

RURAL ENFIELD PLACEMAKING VISION

By 2041, the arc of open spaces and woodlands surrounding Enfield Chase and Lee Valley Regional Park will undergo a remarkable transformation, emerging as the leading outdoor countryside destination in North London and surrounding area. Situated in the rural northern region of Enfield, this area will serve as a unique and exemplar place.

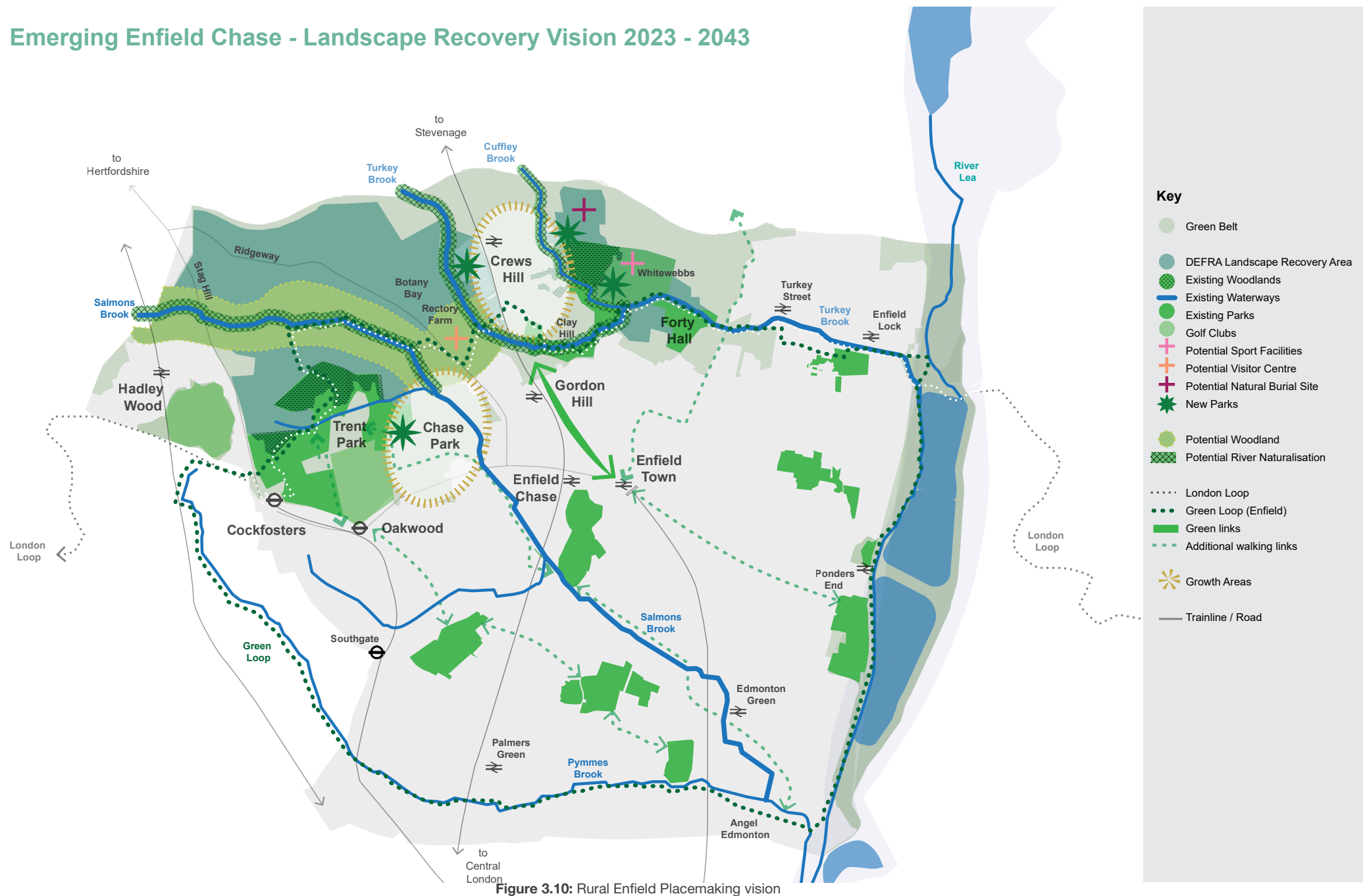
In close proximity to the urban communities this area will offer a diverse tapestry of sustainable and easily accessible rural activities. These activities will encompass local food production, forestry initiatives, landscape restoration projects, eco-tourism ventures, sporting opportunities, natural burial grounds, countryside education, and recreational pursuits. This transformation will enhance the landscape, making it a haven for residents and visitors, granting access to wildlife-rich blue-green spaces, pristine clean air, locally sourced food production and world-class sporting facilities.

This endeavour will yield the most significant environmental and health benefits in London, fostering a sense of wellbeing and connectivity with nature. Active community participation and sustainable green enterprises will invigorate the local rural economy, resulting in substantial landscape enhancements, job creation, increased investment, and a sense of renewal. Rural Enfield will weave its influence deep into the surrounding urban communities, fostering stronger connections to the countryside and integrating the beauty of nature into the heart of the urban fabric.



Broomfield Park tree planting day

Emerging Enfield Chase - Landscape Recovery Vision 2023 - 2043



STRATEGIC POLICY

PL9: RURAL ENFIELD

1. The open and historic character of rural Enfield (as shown on the Policies Map and key diagram) will be protected and enhanced in line with Green Belt and Metropolitan Open Land policies. The benefits of any new development must be considered to have a significant positive impact. New development should be designed to sensitively integrate physically and visually with Enfield Chase and the Lee Valley Regional Park, particularly in relation to open skylines, key entrance points, strategic views and valued landscapes.
2. The Council will support proposals which contribute positively to the delivery of the unique Rural Enfield destination within London where they do not conflict with policies in the NPPF. The Enfield Chase Landscape Recovery Area and Lee Valley Regional Park will be the key focus for these. The Enfield Chase Landscape Recovery is designated through the local plan as an area of focus for landscape restoration, biodiversity gain and nature recovery as defined in the Environment Act. The area is shown on the policies map. Proposals which will be supported to contribute to this objective include, but will not be limited to:
 - a. Enfield Chase landscape restoration programme – 1,000 ha of proposed woodland and open space as part of a major nature recovery network (RUR.07)
 - b. a new cultural gateway hub at Enfield Chase, including a new visitor centre (subject to compliance with part 1 of this policy) and public art installations, in the form of sculptures, in a parkland setting;
 - c. flood risk mitigation to reduce the impact of development downstream (including sustainable drainage systems and wetland creation);
 - d. new or improved active travel initiatives including walking and cycle routes between key railway stations, town centres and cultural attractions (e.g. Green Loop) and along watercourses (e.g. Lee Navigation and New River);
 - e. implementation of climate resilience measures:
 - f. much needed natural burial space to meet future needs of the Borough's population, which offers good transport links to existing residents, especially from Crews Hill station;
 - g. food growing areas and gardens, especially where they connect with or form part of existing clusters of food production, such as Crews Hill, Capel Manor and Forty Hall;
 - h. new eco-tourism and recreational, sport and leisure activities, such as bird-watching, wild swimming, mountain biking, camping and natural play features;
 - i. Improved hubs of sporting excellence at Tottenham Hotspur training ground, Ponders End and Pickett's Lock;
 - j. the sensitive restoration of historic parks and gardens at Trent Park, Forty Hall and Myddelton House through positive management;
 - k. conversion of publicly-owned farmland into sustainable agricultural/forestry and horticultural units whilst also providing for enhanced public access linking to surrounding rural and urban areas and
 - l. biodiversity offsetting (including landscape restoration of river corridors).
3. Priority will be given to projects where public accessibility is improved. Projects which solely provide for

habitat creation, biodiversity net gain, carbon sequestration or other forms of environmental benefit, particularly those which can be sold on, will be resisted unless there are demonstrable local public benefits.

4. Proposals which lead to net loss of biodiversity within the area will be resisted. All proposals for biodiversity net gain in Enfield will be required to have regard to the Environment Act 2021, as well as emerging Enfield Chase landscape restoration strategies. For the purposes of the Biodiversity Metric Calculation, this area is defined in this policy as having High Strategic Significance.

