

activity and attract a diverse range of people, thereby supporting local businesses and the growing community. A diverse commercial offering will foster a dynamic urban centre at Meridian Water that is an attractive destination for the local community and visitors from further afield.

3.73 Appropriately located sports facilities can provide invaluable social space for the entire community promoting engagement in sport and physical activities, while fostering social cohesion. They can also mitigate antisocial behaviour, reduce crime rates and enhance the urban environment.

3.71 To make high-density accommodation acceptable in an area with limited access to green spaces, it is crucial to provide sufficient open spaces. The creation of parks, swales, canals and waterways will enhance the quality and unique character of Meridian Water.

3.74 To establish a new modern neighbourhood, it is essential to seamlessly integrate smart and digital technologies, enabling residents to thrive, stimulating the local economy, improving everyday experiences and enhancing resource efficiency.

3.72 The strategic placement of tall buildings in specific locations will ensure their impact is carefully managed and not widespread. The suitability of particular sites for additional height will be determined through detailed masterplanning work and subsequent local plan iterations. These taller structures will serve as landmarks aiding navigation, defining destinations, delineating key public areas and contributing to a varied urban landscape. Proposals for tall buildings will need to comply with the relevant policies.

3.75 This placemaking area contains eight site allocations:

- SA5.1: Meridian Water Phase 1
- SA5.2: Meridian Water Phase 2
- SA5.3: Former IKEA, Meridian Water
- SA5.4: Tesco Extra, Meridian Water
- SA5.5: Meridian 13
- SA5.6: Meridian East
- SA5.7: Ravenside Retail Park
- SA5.8: Kenninghall Metals and Waste



Meridian Water station, entrance

# PL6 SOUTHGATE

## Context and Characteristics

3.76 Southgate is one of the Borough's four district centres, situated the south-western part of the Borough close to the boundary with the London Borough of Barnet. Consequently, a significant proportion of its catchment extends into Barnet as well as Enfield. The area boasts a mix of uses with a retail centre as well as some larger office buildings and a leisure centre. Southgate district centre is well performing with one of the highest levels of occupancies in the Borough.

3.77 The area's character is closely associated with the development of the Piccadilly line in the early twentieth century. However, the streetscape lacks greenery and civic spaces. The area is centred around the tube station which is on the Piccadilly tube line. The tube station offers frequent connections into central London, which is a major asset to the area, with frequent bus services providing good local connectivity within the Borough as well as to neighbouring Barnet and out to Hertfordshire. The area does not have strong cycle connectivity, with just an early stage proposal for a walking and cycling route connecting Southgate

Circus to the Great Cambridge Road junction, which does not yet have funding allocated to it. Both the tube and bus stations are listed, offering a very distinctive, strong focal point within the area. The surrounding residential areas predominately feature suburban housing.

3.78 Grovelands Park is the nearest large green space, which has been described as 'the jewel in the crown' of parks in Enfield. It was opened in 1913. It offers a valuable and enticing asset to complement the nearby Town Centre – just 5 minutes away by foot, as well as providing a well-loved amenity for surrounding residents.

3.79 The area benefits from various important social infrastructure, including the large Barnet and Southgate college campus as well as adjacent library.

## SOUTHGATE PLACEMAKING VISION

**Southgate will be a thriving district centre, characterised by its unique identity derived from the listed tube station building and other heritage assets. It will serve as a vibrant community and cultural hub, building on its strong transportation connections. The presence of Barnet and Southgate College will increase, playing a pivotal role as an anchor in the area. Away from the high street the area will maintain a residential character.**

**The distinctive quality of parks and open spaces, such as the nearby Grovelands Park and Minchenden Oak Garden, will be sustained and enhanced with improved accessibility for all users.**

**Southgate's existing and newly developed clusters of small to medium office spaces will take advantage of good links to central London, evolving into a well established cluster, making use of underused or vacant shop units and consolidating existing office use to create higher quality modern office environments. Southgate will thrive where history meets innovation and the community flourishes.**

