to form the NW Enfield component of the London National Park City.

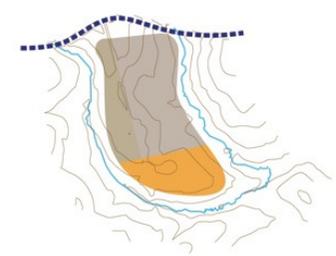
Existing land uses define the extent of landscape continuity limiting the representation of the landscape character in the built form. In this way the existing place is a series of buildings surrounded by landscape.

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

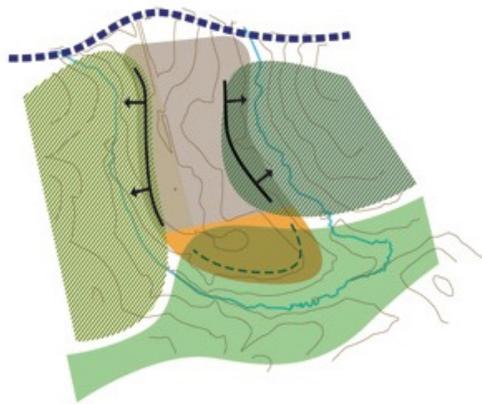
Figure 13: Character Responsive to Context



The landform at Crews Hill is defined by the land gently sloping in three directions: to the East, West and South. The slopes reach their extents in the watercourses which surround the hill. The area is bounded to the north by the M25.

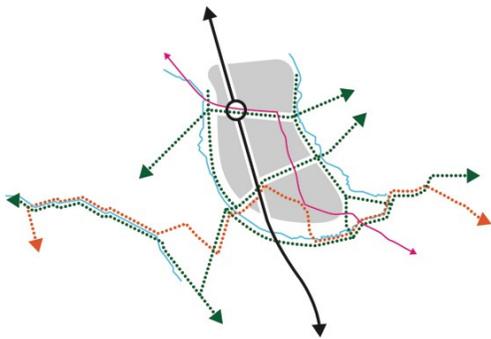


This geological formation affords the hill three contrasting relationships with its surroundings and these surroundings in turn present broadly three different characters.



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

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



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

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

Defining the Hill are Turkey and Cuffley Brooks. These are positioned to form accessible pedestrian and cycle corridors as well as connected ecological assets. By maintaining a compact nature, defined in this way by natural features in the landscape, Crews Hill has the ability to establish a critical mass of activity in the north of the Borough. Connected in a sustainable way, proposals for development at Crews Hill can establish a highly effective gateway into the surrounding landscapes and

neighbouring north of Enfield. Connections to London and the immediate sub region by rail and longer distance cycle routes, and around the Borough by improvements in bus provision supports the case for the potential for a critical mass of community in the Crews Hill area. Connected in this way, and renowned as an active healthy community, the conventional expectation of vehicular traffic generated through the development of the allocation area does not have to be inevitable.

Figure 14: Sustainable Movement & Connectivity



Fig 15 Mix of People and Activity

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

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

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

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

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

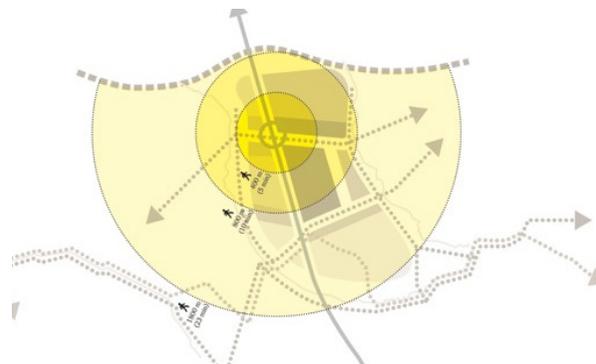


Figure 16: Accessibility and variety of Facilities & Services

By retaining a compact form within the landscape, a connected place, and establishing the critical mass necessary, the aim is to allow people immediate access to diverse landscapes, and to bring these landscape qualities to their doorstep. The Crews Hill area can be an inclusive place through the provision of varied and accessible open space and include a variety of facilities and services, accessible by all in a sustainable way.

4.13 Key features of the Crews Hill Context:

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

4.14 Key Principles of the Crews Hill Concept Framework:

- The strategic allocation of land for development is limited by the brooks around the hill, the permanence and physical prominence of these landscape features and natural boundaries created in the landscape help define the distinctiveness of the settlement within the landscape.
- Development, east and west of the railway respects the contrasting aspect and outlook to the landform and of the surrounding landscapes and recognises

the opportunity for different responses to these the surrounding landscape character.