Explanation

- 3.110 Part 1 of the policy designates this area within Enfield as part of a DEFRA funded pilot scheme for nature recovery. Part 2 of the policy ensures that in accordance with NPPF Paragraph 179, development whose primary objective is to conserve and enhance biodiversity will be supported.
- 3.111 Situated at a key gateway into London, at its northern most point, the Rural Enfield designation (as shown on the Policies Map and key diagram) defines an attractive green landscape in the urban-rural fringe that extends from Trent Park and Whitewebbs Park in the west to Lee Valley Regional Park in the east. It encompasses significant river corridors, lakes, historic parks and reservoirs constituting approximately one third of the Borough's total land area. Notably, it encompasses two of the largest open spaces: Enfield Chase and Lee Valley Regional Park.
- 3.112 In a comprehensive study conducted in 2019, found that populations of the UK's most important wildlife have dropped by an average of 60% since 1970. The State of Nature report also highlighted the precarious status of a quarter of UK mammals and nearly

half of the birds assessed are at risk of extinction. Despite conservation efforts to protect habitats, 41% of species have experienced significant decreases, while just 26% have shown any increase. In this context, the most effective approach to addressing this decline is to restore natural landscapes through activities like landscape restoration alongside other vital conservation measures.

- 3.113 The Lee Valley Regional Park, situated along the banks of the River Lee and navigation canal, comprises a diverse range of linear parks, pathways, nature reserves, wetlands, water sport facilities and recreational spaces. These facilities create a network that connects Enfield to Hertfordshire, Essex and Central London. The Council is fully committed to supporting the endeavours of the Lee Valley Regional Park Authority in unlocking the full potential of the Regional Park.
- 3.114 Enfield Chase, historically a royal hunting ground of Tudor and Stuart monarchs, was formerly part of a vast forest extending 12 miles northward from the City of London in the medieval era still retains significant but fragmented remnants of historic woodland within parts of Enfield's Green

Belt land. Today, it encompasses a blend of ancient woodlands farmlands and high-quality landscapes, including historic parks, gardens and nature conservation sites. These areas offer panoramic views over London.

3.115 This policy aims to transform the arc of open spaces surrounding the Borough's urban area into a world-leading outdoor cultural and recreational destinations. This transformation will interconnect distinct landscapes, enhance east-west connectivity, elevate landscape quality, and concurrently function as a stepping-stone to facilitate wildlife movement and trigger bring nature's revival. This initiative will further strengthen Enfield's identity as one of London's leading green Boroughs, steeped in rich cultural heritage. It will play a pivotal role in transforming the Borough, offering a lifetime of opportunities, including significant health and well-being improvements for all its residents.

3.116 This designation recognises that the Council's aspirations to bring various sustainable rural activities, creating a distinctive and exemplary green destination. The Council will adopt a partnership-driven approach to deliver strategic green spaces in London, recognising the invaluable role of

world-class parks and open spaces in enhancing people's quality of life and well-being. The policy aligns with those principles outlined in the Mayor of London's Environment Strategy and Blue and Green Strategy.

3.117 This policy designation has the potential to achieve a net increase of 25% green cover in Enfield, contributing to significant carbon sequestration. It exceeds the Mayor of London's targets achieving one of the highest net gain outcomes in the UK. This will go a long way in alleviating the pressure from recreational activities and mitigating air pollution's impacts on nature conservation sites of international importance, such as Epping Forest. The Council will also monitor landscape restoration and nature recovery efforts by recording the amount of land cover in these uses within the placemaking area.

3.118 Strategic routes intersect the region such as the London Loop but parts of the urban-rural fringe remain less accessible to a wide cross-section of the public, especially from urban communities. There are considerable opportunities to enhance strategic connections to the Lee Valley Regional Park and Enfield Chase from key growth

areas like Meridian Water, Edmonton, Enfield Town and Ponders End. This involves the provision of new public accessible greenspace and the creation of new or improved active travel routes.

3.119 A substantial tree planting and landscape restoration programme is well underway in the vicinity of Enfield Chase. The future expansion of this programme has the potential to transform significant tracts of farmland



Firs Farm

into publicly accessible landscapes, including woodlands and parklands, extending across 1,000 hectares. This initiative could become one of the only landscape restoration projects in close proximity to a large city in the UK.

3.120 To realise this vision, we will seek contributions from nearby developments and other funding sources such as grants and loans, to facilitate the implementation of the interventions set out in the policy above.

3.121 The Enfield Chase Landscape Restoration project has been awarded £563,000 by the Department for Food, Rural Affairs and the Environment (DEFRA). This grant, in collaboration with the Environment Agency, Natural England, the GLA and Thames 21, will support the Project Development Phase, extending into 2024/25. This pilot project and spatial plan will propose a new approach to managing the landscape within Enfield Chase, serving as a testing ground for new Environmental Land Management schemes that will be rolled out across England from 2025 onwards as part of the 25 Year Environment Plan. The potential land available for landscape restoration is approximately 1,530 hectares (based on contiguous

Council-owned land within the Borough boundary). The core area considered for landscape restoration comprises around 634 hectares has been selected based on a range of key criteria.

3.122 The Landscape Restoration scheme caters to landowners and managers seeking a more radical and large-scale approach to generating environmental and climate benefits on their land. The scheme's objective is to enhance landscapes and promote ecosystem recovery through long-term, large-scale, changes in land uses and habitat restoration projects. This project is funded on a bespoke long term legal agreement involving partnership organisations, allowing landowners to deliver public benefits. It operates under the oversight of Natural England and the Environment Agency, with long term public funding and funding for future green infrastructure projects derived from a blend of sources, including private investment. The scheme's duration extends to at least 20 years, extending beyond the plan period. According to DEFRA, landscape Recovery projects will yield a range of outcomes, with a primary focus on achieving net zero emissions, biodiversity enhancement, and water quality improvement. By reinstating

natural processes through the conversion of farmland into woodlands, meadows, wetlands, coupled with enhanced public access and sustainable commercial activities, these projects offer the potential to provide a wide range of benefits

3.123 All of these uses are considered to be appropriate within the existing Green Belt policy designation, and could be considered beneficial users under policy BG6: Strategy for enhancing the beneficial uses of Green Belt and Metropolitan Open Land. Although some of these schemes will require planning permission, for instance, where they require an Environmental Impact Assessment or any forthcoming criteria, others, such as tree planting will not require such permission. This policy aims to offer guidance from a planning perspective on the development of these projects. It acknowledges that the project is primarily conducted by the London Borough of Enfield on council-owned land, with extensive governance measures involving government departments, funders and statutory consultees. This process will also be governed through statutory provision that form part of the Environment Act 2021, which are yet to be enacted. This includes the Statutory Local Nature Recovery Strategy that will be prepared in 2024/25 by the Greater London Authority.

PL10 CHASE PARK

Context and Characteristics

3.124 The Chase Park Placemaking Area (CPPA) is shown on Figure 3.13 and on the Key Diagram and Policies Map. The CPPA is bounded to the west by Trent Park, south and east by existing residential suburbs of Oakwood and Enfield Chase, and north by Hadley Road. It provides the opportunity to deliver high quality development in the form of a new sustainable neighbourhood of Enfield, securing significant environmental and social benefits through the provision of improved access to existing green spaces and the surrounding rural area, whilst delivering new homes and related facilities and services.

3.125 CPPA sits immediately adjacent to the existing suburban edge of north west Enfield. It is approximately 2.5 kilometres north west of Enfield Town, which is the Borough's primary shopping centre and a major employment centre and west of Oakwood underground station on the Piccadilly line. The existing area to the east and south is mostly residential streets, although there are also a range of community facilities such as shops and schools, and Chase Farm

Hospital – a major health facility – which is located on the north-eastern edge of the area. As well as being a key healthcare facility, the hospital is an important employment location. The area comprises typical urban-edge landscape, with extensive areas of pasture and some areas of trees and planting.

3.126 The urban edge of Enfield around the CPPA comprises typical 1930s suburban homes - a mixture of detached and semi-detached properties with large rear and often front, gardens. There are some infill developments that are more recent – such as small clusters of 1960s-70s terraces. The housing is generally of good quality, the majority of houses having large plots and private gardens.