# Southgate

## Site Allocations

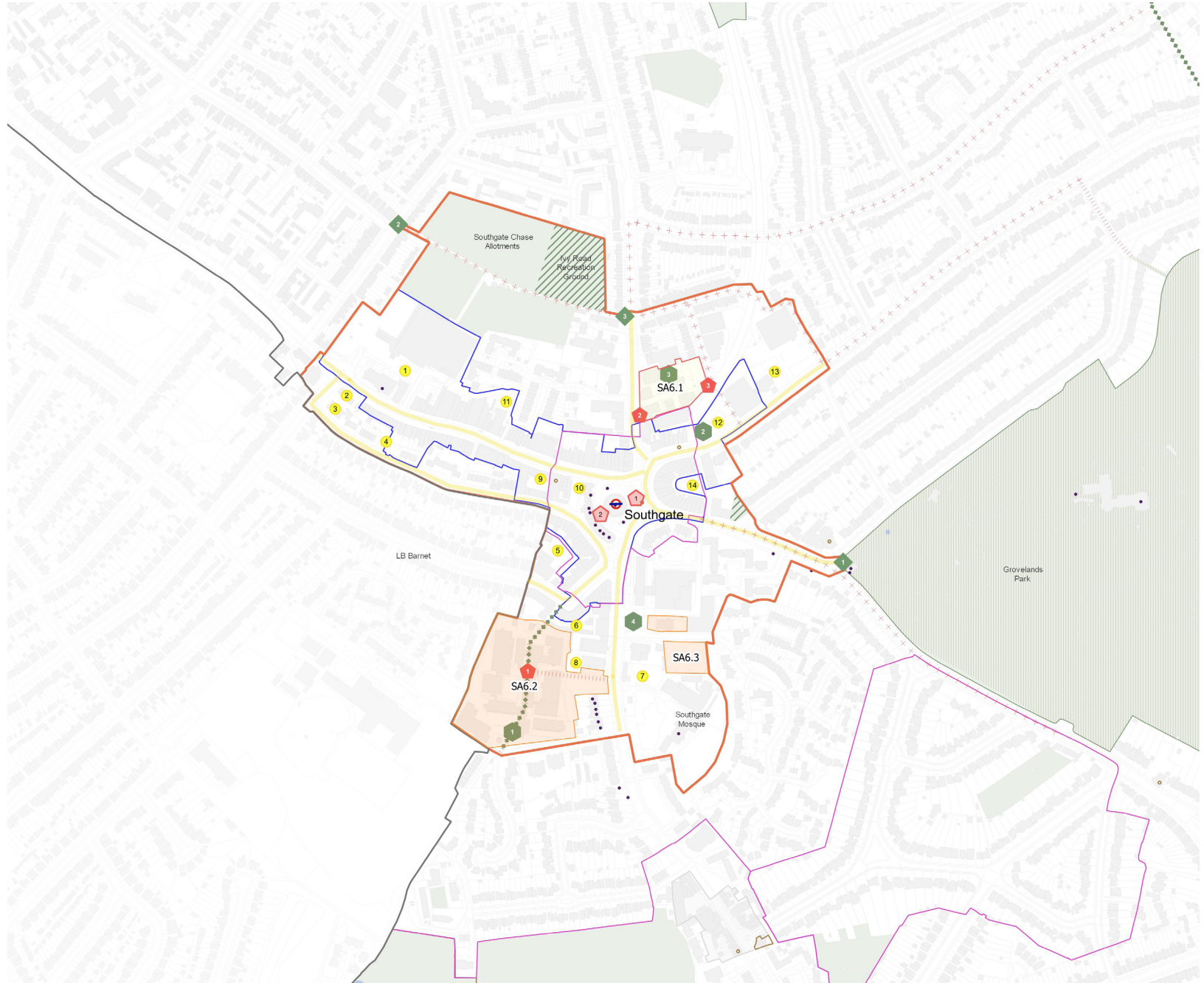
- Housing
- Mixed Use

## Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- Public Realm Enhancement Opportunities
- New Open Space Opportunities
- Infill Opportunities
- Enhanced Access to Blue and Green Space
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Blue and Green Space Improvements
- Streetscape Improvements

## Existing Features

- Underground Station
- Conservation Area
- Locally Listed Heritage Assets
- Listed Buildings
- District Centre
- Local Centre
- Metropolitan Open Land
- Registered Parks and Gardens
- Water
- Metropolitan Open Land
- Local Open Space
- Borough Boundary