- To the south development is limited to the boundary of the Clay Hill conservation area which reflects the changing character of landscape and built development to the south of the area and maintains the perceptual separation between the built north edge of Enfield at Gordon Hill and the new settlement form at Crews Hill.
- To the north the allocation area is bounded by the M25 and development will need address

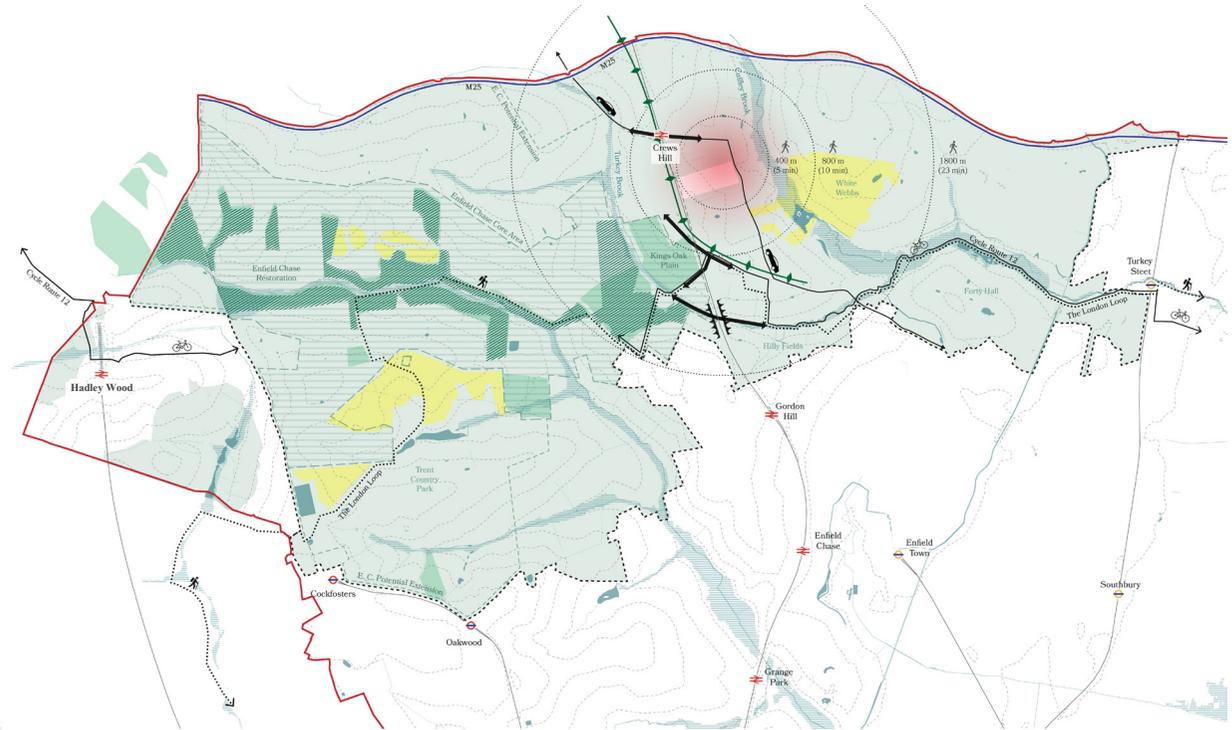


Figure 17: Crews Hill Context Diagram

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

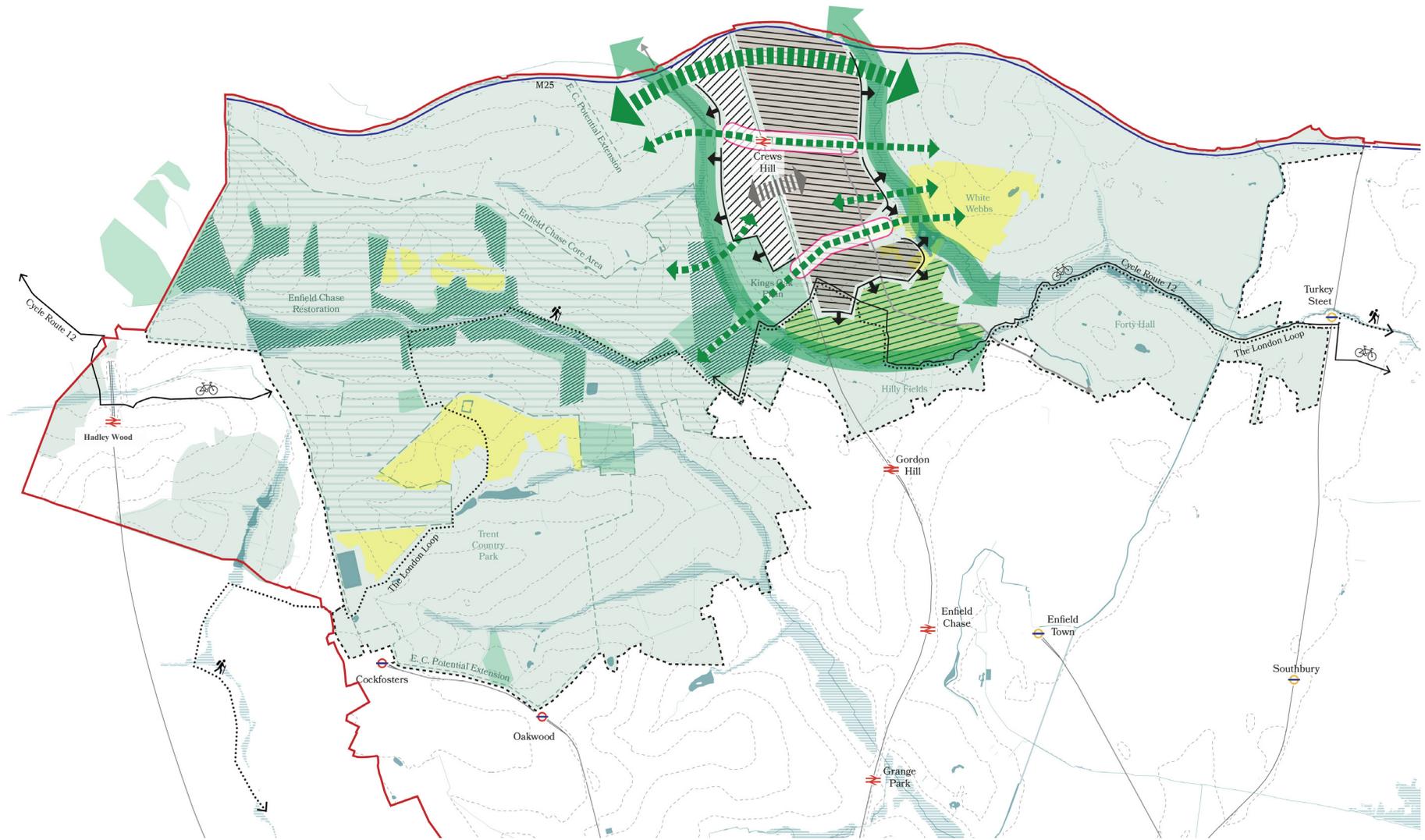


Figure 18: Crews Hill Concept Framework Diagram

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 Crews Hill area. The inclusion of strategic policies for the area and this initial work on the spatial approach provides a suitable basis for the future planning of the site, but it is also important to consider how the area as a whole would then progress to the submission of planning applications and onwards to implementation. This will require additional and ongoing coordination and further guidance to ensure that the overall planning objectives can be realised.

5.2 The intention has been to prepare clear succinct guidance and principles which set out key environmental, social, design and economic requirements of the study area and its constituent parts. The proposed policy defined within the new Local Plan would provide a suitable basis for the preparation of a subsequent area wide masterplan or development framework which could potentially be adopted as a 'Supplementary Planning Document' (SPD) or be taken forward via an equivalent process of consideration and approval. This period of further masterplanning will be important to inform the preparation, assessment and determination of potential planning applications in the area.

5.3 In order to meet the overall expectations, it will be important that the Council is committed to see the various sites through to delivery, starting by getting the right guidance in place up front but continuing to take a role throughout the process. Councils increasingly need to work proactively with landowners and developers to drive forward site delivery, provide coordination and strong leadership. This is a particular consideration in the Crews Hill area, where there are multiple landowners, a long term vision for change, and a need for coordination and strong leadership, in particular to ensure that strategic infrastructure can be provided in a properly planned and phased manner.