3.127 The area is in proximity to a variety of public transport options, with three train and tube stations within approximately 1 mile. It also has regular bus services running through and around the area. Existing bus provision includes four services with up to 11 buses per hour running on the A110 - a key east-west corridor which runs through the placemaking area. Three additional bus services are located northeast of the

site. National Cycle Route 12 runs to the north, but there is a break in provision as it passes. There are a few schools within approximately 1.5 kilometre of the area, local medical facilities and local retail parades in Enfield Chase and Oakwood.

3.128 The topography of the area is undulating and defined by the two watercourses which run through it – the Salmons Brook and the Merryhills Brook, which form localised valleys. To the east the area is enclosed by the more elevated land along the ridge of which The Ridgeway runs, and to the west there is another area of higher land, which roughly follows the route of Cockfosters Road.

3.129 The landscape is generally laid to pasture with geometric fields enclosed by hedgerows, which form part of a larger contiguous area of arable farmland which stretches to the M25 and beyond. There are larger arable fields in the west and smaller arable fields in the east of the CPPA. There are several features that provide landscape value including semi-natural habitats, field boundaries and the SINC, along with several large areas of woodland that provide a backdrop to views, and

some of which are fragments of Enfield Chase. In addition, mature vegetation aligns the existing watercourses. There are also several golf courses in the wider area, and other recreational facilities at Trent Park, which create distinctive landscape patterns and forms.

3.130 The area is historically characterised by being part of the Enfield Chase from medieval times, although since the 18th Century agricultural land use has increased. It is adjacent to the later development of the Trent Park Estate which is now a Registered Park and Garden and Conservation Area. An army camp and anti-aircraft gun battery were located at Slade's Hill within the eastern part of the site during the second Word War. Trent Country Park was opened to the public in 1973 and remains open to this day. Whilst the placemaking area has remained largely in agricultural use, by the 1970's, the growth of Enfield suburbs expanded to the edge of the Green Belt along with the development around Oakwood underground station to the west (Grade II* listed).

3.131 Chase Park falls predominantly within the Merryhills Brook Valley Landscape Character Area, which contains a Borough grade SINC (Royal Enfield

Rifles Site) and Woodland at Vicarage Farm Borough grade I SINC) on the eastern side. The SINC consists of wet woodland, neutral grassland and hedgerows as well as the Brooks and also contains the former military camp. Ancient woodland is prominent to the north-west of the placemaking area at Trent Park.

CHASE PARK PLACEMAKING VISION

The comprehensive development of the Chase Park Placemaking Area will create a distinctive, sustainable and healthy new neighbourhood. Shaped by the brooks, hedgerows and SINC that define the area, and its relationship to the adjoining woodlands and historic landscape at Trent Park and the wider Enfield Chase area and restored landscapes, Chase Park will be an exemplar of design quality and provide a mixture of homes to support people through all stages of their lives, with a particular focus on the provision of family housing. This urban extension will provide approximately 3,700 homes in total together with a mix of other uses and enhanced transport connectivity.

The new neighbourhood will benefit from enhanced connectivity and access to green infrastructure, contributing to the Borough's rural transformation and will provide a range of other uses, including a mixed-use local centre, a primary school and other local parades. Provision of facilities and services will provide local employment opportunities for new and existing residents.

Situated on the main east-west route through the Borough, Chase Park will help to meet Enfield's development needs (in particular the need for more family and affordable housing) and provide wider benefits through improved connectivity, environmental quality and enhanced public transport, with a strong emphasis on improved active travel and sustainable movement. It will also facilitate access to the Borough's rural transformation area to improve the health and well-being of residents and visitors alike. It will provide opportunities to link the wild places within the site and in Enfield Chase to the north, to the south – extending green and blue infrastructure networks, improving their quality and access to nature for the benefit of all.

Chase Park placemaking area

- Borough boundary
- Chase Park placemaking areas
- Chase Park Site Allocations
- Scheduled Ancient Monument
- Listed buildings
- Local Heritage Assets
- Wildlife Corridor
- Registered Parks and Gardens
- Borough SINCS
- Local SINCS
- Metropolitan SINCS
- Conservation Area
- Rivers
- Green Belt
- Metropolitan Open Land
- Local Open Space