Note. Refer to table PL06 for details

N 0 50 100 m

Figure 3.7: Southgate Placemaking Plan

## STRATEGIC POLICY

# PL6: SOUTHGATE

To realise the place vision set out in **Figure 3.7**, development proposals in Southgate:

1. must contribute to a coordinated process of town centre renewal that responds positively to the unique context and characteristics. The Council will explore the need for preparing a coordinating plan, which could be adopted as a Supplementary Planning Document (SPD), to support the delivery of the placemaking vision for Southgate. Development in this area must be brought forward in accordance with the guidance that is brought forward or any subsequent planning mechanism.
2. should deliver new homes including through high density development that preserves key views of the station. This may include tall buildings only in acceptable locations as identified in **Policy DM DE6 Tall buildings and Figure 7.4** (or its subsequent update).
3. should be shaped by the distinctive character and heritage in the area, having particular regard to:
  - a. the Grade II\* listed tube station of outstanding national significance and its

- surroundings;
- b. interwar shopping parades;
- c. historic high streets;
- d. distinctive suburban housing; and
- e. a concentration of office buildings around the district centre.
4. should provide an intensified district centre by supporting proposals for small creative business and business start-ups, encouraging meanwhile and temporary use of vacant shop units and small office spaces around the high street to foster growth and sustain employment.
5. should explore opportunities to enhance community and cultural facilities including facilities such as Barnet and Southgate college, Durants school and Southgate mosque.
6. should support a growing evening economy. Change of use of sites to non-town centre uses, particularly at the ground floor will not normally be permitted unless appropriate evidence can be provided to demonstrate why this is acceptable.
7. should create an improved sense of

- place by the station acting as a multi-modal hub. The Council will work in partnership with key stakeholders (including TfL) and landowners to devise a cohesive public realm strategy, which also sets out a strategy of improvements to cycling infrastructure. This will include reviewing transport infrastructure and junctions around the historic tube station. The strategy will be focussed around the station to improve the sense of arrival and around the shopping parades to create a more pedestrian friendly environment. Development proposals and changes to traffic circulation must safeguard the continued operation of the bus station with no loss of efficiency or overall capacity.
8. must contribute towards enhancing the pedestrian environment and reduce the reliance on surface car parks, working towards car-free development.
9. should enhance and improve access to distinctive parks and open spaces in the vicinity including but not limited to: Grovelands Park, Minchenden Oak Garden, Oakwood, and Ivy Road Recreation.

- 10. could deliver small scale housing through intensification of underutilised brownfield sites such as garages and car parking forecourts, identified as ‘intensification opportunities’ on the key diagram.
- 11. should explore the opportunity to integrate public art into proposals or to contribute towards these. As a home to a local college and a high concentration of primary schools in the area there is a unique opportunity for the Council to collaborate on community projects with schools.

### Explanation

3.80 While Southgate serves as a district centre with potential for increased densities and building heights, it is imperative to strike a balance with the need for proposals to sensitively consider the historic environment surrounding the listed station building. The heritage value of this locale plays a pivotal role in defining the place and therefore all developments that come forward in the area must make a positive contribution to this heritage value to avoid detracting from the place’s overall quality.

3.81 Southgate presents an opportunity for enhancing the vitality of the high street including the evening economy as well as improving access to the public realm including connectivity to nearby green spaces. The district centre also acts as a good office location, and this will be enhanced – recognising the crucial role office floorspace can play in sustaining healthy high streets in the daytime as well. To boost the vibrancy of the centre, the Council will explore opportunities to improve the car dominated nature of the area around the station. The presence of the frequently served tube station offers an opportunity to increase densities in the area to deliver additional residential accommodation (given the PTAL up to 6 – the highest rating). The appropriateness of siting of proposed tall buildings will be assessed taking into consideration the findings of the Borough’s Character of Growth Study (or its subsequent updates) and its impacts on heritage assets. Proposals will also need to comply with relevant Local Plan and London Plan policies in relation to Tall Buildings.

3.82 There are several large surface level car parks associated with supermarkets, presenting an opportunity for intensifying land use. The introduction of additional employment and housing opportunities will support the vitality

of the non-residential uses thereby bolstering this centre’s resilience.