Overall Coordination

5.4 The nature of the Crews Hill area given its scale, significance and the longer term ambitions extending beyond the current plan period will mean that Enfield will need take an important overall leadership role to ensure that proposals come forward in a joined up way and deliver on the overall placemaking aspirations and objectives. This role could take a number of forms, potentially to include a combination of:

- *Establishing a corporate approach within the Council, to link up planning with other associated activities such as transport, environmental and other infrastructure related services and functions. This may require dedicated resources and a related governance structure such as a project focussed board/steering/working group to coordinate matters.*
- *Establishing a landowners/developers forum or group to engage with the various interests in a clear, consistent and formalised basis.*
- *Consideration of the deployment of Council powers should they be necessary to support coordination of delivery, such as in relation to site assembly via negotiation, or if necessary Council led acquisition of compulsory purchase.*
- *Establishing the most appropriate approach to infrastructure planning, delivery and funding.*
- *Evolving specific area wide project and initiatives and consideration of bids for funding support key elements, such as with regard to strategic transport, green infrastructure and environmental sustainability initiatives.*

Planning & Design Control

5.5 It is anticipated that strategic policy for the area will set out a requirement for the preparation of an area-wide masterplan or framework in order to ensure a co-ordinated and comprehensive approach to the development. The sensitivity and significance of the site also drives a need to ensure that the highest possible design outcomes can be secured.

5.6 This process could be initiated in advance of a formal examination and adoption of the new Local Plan. The commencement of work on a masterplan or framework could provide reassurance to any inspector that will be considering the new Local Plan as to the Council's commitment to ensure a coordinated approach to delivery and that the preparation of a further level of design guidance would enable start on site at an appropriate time to meet the stated housing trajectory and land supply.

5.7 The preparation of a masterplan or framework, especially if it were heading towards potential adoption or formal approval by the Council (such as to become an SPD) will need to be led by the Council. The process should involve working collaboratively with landowners and developers involved through a formal and transparent process. Effective community and stakeholder engagement will be an important part of

the process, going beyond any statutory consultation requirements (such as relating to the preparation of an SPD) to ensure that there is active engagement and participation in the process from the outset.

5.8 A policy requirement is proposed for the preparation of an area-wide masterplan or framework to show how a high quality new place will be created in this location, and how a comprehensive approach would come forward. This could be integrated into a potential SPD together with addressing any other relevant policy matters that may be appropriate, for example to provide more detail on environmental aspects, sustainability or housing considerations. The preparation of a masterplan or framework for the whole area would help to provide more definition to the distribution (and density) of land uses, strategic infrastructure provision including green infrastructure and the approach to access and movement. Such an approach should:

- *Evolve and refine the overall vision for the area and provide further definition to design parameters and principles into specific development parcels or discrete character zones.*
- *Support co-ordinated, comprehensive and integrated development and encourage joint/partnership working.*
- *Test site constraints, capacity and site specific issues in more detail. This could for example include matters such as the role and importance of existing assets and activities, the integration of new development into the current urban and landscape setting, the scope to encourage renewable energy, etc.*
- *Ensure physical, social and green infrastructure can support new housing and be phased and provided at the right time in line with the requirements set out in the Local Plan both on site and off site, including social, retail and other supporting uses/facilities, new open spaces, food-growing spaces and public transport improvements.*
- *Understand viability and equalise costs of development in more detail (including phasing, specific S106 asks and CIL calculations).*

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

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

5.11 Nationally local authorities and planning applicants have identified a number of clear advantages for using PPAs. PPAs can be used effectively to:

- *Establish a shared commitment for the development process to be progressed as quickly and efficiently as possible.*
- *Establish and meet an agreed timetable towards the determination of a planning application in due course and compliance with statutory procedures.*

- *Set out the appropriate level of engagement with stakeholders.*
- *Identify determining issues and agree tasks & actions to resolve them.*
- *Identify, address, and determine the requirements of all necessary planning considerations including accompanying S106 agreement(s) where relevant.*

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

5.13 Design Codes will set out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles

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

Viability, Infrastructure Planning & Delivery

5.14 The Whole Plan and CIL Viability Update (April 2021) prepared by HDH Planning & Development examines the viability elements of the Local Plan evidence base as required by the NPPF and relevant guidance. It tests the new Local Plan to ensure it is viable and deliverable. As the 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 Crews Hill area include:

- *The London Borough of Enfield has a vibrant and active property market, although some areas, particularly those associated with the east of the Borough do have challenges.*
- *In analysing the differences between viability across the Borough, the western and northern areas of the Borough (Chase, Cockfosters, Highlands, Grange, Palmer's Green, Southgate, Winchmore Hill) are identified as higher value areas.*
- *35% affordable housing is achievable on most sites in most areas, in addition to other policy requirements. There is substantial scope to have a considerably higher (50%) affordable housing target in the higher values areas.*