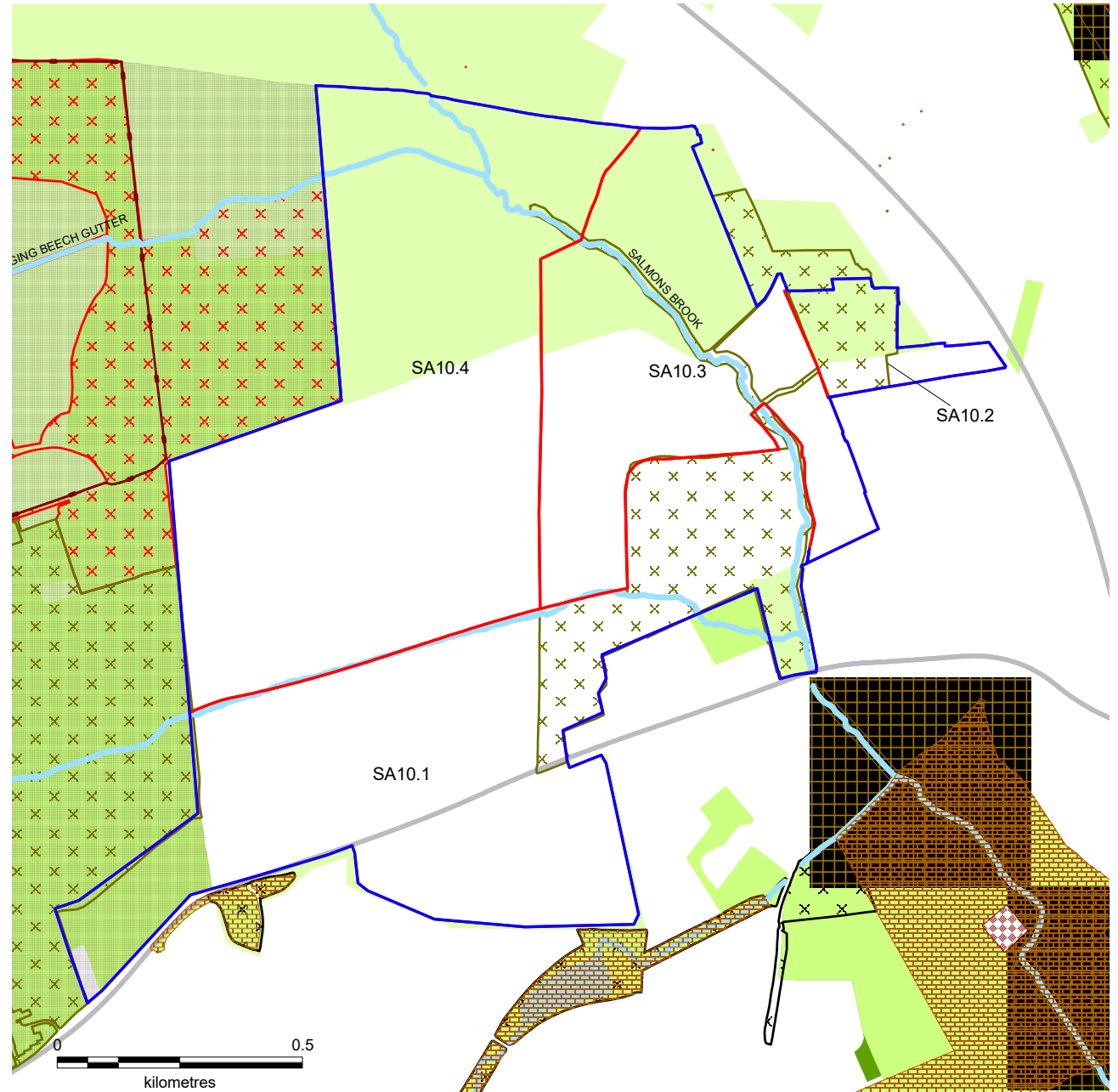
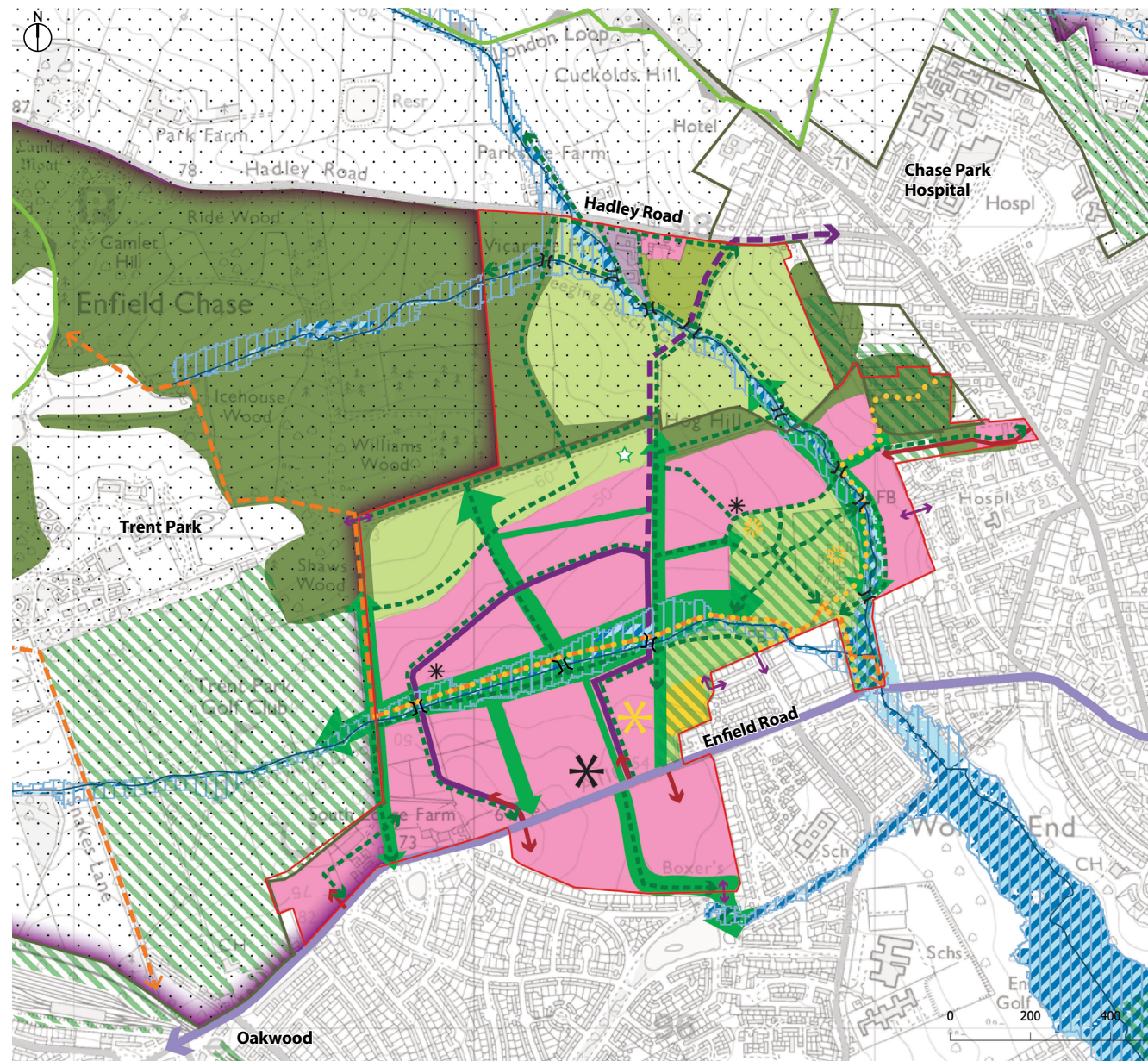
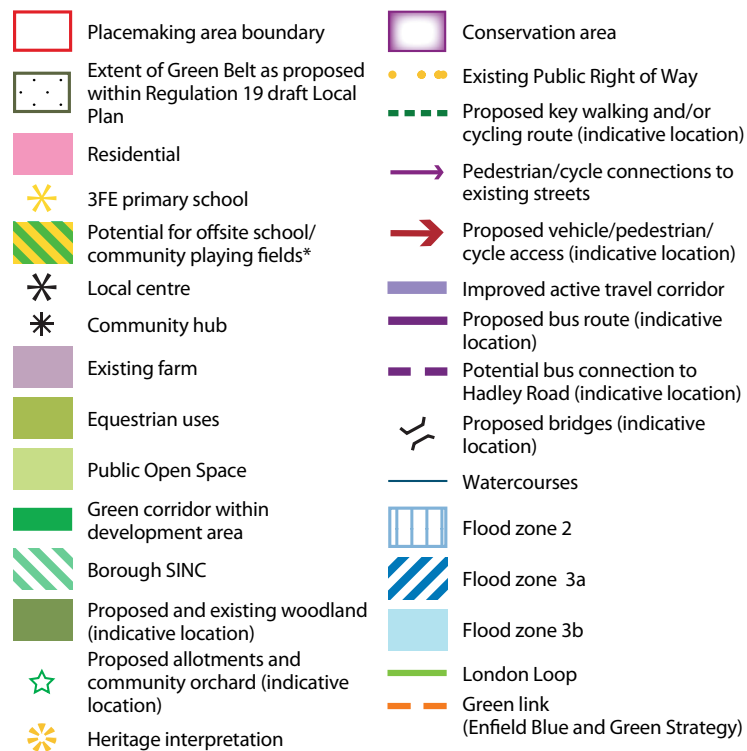


Figure 3.11: Chase Park Policy Map Extract



Proposed framework plan for Chase Park

*Location of school playing fields to be agreed with LBE, subject to further ecological surveys of the SINC and appropriate habitat enhancements.

Figure 3.12: Chase Park placemaking area - illustrative framework plan

STRATEGIC POLICY

PL10: CHASE PARK

This policy is set out in two parts:

- 1) Part 1: Overarching Strategic requirements – describing the overarching site requirements and land use parameters; and
- 2) Part 2: Strategic Design and Delivery Principles– prescribing the overarching components needed to deliver the necessary quality for a healthy, liveable and sustainable settlement, setting out the expectations for how the delivery of the scheme should be achieved.

Part 1: Overarching Strategic Requirements

1. In line with Policy SS1 land at Chase Park is allocated for residential-led mixed use development to deliver a new sustainable urban extension.
2. Development across the Chase Park Placemaking Area will be delivered to create a high quality, distinctive, well connected, sustainable new neighbourhood in accordance with the vision for Chase Park, the key principles and requirements set out below and any other relevant policies in the Enfield Local Plan or other relevant supplementary planning guidance. A more detailed

comprehensive masterplan for the placemaking area must be prepared, building on the illustrative framework prepared to date (**Figure 3.11**). This must be approved by the Council prior to planning permissions for the allocation site being granted or as part of the initial application for planning permission. The detailed masterplan should be jointly prepared by the Council, the local community, and landowners. The masterplan will be used as a benchmark in reviewing proposals for development. Prior to the submission of any planning application(s) for the allocation site further design work through the pre-application engagement process will be required.

3. The comprehensive development of the area should be done in a way that supports sustainable, low carbon lifestyles and plays a key role in addressing the effects of climate change by creating mixed use, resilient communities and meeting the requirements of Policies SE1-SE9.
4. The development will deliver multifunctional green and blue infrastructure to meet strategic and local

requirements in accordance with other policies BG1-13 and in broad accordance with the illustrative Framework Plan (Figure 3.2).

5. The CPPA should deliver a total residential capacity of around 3,700 new homes, including affordable family housing and older persons accommodation, together with the provision of supporting infrastructure and new and improved green and blue infrastructure. This will comprise of the delivery of circa 3,200 residential homes in the Plan period up to 2041 together with the associated infrastructure needed to facilitate this growth and deliver on all policy requirements. The remaining circa 500 residential units and associated infrastructure are anticipated to be delivered beyond 2041.
6. New neighbourhoods within CPPA must be located in areas with good access to enhanced public transport options. Residential densities will reflect access to public transport and facilities along with a clear street hierarchy, with higher density development in those areas with the best access to rail and bus services.