3.83 This placemaking area contains three site allocations:

- SA6.1: Southgate Office Village
- SA6.2: Barnet and Southgate College
- SA6.3: Minchenden Car Park and Alan Pullinger Centre

3.84 It is also acknowledged there could be scope for other key sites such as the ASDA supermarket and M&S site to come forward for redevelopment within the plan period, if shifting retail patterns impact these supermarkets. The Council will work positively and proactively with promoters to shape any opportunities that may arise here in the future.

3.85 To promote active travel and improve the use of public transport, it is essential to improve the pedestrian environment around the tube and bus station. This effort will also help to support the vitality of the district centre. In addition to the area immediately surrounding the station, there are opportunities to improve the crossing across the railway from Southgate Office Village to the M&S store.

3.86 Enhancing connectivity to the surrounding green spaces offers an opportunity to capitalise on these assets for mutual benefit with the town centre uses, as well as providing enhanced habitats for flora and fauna.

# PL7 NEW SOUTHGATE

## Context and Characteristics

3.87 New Southgate is situated in the southwestern part of Enfield, bordering the London Boroughs of Haringey to the south and Barnet to the west. As such it occupies a strategic location marking the entrance to the south-western part of the Borough. The area presents a mix of residential and industrial land, which include the New Southgate Industrial Estate, the distinctive gasholder, the Builders Depot (recognisable by its elevated blue building) and Travis Perkins. Local shopping parades can be found at Arnos Grove and New Southgate (Friern Barnet Road), designated as local centres. Arnos Grove underground station, served by the Piccadilly Line and New Southgate rail station are conveniently located in the area, offering good access to central London. The area has limited dedicated cycling routes or infrastructure and is not an inviting environment for less confident cyclists. However, there are emerging proposals for a planned route towards Palmers Green which have yet to secure funding to be developed further.

3.88 The presence of the North Circular Road creates a barrier to movement in the southern part of the area. The southern section of the Ladderswood estate and the Western Gateway site accommodates buildings of poor quality. In certain areas, the neighbourhood's appeal is enriched by Victorian architecture and traditional street patterns. Nevertheless, connectivity between key points like Bowes Road library and New Southgate Station, as well as their connection to the broader New Southgate area, leaves room for improvement.

3.89 Although the area boasts some valuable small open green spaces such as Millennium Green, High Road Open Space and Grove Road open space, they remain underused and would benefit from improvements to make them feel safer and more attractive for residents. A number of larger parks such as Arnos Park in the North and Hollickwood Park (in Haringey) and Friern Bridge open space to the south (in Barnet) are close to the boundary of the area, but are disconnected by major road/rail infrastructure.

## NEW SOUTHGATE PLACEMAKING VISION

**New Southgate will become a new enhanced gateway to the Borough, boasting connections to Enfield and adjacent neighbourhoods in adjoining boroughs. The area will have enhanced connectivity with the surroundings by foot, with improved connections provided over existing road and rail barriers. It will offer an exemplary quality development on its western edge with housing alongside modern commercial space and enhanced community facilities. Throughout the neighbourhood, a network of connected pocket parks will be interspersed around the area, ensuring that green spaces punctuate and permeate the neighbourhood, with improved access to the larger green spaces on the area's boundaries. The shopping areas at New Southgate and Arnos Grove stations will undergo revitalisation, welcoming new developments and creating more attractive shopping and station environments.**

# New Southgate

## Site Allocations

- Housing
- Mixed Use

## Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- Public Realm Enhancement Opportunities
- New Open Space Opportunities
- Infill Opportunities
- Enhanced Access to Blue and Green Space
- New Wetlands Opportunities
- New Rain Gardens Opportunities
- Railway Arches Opportunities
- Enfield Green Loop
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Development to Create Active Frontage
- Blue and Green Space Improvements
- New Green Buffer
- Streetscape Improvements

## Existing Features

- National Rail Station
- Underground Station
- Locally Listed Heritage Assets
- Listed Buildings
- Local Centre
- Locally Significant Industrial Site
- Metropolitan Open Land
- Water
- Metropolitan Open Land
- Local Open Space
- Borough Boundary



Note. Refer to table PL07 for details

N 0 50 100 m

Figure 3.8: New Southgate Placemaking Plan

## STRATEGIC POLICY

# PL7: NEW SOUTHGATE

To realise the place vision set out in **Figure 3.8**, development in New Southgate must:

1. must deliver a comprehensive, masterplanned approach, in particular around the western gateway sites (former Gasholder, Topps Tiles and Aldi), to ensure an appropriate distribution of green and open spaces, non-residential uses and height and density and achieve an improved relationship to the North Circular Road. Given the areas location on the Borough boundary there is a need for cross-boundary cooperation. This could enable potential for a joint area planning framework to be realised. Proposals should also consider consistency with Barnet’s local plan policy GSS09.
2. the Council may use planning tools, including preparation of masterplans, design codes, sustainable place making strategies to support the delivery of this policy. Development in this area must be brought forward in accordance with any such guidance for this area.
3. must demonstrate how individual proposals will contribute to the vision of the wider area including how placement of tall buildings aids with legibility and how proposed heights will relate appropriately to future surrounding development.
4. should create a thriving mixed-use place including dense forms of residential development offering a range of housing typologies. Tall buildings in selected locations where buildings can act as key markers will be supported in line with Policy DM DE6 on Tall buildings and Figure 7.4 (and any updating successors).
5. must positively address the main North Circular Road and, in order to mitigate against poor air quality and noise pollution associated with this heavily trafficked route, the internal planning of new development should position living and sleeping accommodation away from the most polluted side of the development. Housing design should encourage natural ventilation so that cleaner air is drawn in the building from the less polluted side. Landscape and biodiversity proposals will also play an important role in the mitigation of pollution.
6. should contribute towards improving links along key routes to the train and tube station such as Palmers Road, High Road and Station Road. The potential for the creation of active routes will be explored. Contribution towards improvements to the public realm and townscape particularly along the large roads bounding the area (i.e. Bowes road, A406 and Station Road) will be sought.
7. should contribute towards delivering improvements to community facilities. Improvements to shops and other services will also be encouraged. These should be focused around a new hub of facilities around Grove Road open space. Arnos Pool and Bowes Road Library have been identified as facilities which could be improved, subject to funding. Proposals which facilitate this will be supported.
8. should contribute towards enhance existing local open spaces as well as towards river restoration projects within Arnos Park. Improvements in parks should include enhanced lighting and seating, as well as improved play opportunities for all ages. A new play park for young children will be supported in High Road open space.
9. should contribute to enhancing the public realm to make walking and cycling



significantly more accessible, safer and attractive environment. Development will be expected to contribute towards improvements to enhancing the public realm around New Southgate and Arnos Grove station as well as in the local centres.

- 10. enhance the environment around the railway arches through regeneration. Such proposals will be supported.

### Explanation

- 3.90 Opportunities for large scale development in this area are limited. Nevertheless, where such opportunities exists, developers must bring forward development in a coordinated manner to ensure that the full potential of the sites here can be fulfilled. Optimising development potential may include tall buildings, with their appropriate locations being informed by the character of growth study or its subsequent update and identified in the **Figure 3.8**. All proposals for tall buildings will have to also comply with relevant Local Plan and London Plan policies.
- 3.91 The area is notably deficient in essential community facilities, meaning one of the key benefits to be secured from

growth will be improvement to the facilities benefiting both existing and new residents.

- 3.92 Vehicular traffic dominates the area, particularly along the A406 (North Circular Road) and improvements to public realm are needed to mitigate these effects. Furthermore, the area lacks adequate connectivity to large green spaces. Therefore, enhancing the smaller local open spaces within the area, along with Arnos Grove Park to the north of the area, and those beyond the Borough boundary to the south and west will become imperative to improve the quality of life for residents.
- 3.93 Given the area’s location on the Borough boundary, fostering cross-boundary cooperation will be essential. Enfield Council already has worked in collaboration with Barnet to prepare the ‘making the case for good growth’ report, which has enabled the boroughs to secure further funding to develop the work further. This work is ongoing and planned to be completed by 2025.
- 3.94 This placemaking area contains five site allocations:
  - SA7.1: Former Gasholder, New Southgate
  - SA7.2: Aldi, New Southgate (Formerly Homebase)
  - SA7.3: Ladderswood Estate
  - SA7.4: Arnos Grove Station Car Park
  - SA7.5: Coppice Wood Lodge.