- *Greenfield sites in the higher value area are likely to be able to bear both higher levels of affordable housing of up to 50%, and substantial levels of developer contributions of at least £50,000/unit, in addition to the current rates of CIL, (£50,000/unit is the maximum amount tested).*
- *The Council can be confident that development that is planned for in this area will be deliverable and forthcoming.*

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

5.16 The Infrastructure Delivery Plan (IDP) submitted alongside the new Local Plan will need to set out the infrastructure requirements across the Council area as a whole. It will also inform the approach taken to infrastructure requirements deemed necessary on site.

5.17 Depending on the ultimate conclusions of the

Infrastructure Delivery Plan, it is anticipated that the Crews Hill placemaking area will need to secure and provide:

- *New and improved areas of formal and informal open space provided as part of the emerging proposals including integrated open space and a designated area of public allotment space alongside horticultural industries, together with contributions for longer term management and stewardship.*
- *A significant amount of new woodland and parkland complimenting and improving links to Enfield Chase to the west, Hilly Fields and the London Loop to the south and White Webbs, Forty Hall and centre of sporting excellence to the east.*
- *A network of new and improved active travel routes to key destinations, linking key destinations, such as Crews Hill station, Enfield Chase hospital and Forty Hall, and enabling good connectivity and accessibility by walking and cycling.*
- *New bus routes (including improved links between Crews Park, Trent Park, Enfield Chase and Enfield Town) and increased frequencies, with potential subsidies for the provision of services in the early phases to promote use.*
- *New road infrastructure that is necessary to facilitate the scale of proposed development, including connecting the site to the main route network and any other related off-site improvements (subject to transport capacity modelling).*
- *Provision of new local centre with appropriate facilities and services formed primarily round the*

station with additional focus of activity along E-W corridors.

- *An overarching public realm strategy which identifies enhancements to existing streets, a hierarchy of other public realm and streets and a particular focus around the station, to enhance the sense of arrival as a gateway to the north of the Borough.*
- *Provision and contributions towards new social infrastructure including addressing health, education and recreational needs of an increased local population.*
- *Natural flood management and other environmental, ecological & biodiversity measures for example wetland creation along Cuffley Brook, forming an attractive waterside setting to new development on the easterly facing slopes.*

5.18 The potential measures and contributions will require further assessment to ensure that sufficient infrastructure can come forward at the right time, taking account of viability and delivery considerations and the cumulative impact of neighbouring development schemes. Any future masterplan or framework can help to provide certainty around the phasing of infrastructure, who will fund and deliver it and when, alongside more detailed viability analysis and an overall delivery framework.

5.19 Any amendments that may arise through further consultation and modifications will mean that a review of the current emerging IDP will undoubtedly be

required as part of the examination process. Whilst the evidence base supporting the new Local Plan as a whole will be updated to reflect any potential modifications, the separate production of an area wide masterplan will need to consider the specific infrastructure needs and phasing of the Crews Hill area. Such an approach will need to:

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

5.20 A key part of the approach to infrastructure will be to secure suitable agreements between separate

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

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

Appendices

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

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

Representations were submitted in response to the Issues & Options consultation (December 2018-January 2019) are included at Appendix 1 of this Topic Paper and provide an indication of wider community, stakeholder and landowner views on the potential approach to change across the area. It is important to note that a wide range of representations across a number of topics and spatial areas were submitted in response to the consultation including from many individuals. The overview below does not attempt to review all relevant matters raised or directly refer to all parties that responded. It does however assist to set some wider 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 re-cently adopted London Plan within which the Mayor strongly supports the continued protection of London's Green Belt.

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

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

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

the environmental ambition for the plan area.

NE would like the plan to take a strategic approach to the protection and enhancement of the natural environment including providing a net gain for biodiversity and considering 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, are-as of ecological value (land and water based) should be protected, conserved, and where feasible enhanced. The overall vision should make greater reference to the natural environment,

“to celebrate, and aspire to enhance, the natural environment of the borough, recognising the multiple benefits it has to offer.”

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

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

rail connection, that wider public transport services and connections were poor.