7. Development proposals should deliver an appropriate variety of housing sizes, types and tenures in accordance with the Borough's identified needs and the specific needs in the north of the Borough. This must include provision of affordable housing in line with policy SP H2 (Affordable Housing), specialist accommodation, including older persons housing, in accordance with policy DM H5 (supported and specialist housing) and should include self and custom build plots in accordance with Policy DM H6 (community led housing), with an emphasis on providing new family housing that can create a balanced and inclusive community to meet identified needs. The provision of Gypsy and Traveler pitches must be explored subject to the policies and proposals to be set out in the Enfield Traveler Local Plan.
8. Development proposals for the overall area must deliver a range of uses in order to optimise the sustainability of the urban extension and meet day-to-day needs. This should include:
 - a. provision of land for one 3-form entry primary school (Class F1) with sufficient capacity to co-locate early years / nursery facilities;

- b. a range of uses in the form of a local centre and additional local parades. This could include retail, community and health facilities and other related social infrastructure required to support the community; and
 - c. Employment generating uses, which should be directed towards the Local Centre and Local Parades, potentially including the provision of co-working spaces.
9. The CPPA has been subdivided into a number of allocated sites which collectively must come forward in a comprehensive and phased manner. The proposed site allocations will include sufficient land to enable the creation of a new sustainable neighbourhood over the long term. The site allocations are identified on the Policies Map. Specific requirements for each site are set out in separate Site Allocation Policies for each allocation.

Part 2: Strategic Design and Delivery Principles

10. The CPPA must come forward through a strategic and comprehensive approach, ensuring the coordination of development between sites and with the delivery of infrastructure and services. A

site wide detailed Masterplan must take forward the design concept set out in the illustrative Spatial Framework (Figure 1.1), to establish an overall coordinated approach to the area, the distribution of land uses, additional design guidance including the approach to design codes, as well as phasing of development and more detailed approach to infrastructure requirements and provision across the CPPA as a whole.

11. Planning applications for whole or parts of allocated sites must be in accordance with the policies set out in the Local Plan and additional guidance set out in an approved site wide Masterplan. Planning applications must demonstrate how they will contribute to the ultimate delivery of comprehensive and joined up development across the Placemaking Area including the provision of the overall necessary mix of uses and all necessary infrastructure. Proposals must also demonstrate that they will not prejudice the overall long-term development in the wider placemaking area.

Urban Design and Layout

12. To realise the placemaking vision, development at Chase Park must demonstrate how it will contribute to

making a good place in line with policy ‘SP SS2: Making good places’. This includes how it will:

- a. take a landscape-led approach to urban design, to deliver a healthy, walkable and climatically adapted public realm and multi-functional green and blue infrastructure. Development must take into account the site’s natural assets, including the watercourses, and make a positive use of the landscape’s natural systems to ensure the long-term health, resilience and sustainability of the new neighbourhood.
- b. deliver a walkable and permeable neighbourhood via its layout, design, streetscaping and connections to encourage links to amenities, services and sustainable travel.
- c. reflect the rural and historic agricultural character of the area to the north and west through an urban form that includes a sequence of blue and green spaces and connections and provides a diversity of uses and character.
- d. respond to the topography of the area and the historic and continued presence of the Salmons and Merryhills Brooks.
- e. acknowledge the townscape of the local residential context but deliver a

more efficient use of land at an overall higher density, in a sustainable urban form, making appropriate use of the topography to optimise site capacity.

- f. include a range of densities that are appropriate to a more urban neighbourhood, with a focus of higher density development along Enfield Road, the new local centre and within walking distance of Oakwood station, and elsewhere with improved public transport accessibility.
- g. establish an overall development layout and density approach that reflects the natural landscape, woodlands, designated SINC, views, local topography and historic environment, building heights should reduce further away from the local centre and the main public transport corridors and should be sensitive to edges with existing adjoining woodlands, Trent Park and the existing properties along the eastern and southern boundaries.
- h. respect the significance and setting of Trent Park and surrounding designated assets, the conservation area, parkland and adjoining woodland, including Williams Wood and Shaws Wood.
- i. ensure that development is flexible to

accommodate likely changes over a 15 year or greater build-out period. Design choices should be robust, resilient and adaptable, and take into account the latest knowledge and technology advancements in relation to changing working patterns, personal preferences and life circumstances, economics and climate change.

- j. positively respond to the landscape and watercourses along the eastern, northern and western edges of the development which form the edges of the site, while development along the southern edge of the Placemaking Area which abuts existing residential areas will need to carefully mediate the change in density between the existing suburbs and the new higher density development within Chase Park itself.
- k. act as a gateway into the wider Chase Park area along the Enfield Road frontage, while development along the Merryhills Brook should respond to the important blue-green function of the watercourse.
- l. facilitate a shift towards a net zero carbon future through new energy efficient homes and facilities which should connect into local heat networks.

Green and Blue Infrastructure provision

13. The design and layout of development must provide a new and improved network of green infrastructure, incorporating a variety of typologies of publicly accessible open space in order to respond positively to the surrounding landscape. Development proposals in Chase Park:

- a. must protect and enhance greenspace and valuable ecological areas within the site, including the SINC (Royal Enfield Rifles Site), high quality hedgerows and woodland corridors, and the existing watercourses of Salmon's Brook and Merryhill's Brook. These features must be incorporated within publicly accessible green spaces and corridors.
- b. must deliver a suitable mix of public and private spaces, whilst acknowledging the wider open space setting of Trent Park and the rural area, providing an abundance of opportunities to enjoy the nature and wildlife within easy reach of all homes. Development should facilitate easy access to this wider landscape setting by using sustainable and active modes of travel.
- c. must facilitate a natural extension of

Trent Country Park into the northern part of the area, retaining a natural parkland character, incorporating woodland, trees and hedgerows, wetland and grassland habitat, amenity green spaces, play areas and drainage attenuation. This part of the Placemaking Area is to be retained as Green Belt with enhanced accessibility, amenity and habitat quality.

- d. should provide appropriate buffers to existing woodland within and at the boundaries of the site, incorporating additional woodland planting to protect and enhance biodiversity and enhance the overall landscape quality of the placemaking area and enhance habitat connectivity.
- e. should create a range of new open spaces including a hilltop view park at the highest point of the placemaking area, providing local views across the country park and long-distance views towards London skyline, a heritage park to include the former Slades Hill Military Camp and Battery and the SINC (Royal Enfield Rifles Site), new open spaces along the brooks along with new and enhanced defensible Green Belt boundaries.
- f. must improve green links both for active travel and biodiversity corridors

providing east-west and north-south publicly accessible green corridors linking together ecological sites, water courses, flood mitigation measures and heritage assets and connections to the rural transformation area.

- g. must provide high quality play spaces at a variety of scales and sizes through a combination of designated and informal playable space including natural play within the Country Park. The play areas should be easily accessible on foot and cater for all ages. More localised doorstep play must be provided within individual development parcels.
- h. should integrate sustainable urban drainage systems (SUDS) into the public realm, which are designed to be multi-functional, people-focussed spaces and provide an approach to site wide water management. Areas for wetland habitats should be created alongside surface water flood mitigation and contribute to the Salmons Brook naturalisation proposals. The comprehensive SUDS will also need to contribute to the delivery of strategic flood mitigation, contributing to the performance of downstream locations across the Borough. New development should be designed to have the capacity and means of retaining

storm runoff which would otherwise be dealt with at on site locations downstream and in more constrained urban infill locations.

- i. should provide growing spaces including community orchards and allotments. Provide trees on all streets wherever appropriate and within public spaces.
- j. must demonstrate how ongoing management and maintenance of the green and blue infrastructure will be achieved in accordance with the wider requirements set out in this policy on stewardship and governance.
- k. must deliver a minimum of 20% biodiversity net gain in alignment with the biodiversity net gain strategy.

Movement and Connectivity Requirements

- 14. Development proposals should set out how the ambition of 75% sustainable transport mode share (as set out in the London Plan) for the Chase Park Placemaking Area will be achieved including how the London Plan car and cycle parking standards will be achieved. Development should provide limited residential parking to promote active travel. On-street parking is preferred and should be integrated into the public

realm, interspersed with tree planting. Residential podium parking must not create long stretches of inactive building frontage and has potential to take advantage of site level changes.