Southgate fingerpost

# PL8 PALMERS GREEN

## Context and Characteristics

- 3.95 Palmers Green is located in the southern part of the Borough and serves as one of the four district centres. Its high street features twentieth century parades, and the urban centre is located at the junction between Green Lanes and Aldermans Hill, The area is surrounded by classic suburban and urban terraces
- 3.96 To the north, Green Lanes extends toward Enfield Town, the Borough's major town centre. The development gradually intensifies as it approaches Enfield Town, visible in the more urban nature of the town centre, with a strong mixture of uses and greater density of activity.
- 3.97 The eastern part of this area is primarily comprised of residential neighbourhoods. The effective eastern boundary of the area is the curve of the New River which wraps around the eastern and southern sides of Palmers Green and effectively breaks the urban form a short distance north of the North Circular. Constructed in the seventeenth century to supply London with drinking water from Hertfordshire, the New River is an important landscape resource of

considerable heritage significance. It is widely accepted as one of the most significant and ambitious developments in water supply in England.

- 3.98 On the western side lies Broomfield Park, a Grade II Registered Park and Garden. At its core lies Broomfield House together with its associated Stable Block and Walled Garden, (which are Grade II and II\* listed). Broomfield house, the stable block and Registered Park and Garden, are all listed on Historic England's Heritage at Risk Register. While the garden is available for public enjoyment as a park, the house remains inaccessible due to extensive fire damage.
- 3.99 An experimental low traffic neighbourhood was also introduced (Fox Lane) during the Covid-19 pandemic, with the aim of reducing traffic congestion on local roads, and promoting active travel. However, this initiative has sparked controversy and undergone adjustments to ensure that the proposals are inclusive.
- 3.100 At the southern end of the area, several notable community facilities are located. Palmers Green Library, situated across from Broomfield Lane, is one of the

Borough's flagship libraries. It re-opened after refurbishment in 2015 integrating a range of technologies and designed to suit users of all age groups. To the southeast, on Oakthorpe Road, Palmers Green Mosque and the adjacent community centre known as the Darji Pavilion were constructed in the early 2000s in a corner of Oakthorpe Sports Ground. Across from this is St. Anne's High School for girls, which houses its upper school and contains its sixth form centre. The Lower school is currently situated in Enfield Town.

- 3.101 Palmers Green is particularly well connected, benefiting from a well-served railway station with links to Finsbury Park and Moorgate stations in inner London. Green Lanes, which runs through the heart of the area connects the area to Haringey to the south and Enfield Town to the north. This route is serviced by frequent bus services, promoting sustainable travel patterns. Additionally, the C20 cycleway runs alongside Green Lanes.
- 3.102 This ward has the highest proportion of 'other white' residents in the Borough, primarily comprised of people of Turkish or Greek descent. A notable range of facilities and retailers serve this

community. Some parts of Green Lanes further south in Haringey attract visitors from a large catchment to the numerous restaurants offering Turkish and Greek cuisines. There is an opportunity for Palmers Green to play a similar role.

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### **PALMERS GREEN PLACEMAKING VISION**

**Palmers Green will continue to be a vibrant centre with a unique offering. It will mix traditional retail with unique food and beverage outlets, all in close proximity to a range of much valued community facilities and green spaces including Broomfield Park. New developments will be strategically located around the district centre and station, reinforcing its place at the heart of the community. Flexible workspaces will support a range of micro and small business, including those within the growing knowledge and creative industries, which will offer synergies with spaces for cultural activity. The positive contribution of twentieth century parades to local character and distinctiveness will be enhanced. There will be improved connectivity to Broomfield Park, (which is aspired to be removed from the the Heritage at Risk register). Access to and the cultural significance of the New River and Pymmes Brook will be enhanced and new trails will help to improve east-west connectivity across the area.**

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# Palmers Green

## Site Allocations

- Housing
- Mixed Use

## Placemaking Opportunities

- Place Making Area Boundary
- Public Realm Enhancement Opportunities
- New Open Space Opportunities
- Infill Opportunities
- Enhanced Access to Blue and Green Space
- New Rain Gardens Opportunities
- Enfield Green Loop
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Streetscape Improvements
- Blue and Green Space Improvements
- New Green Buffer

## Existing Features

- National Rail Station
- Conservation Area
- Registered Parks and Gardens
- Locally Listed Heritage Assets
- Listed Buildings
- District Centre
- Local Centre
- Cycle Routes
- Metropolitan Open Land
- Water
- Metropolitan Open Land
- Local Open Space