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

In a separate consultation response on the Council’s Green & Blue Strategy, the Action Group referred to a preference to reinstate Crews Hill as a centre for local food and horticulture production as part of an overall future vision. They also put in a separate response to the Enfield Vision work, which included references to other aspects, including connectivity which should in the future focus on green and healthy solutions and provide alternatives to car use. They also believed that post-Covid the housing mix should be considered in light of home-working and/or provision for local work hubs. In relation to spatial vision options support was expressed for an approach that could improve air quality, human

health, mitigate and adapt to climate change reducing reliance on the car. In summary the Action Group indicated a preference for a creative vision for a borough that was greener, cleaner and healthier and that provides all of the amenities for the benefit of all residents. The key element identified was a need to embrace and work with nature and the environment.

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

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

ronmental and infrastructure capacity within the Borough.

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

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

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

The reference to Crews Hill as an example of a Green Belt area with potential to deliver good growth

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

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

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

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

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

Appendix 2: The new Local Plan for Enfield Vision work

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

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

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

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

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

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

facilities, and opportunities for young families to stay in the borough and flourish.

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

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

With respect to character, 61%: thought that Enfield should be a place where built heritage was prioritised and protected from the potential negative impact of

modern developments. 49% favoured a mix of suburbs, town centres, regeneration areas, large and small employment areas, recreation and open spaces linked by transport corridors. There was least support (11%) for growth accommodated through tall buildings.

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

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

Given the need to reflect the wider issues across the whole population, further analysis was undertaken of the views expressed by those under 30 years old. Whilst the analysis is only based a smaller number of survey responses, it revealed that there was strong support for the 'deeply green' vision for Enfield, for sustainable

transport options, for meeting employment needs and for the provision of new homes with gardens and access to green space, improved biodiversity and air quality. Young people also wanted Enfield to become a place that nurtured young talent/ entrepreneurs, a place of equality, an intergenerational place with green links.

Appendix 3: Outputs from officer workshop ‘Jamboard’ session.

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

- *Connecting green, east to west*
- *Radial green routes \doorstep landscapes*
- *Connecting with nature*
- *Destination landscapes*
- *New functional green belt*
- *Linking with countryside*
- *Higher density/ taller buildings for reduced land take*
- *Increase publicly accessible green space*
- *The discussion generated the following ideas to help to achieve the Vision theme:*
- *Maximising opportunity for interface with nature, including street planting/ green roofs/ walls etc especially in high density developments.*
- *The parks and landscapes would be in good condition and not on the at risk register; with diverse*

ecologies, a direct result of proactive management and with more people able to access them.

- *Any site would have biodiversity net gain over existing – protected/ re-wilded areas, bringing more biodiversity into the borough and supporting diverse ecosystems. Needs to be safeguarded by a range of landscape management approaches.*
- *Role of Stewardship – how to create the sense of community/ bringing people together/ social prescribing to encourage people who wouldn’t usually use parks to get involved.*
- *Council ownership of fairly significant parts of the area can be a valuable factor in a cohesive development and in delivering a clear vision.*
- *Health inequalities and inclusive spaces – design of green spaces can include or exclude different communities – consider the impact of wilder areas vs traditional parks in terms of user groups.*

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

- *Productive landscapes*
- *Circular-local*
- *Nurturing skills and talent*

- *Energy generation and distribution*
- *District food network*
- *Enfield Town centre economic function*

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

- *Crews Hill opportunities – place of special character and economic function (the ‘wild west?’); opportunities to retain the garden centre/retail function as these are a sub-regional attractors. Including people in food growing – brings social and economic benefits including education, small scale food production with health and wellbeing benefits, eg OrganicLea.*
- *Link district heating to market gardening to provide near zero carbon heat for heated growing. Would work on either site. Renewable energy – any potential here? Wind / solar?*
- *Horticultural skill building; linked to the rewilding/ skills academy.*

- *Build on the heritage of growing at Crews Hill as part of the placemaking story – a very unique aspect for Enfield.*
- *Other industries potential? Eg brewing – although most of those activities focus on the eastern corridor where there are connections and real estate opportunities.*
- *Both sites have opportunity for productive landscapes in different ways. Crews Hill has an existing growing/ gardening focus and there is a cooking/ eating focus at Oakwood with a number of restaurants (Michelin starred??), which could be a focus for Chase Park.*

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

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

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

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

- *The areas provide different job opportunities – home to Enfield's farming community?*
- *How do we factor in the needs of children; the older population? Inter-generational housing requirement.*
- *Think about post-covid home requirements. How can we deliver housing for people to down-size into as well as starter homes for young couples?*

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

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

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

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