- 15. To enable easy access to sustainable modes of transport, minimise the use and reliance on private vehicles, and improve connections to the rest of the Borough and wider region, development in Chase Park must deliver and/or contribute to:
 - a. providing opportunities for convenient and safe active travel throughout the area, across separate site allocations and creating strong north-south and east-west active travel corridors. Cycle and pedestrian priority streets and routes should permeate all development areas and should connect to existing and proposed surrounding strategic routes. New streets and spaces should be planned to prioritise and encourage walking and cycling and ensure safe, quiet, and healthy living environments.
 - b. the network of cycle and walking routes which should connect all parts of the site with the existing street, footpath and cycleway network and access to Trent Park, the London Loop, and existing neighbourhoods and facilities to the

east and south, including Enfield Town, Oakwood station, Chase Farm Hospital, and Boxer's Lake open space, amongst others.

- c. improving existing/creating new public transport corridors through the Placemaking Area, working in close partnership with TfL to ensure that new residents have good access to new and improved bus routes and services, in order to achieve TfL's aim of all Londoners living within 400 metres of a bus stop. This includes consideration of a new or extended bus route from Enfield Road to Hadley Road as part of the north-south active travel corridor.
- d. improve the key east-west corridor of the A110/Enfield Road to enable vehicular accesses to the area and as improved bus corridor and an upgraded/improved cycleway and walking route with new dedicated lanes where physical constraints allow this to be accommodated. Pedestrians and cyclists should be prioritised at junctions to enable easy access between northern and southern parts of the Placemaking Area.
- e. appropriate improvements in off-site walking and cycling, such as towards Enfield Town and to Oakwood Station.

A corridor wide strategy will be required to deliver bus, walking and cycling enhancements along Enfield Road.

- f. reducing the need for longer distance travel via the creation of local centres, local parades and local amenities within 5 and 10 minute walking catchments.

Social and Community Infrastructure Requirements

- 16. Development must provide necessary social and physical infrastructure ahead of or in tandem with housing delivery, in order to support the comprehensive development of Chase Park. Facilities and services should be located within 10-minute walking catchments of new homes to support active and sustainable travel to them from all parts of the development. Key infrastructure requirements include the provision of:
 - a. a mixed use local centre located centrally in the southern part of the Placemaking Area, close to / at the entrance from Enfield Road and fronting onto high quality public realm.
 - b. a new three-form entry primary school in close proximity to the local centre. The school site should be designed to make efficient use of land reflecting the urban context. The specification and detailed
- location for the primary school is to be agreed with LBE education officers. Soft outdoor play areas (playing fields) should be located within publicly accessible open space adjacent to the school (within the SINC subject to appropriate compensatory ecology enhancements) and have shared used with the local community.
- c. multi-generational community infrastructure: playable landscapes, flexible community hall space, meeting places, early years provision, and health care services located within the local centre and local parades or within the residential areas.
- d. two locations for local parades serving the north-west and north-eastern parts of the Placemaking Area and located centrally within the new neighbourhoods
- e. a multi-functional network of green and blue infrastructure including community food growing, which is easily accessible to new and existing residents, promoting healthy, active lifestyles.
- 17. To help establish a strong community, proposals will need to set out the long-term governance and stewardship arrangements of the social and community infrastructure (including

green and blue infrastructure) and the community development activities appropriate to the creation of a new community. Planning obligations will be sought to secure long term funding, maintenance and stewardship of the assets where necessary.

Explanation

3.132 The proposed site allocations across the Placemaking Area include sufficient land to enable the creation of a new sustainable urban extension to Enfield over the long term. Sites anticipated to come forward in the next plan period are also being removed from the Green Belt now as shown on the Policies Map. This will create a new defensible Green Belt boundary that will endure into the future whilst also enabling a long-term comprehensive approach to be taken to development within the Placemaking Area, giving certainty to the overall development capacity and infrastructure needs of the area. This is in accordance with the NPPF September 2023 which sets out in Section 5, Delivering a Sufficient Supply of Homes, how the plan making process should positively plan to identify appropriate land for homes. It goes further to state that a significant step towards meeting the housing shortage is often through larger scale development, such as new settlements or significant extensions to existing villages and towns and that local authorities should identify suitable locations for such development to help meet identified needs in a sustainable way (NPPF para 73).

3.133 The development will help meet the wide range of housing needs across the Borough as detailed elsewhere in

this plan. In particular, Chase Park will deliver a significant number of affordable and family homes in a sustainable location. There is also the potential to accommodate pitches for Gypsy and Traveller accommodation if required (subject to the outcome of the Traveller Local Plan process).

3.134 Mixed use development in this location will support low carbon lifestyles by providing local facilities and services to support the new neighbourhood(s) in this urban extension. This aligns with the overall Local Plan vision of creating a deeply green place – and the associated strategic objectives, as well as the Council’s broader Climate Action Plan goals. A new local centre at the heart of the neighbourhood will also serve as a gateway for visitors to the Country Park and destination landscapes in the wider area through the provision of leisure, eco-tourism and education facilities and activities. The provision of additional local parades will ensure that all homes are within a suitable walking distance of services and facilities to meet their needs and encourage a more sustainable, walkable neighbourhood.

3.135 Planning for active travel will also contribute towards this goal. Proposed development must also consider the topography of the site, which could make walking or cycling challenging

for some. Innovative and considered urban design along with public transport schemes such as electric bikes should therefore be a considered option, providing appropriate locations for picking-up and dropping-off bikes.

3.136 The necessary electric vehicle charging infrastructure should also be designed and delivered appropriately, adhering to principles of universal design and clutter free public realm. Vehicle sharing clubs should also be encouraged. These less polluting vehicle options should be coupled by planning for clean air zones/ car free, especially around the schools.

3.137 A new primary school will be required to meet the needs of the new community. It can be located centrally on level ground but also in combination with other open space and landscaping to ensure the efficient use of land. Innovative design solutions should be explored to enable this to happen such as a multi storey school building, which could be co-located with other uses, shared public realm and access to other shared public facilities and spaces.

3.138 The spatial framework landscapes are primarily driven by ecology and connectivity requirements. This ensures not only the needs of the new community are met but provides opportunities to integrate with the wider

rural green infrastructure as part of the rural transformation area. This will enable the provision of a range of formal and informal green space, including new public parks, formal and informal areas of green space to meet the needs of the community.

- illustrate the key structural landscape elements around which the development proposals should be framed;
- establish a clear movement framework for all modes of travel, with priority for active and sustainable modes (walking, cycling and public transport), including connectivity and all intended links with existing routes and destinations along with primary and secondary routes. It should be demonstrated how proposed development within the allocation site will incorporate the full range of sustainable transport measures, including enhanced bus services, north-south and east-west active travel routes and key points of access into the placemaking area/development parcels to support improved walking and cycling from the surrounding area.
- incorporate a green and blue infrastructure (GBI) plan which is informed by relevant surveys and baseline evidence, which could include an ecological impact assessment and heritage and landscape character assessments; The GBI plan should set out a framework and network of spaces to meet strategic and local requirements, including retention of habitats, hedgerows and brooks, formal and informal play spaces, sport and opportunities for growing food;

- a site wide strategy for Biodiversity and Landscape
- a site wide strategy for sustainability and energy
- an urban design framework, including land uses, block structure, densities and heights, key frontages, edges and interfaces, landmarks and gateways and character areas.
- set out a comprehensive approach to the phasing of development and on and off-site infrastructure delivery for the placemaking area as a whole and as necessary to support each phase.

3.139 A comprehensive approach to the design and delivery of the new neighbourhood will be required. This can be achieved by requiring a site wide masterplan which can take forward the design concept set out in the illustrative Spatial Framework (Figure 1.1), to establish an overall coordinated approach to the area, the distribution of land uses, additional design guidance including the approach to design codes, as well as phasing of development and more detailed approach to infrastructure requirements and provision across the CPPA as a whole. The site wide masterplan will be produced in partnership with the developers, landowners, key stakeholders and in consultation with the local community.

3.140 As a minimum the site wide Masterplan will:

- establish a clear baseline of evidence and understanding of the site
- provide a spatial vision and place making objectives

3.141 Given that the land is in a number of different ownerships and the majority of the green and blue and social infrastructure is located within a single land ownership, it will be essential that the contributions to shared infrastructure requirements are based on an equitable equalisation mechanism. An equalisation mechanism to permit development to proceed will need to be agreed by all landowners. The Council has been taking a proactive lead in convening developers and landowners through a developer forum for the placemaking area to agree such matters.