Note. Refer to table PL08 for details

N 0 50 100 m

Figure 3.9: Palmers Green placemaking vision

## STRATEGIC POLICY

# PL8: PALMERS GREEN

To realise the place vision set out in **Figure 3.8**, development proposals in Palmers Green:

1. should contribute to the delivery of additional housing, including denser forms of development within walking distance of the station and town centre.
2. could encourage greater diversification of uses present along the high street. Where proposals encourage this in a way that will positively contribute to the vitality of the high street they will be encouraged.
3. should maintain distinctive shopfronts and open ground floor frontages where alternative uses are introduced to replace retail uses.
4. must contribute towards delivery of improvements to the public realm, public facilities and the enhancement of heritage assets and their settings. This includes the New River, Pymmes Brook and Broomfield Park and the associated heritage assets as well as various local greening projects.
5. should respect key views within Broomfield Park and reinforce the heritage value of twentieth century parades and their contribution to local character and distinctiveness.
6. should facilitate the aspiration to connect the Pymmes Brook Trail path back to the brook to connect people to the brook. This could include pedestrian connections from Amos Park towards Broomfield school.
7. should contribute towards improving and enhancing cycling and pedestrian accessibility to support sustainable travel patterns. working in partnership with Network Rail, the Council will support improvements to the rail station, including the possibility to establish step-free access.

## Explanation

- 3.103 As the centre evolves, any new developments should be designed to complement the valued characteristics of the place identified in the Character of Growth Study. The distinctive shopfronts and architecture are an essential component of this.
- 3.104 Palmers Green has a vibrant existing shopping centre and it is imperative to preserve its function and success while capitalising on the unique qualities it already offers. At the same time, the centre should consider diversification and improvements to its offering to build its resilience. This could include creation of new business spaces to support the knowledge and creative industries. Given its good access to public transport, the centre can accommodate additional development. Any such development must work to support the town centre uses and improve the quality of life of existing residents and workers by contributing to improved facilities and public realm.
- 3.105 Currently, the New River and Pymmes Brook remain largely hidden from view. Existing access routes are unpleasant and difficult to access. It is crucial that these waterways play a greater contribution to shaping the character and amenity opportunities of the placemaking area. The aspiration to reconnect Pymmes Brook Trail with the brook as an objective will require further detailed analysis and feasibility assessment, and any proposals should contribute towards facilitating its eventual delivery.
- 3.106 The station is a valuable asset in establishing a sustainable connection for the area. Given the significant number of families in the area, improving step-free access could unlock an opportunity for families, particularly those with pushchairs and prams. Such improvements could also benefit older residents with limited mobility and disabled individuals, as well as visitors to the area.

## PL9 RURAL ENFIELD

### Context and Characteristics

3.107 The northern part of the Borough serves as London’s welcoming gateway, bridging the urban landscape of the city and the vast countryside of rural Hertfordshire. This region predominately boasts a spacious rural character, preserving remnants of its historical identity as a royal hunting ground, defined by field boundaries, extensive parklands once belonging to grand estates, and the presence of numerous parks and rural and semi-rural open spaces.

3.108 Enfield’s rich heritage is intricately tied to its historic pathways connecting of the city of London to the more rural counties to the north, as well as linking the east and west regions. The built environment across the Borough eloquently narrates these connections, tracing back to navigable waterways, expansive estates, and landscapes situated on the outskirts of a day’s journey from the capital. This historical development extends to modest suburban surrounding tube stations. The Borough enjoys an abundance of north-south transport connections, facilitating travel in and out of London, and these routes have historically driven

development in the area. However, these north-south transport links have also inadvertently act as physical barriers, contributing to the separation of east-west regions within the Borough.

3.109 The northern region boasts extensive areas of open space and water features bearing immense amenity, cultural, environmental, and heritage significance. Local waterways, such as Turkey and Salmons Brooks, contribute to this legacy. Furthermore, echoes of historical agricultural and market gardening practices resonate in the northwestern part of the Borough. This legacy endures through the preservation of agricultural uses and the presence of garden centres, significantly contributing to Enfield’s provision of food-growing activities which exceed the regional average.



Sunset in Trent Park