3.142 Developers will be strongly encouraged to develop proposals in line with

standards that can assist with securing an exemplary urban extension in line with vision for the area. This could include BREEAM communities – a framework to integrate and assess sustainable design in the masterplanning of new communities and/or the Building with Nature framework.

3.143 The existing neighbourhoods and wards surrounding Chase Park are shown in the evidence base to be wards with higher levels of deficiency of access to open space. As such it will be essential that new development provides a network of green and blue spaces that connect to existing communities for the benefit of existing and future residents. New publicly accessible parks and open spaces should capitalise on the areas existing assets such as the brooks which run through the site and uncover and enhance the heritage within and around Chase Park. The area also has a gently rolling topography which enables extraordinary and expansive views in the north western part of the area, which are not currently open to the public. Locating parks and open spaces in these areas can introduce highly valuable opportunities to open up access for existing and future residents.

3.144 The placemaking area also acts as an upland soakaway, with the confluence

of two major watercourses – Salmons Brook and Merryhills brook located within the area. Development in the area can help deliver flood risk mitigation that helps minimise issues downstream, particularly in the most vulnerable areas in the south eastern part of the Borough (which is also home to the areas with greatest levels of deprivation in the Borough) thus creating significant positive water management benefits. Careful considered integration of SUDS from the outset will therefore be an essential component of any development proposals which come forward in the area. The strategic location of Chase Park in proximity to the Borough's Rural Transformation area in the north, means that it can also deliver this as part of a comprehensive approach across the whole of Rural Enfield (as set out in policy SP PL9 Rural Enfield).

3.145 At the heart of the strategic rationale for considering the development of an urban extension in this location, is the need to deliver more family homes. As a result, putting children at the heart of the placemaking approach will be an essential component of ensuring the vision can be successfully executed. Landscapes and public realm should be designed with playable features in mind – both formal and informal – and road and street networks should facilitate

safe and independent travel for young people. This is line with the Mayor's Play and Informal Recreation SPG (2012) or any subsequent successors. This will be a place for children today in the future, and opportunities should be taken to creatively co-design key spaces with local communities – with a particular focus on young people. This will help embed a sense of ownership within the local community and begin to foster a framework for community-led stewardship of green and blue and social/community infrastructure as proposals and development progress. Early years provision and a school will also act as key hubs that work to tie the community together, acting as a focal point within the area.

3.146 In addition to this, neighbourhoods should serve a multi-generational community – with older person's needs also catered for. This should be both in terms of walkability and public realm, as well as health care facilities. Crucially – Specialist Housing for Older People (SHOP) should be integrated into the site in appropriate locations well served within walkable distances of key services and amenities.

3.147 A key factor that will be essential in Chase Park's success will be whether healthy street design principles can be achieved. Statistics show that as soon

as a household has at least one car, use of sustainable transport methods decreases significantly. As such, it will be essential to explore how private car usage can be minimised through creative and innovative solutions. These can be used in conjunction with traditional approaches, which will be explored with key partners such as TfL, which could include diversion or extension of new and existing bus routes through the area. The topography poses a challenge for integrating cycling, but key routes such as along Enfield Road will be essential opportunities to facilitate connections with the wider area.

Overall, the level of ambition will need to be realised through an exemplary quality proposal, that goes far above and beyond conventional approaches to development in order to justify the release of Green Belt in this location. Through adopting the principles set out in this policy proposals will mitigate harm to the Green Belt in accordance with paragraph 142 of the NPPF 2023 through a series of components that will deliver benefits of strategic significance, not just within the placemaking area boundary, but for benefit to the wider area and Borough. Mitigations will be within remaining Green Belt land.

3.148 It will be essential for development of the scale envisaged to be supported by appropriate levels of social and community infrastructure. The siting and location of these should seek to strike an appropriate balance between serving future residents, as well as existing surrounding neighbourhoods – to help facilitate social cohesion and integration of the new community within existing the area.

3.149 Development in this location provides a unique opportunity to deliver a strategic scale urban extension that will provide for a significant proportion of the Borough's housing needs, both within this Plan period and beyond.



PL11 CREWS HILL

Context and Characteristics

3.150 A key component of Enfield's spatial strategy is that four main placemaking areas will accommodate a large proportion of the Borough's future development needs. Strategic Policy SS1 requires that all the placemaking areas will be accessible by sustainable modes of transport with integrated active travel initiatives, to link to existing communities and places of work.

3.151 The Crews Hill Placemaking Area (CHPA) is shown on Figure 3.14, on the Key Diagram and Policies Map. It sits within the north of the Borough centred around the existing station and Cattlegate Road and Theobalds Park Road, which form the main routes through the area connecting it to the rest of the Borough and beyond and is directly south of the M25 which forms the northern borough boundary. It occupies a strategic position in relation to the Borough's rural transformation area– which contains a programme of significant corporate landscape recovery projects with the aim of planting 100,000 trees along a corridor of land between Trent Park and Clay Hill This area which once formed part of the historic Enfield Chase royal hunting

ground but had been heavily deforested after the 18th Century. Projects here have been awarded significant government funding to aid delivery.

3.152 The area is distinct from other built form in the north of the Borough due to topography, access, its mix of uses and the surrounding landscape character. It sits on higher ground, surrounded on all sides by valleys, with the topography sloping away in all directions and Turkey and Cuffley brooks running within these valleys.

3.153 Development within the Crews Hill area, the railway line and road access run along the ridge of the land which forms Crews 'Hill'. Existing horticulture, garden centres, nurseries, equestrian uses, building supplies storage activities that exist within the area have all come about in a piece meal fashion. The area also contains a small number of homes, notably along Rosewood Drive, together with other isolated residential properties across the area. There are limited facilities for existing residents due to the low population and spread of different land uses.

3.154 To the north is the M25, which is generally elevated. Cycle route 12 runs

through the area, the majority of which is a traffic free route extending to the east of the Borough. Severance and access are key issues for the area. Crews Hill station is located in the centre of the area and provides the opportunity for good access into Enfield, Central London, Hertfordshire and beyond.

3.155 The area is historically characterised by agricultural land use, with the remaining isolated farms and farmsteads providing evidence of this activity. The landscape in Crews Hill has gradually developed into a commercial landscape, which has evolved from commercial nurseries to customer-facing garden centres and other types of businesses.

3.156 This policy is set out in two parts:

- **Part 1: Overarching Strategic requirements** – describing the overarching site requirements and land use parameters; and
- **Part 2: Strategic Design and Delivery Principles**– prescribing the overarching components needed to deliver the necessary quality for a healthy, liveable and sustainable settlement, setting out the expectations for how the delivery of the scheme should be achieved.

CREWS HILL PLACEMAKING VISION

The comprehensive redevelopment of the Crews Hill Placemaking Area will create a distinctive and sustainable new neighbourhood in North London, comprising of approximately [5,500] homes in total, together with a mix of other uses providing local services and facilities and benefitting from enhanced transport connectivity and access to green infrastructure.

Crews Hill will become an important gateway to the Borough's rural transformation area, providing access to restored landscapes, sustainable ecotourism, sport and recreation for the Borough's residents and visitors from further afield. Building on the area's horticultural and agricultural history, Crews Hill will accommodate new development within a healthy and inclusive environment supported by access to green space and nature. Development here will 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 as well as introduction of new enhanced north-south active travel routes connecting it to the rest of the Borough.

Crews Hill will help to meet Enfield's development needs and provide wider benefits for Enfield's residents and visitors through enhanced connections to the environmental, social, and economic assets of Enfield's rural north. New housing and neighbourhoods, integrated alongside elements of the area's horticultural and food-producing industries, will create a vibrant and unique new identity for the area. Existing and new residents will benefit from an enhanced range of local services and facilities to address their needs, including new and improved access to schools, employment opportunities and to open spaces across the wider rural area.

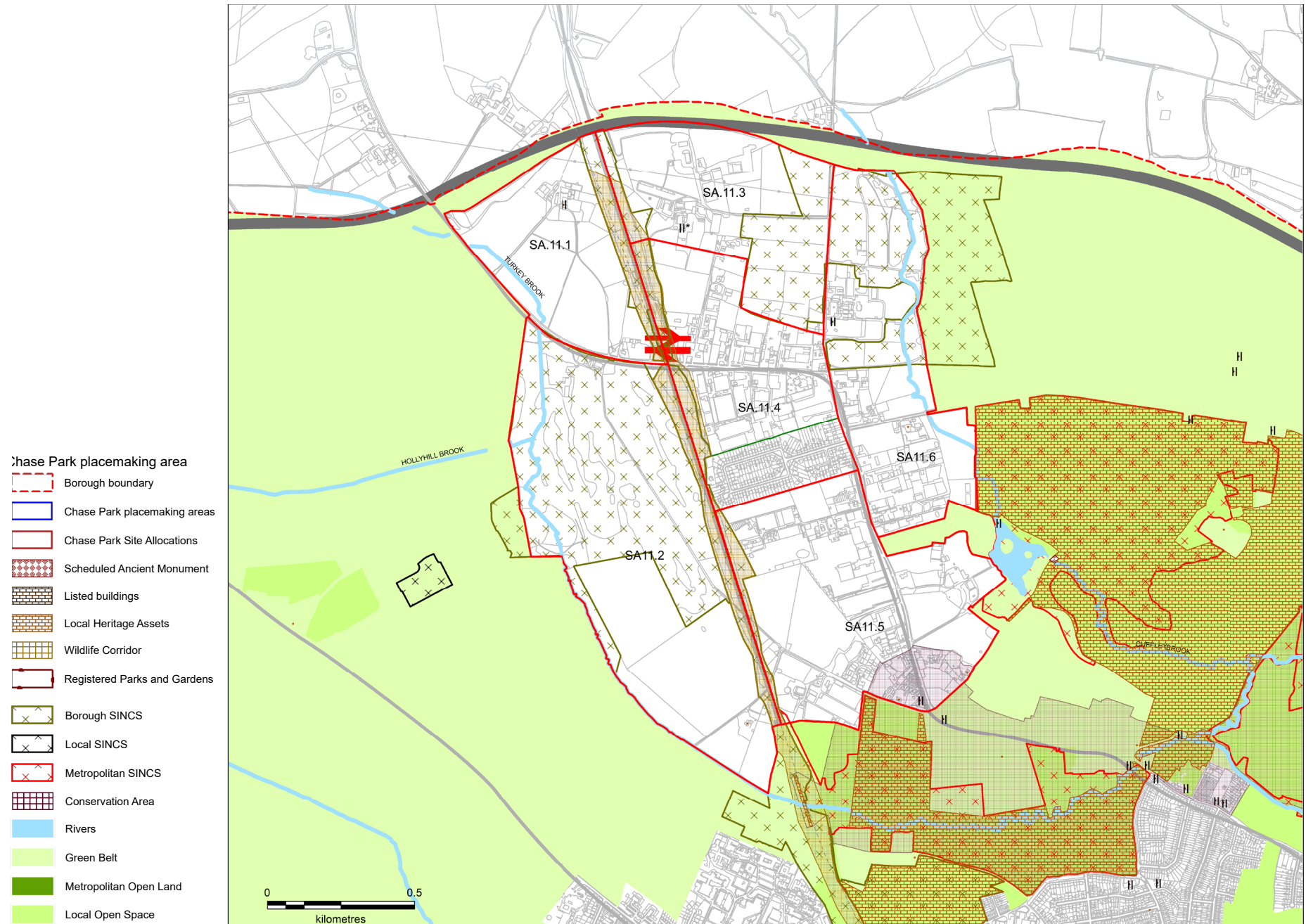


Figure 3.13: Crews Hill Policy Map Extract

Crews Hill

Key

- Local Centre frontage (incl. Convenience retail, Healthcare, Community, Leisure) with residential above
- Indicative new school locations
- Existing location of safeguarded waste site - relocation strongly encouraged
- Community and cultural uses
- Commercial (potential relocation of garden centres)
- Open spaces
- Development Areas
- Proposed active travel network
- Proposed public transport network
- Site boundary

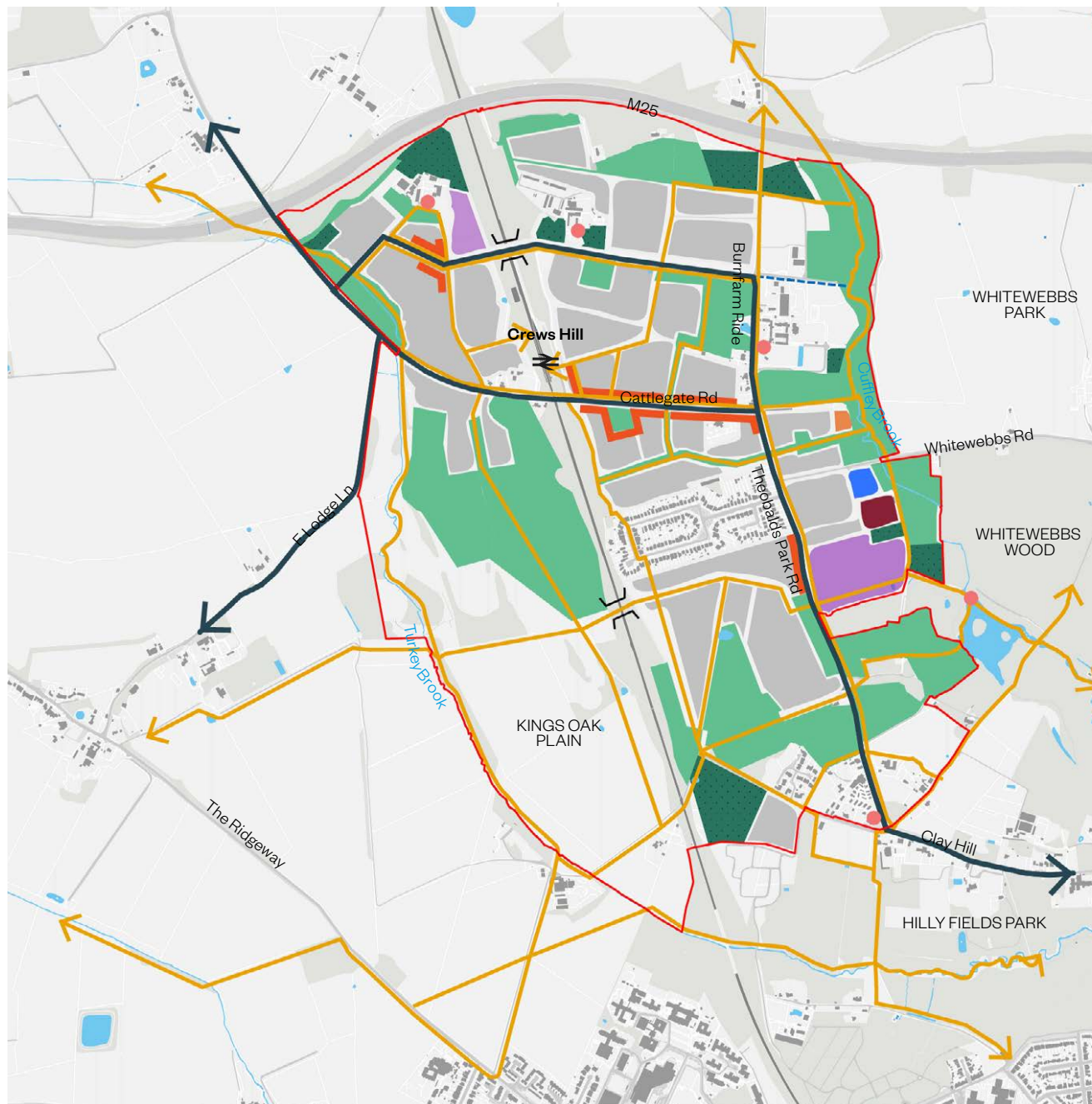


Figure 3.14: Crews Hill illustrative spatial framework

STRATEGIC POLICY

PL11: CREWS HILL

Part 1: Overarching Strategic requirements

1. In line with Policy SS1 land at Crews Hill is allocated for residential-led mixed use development to deliver a new sustainable settlement centered around the existing under-utilised train station, which will be enhanced.
2. Development across the Crews Hill Placemaking Area (CHPA) will create a high quality, distinctive, well connected, sustainable new neighbourhood in accordance with the vision for Crews Hill, the key principles and requirements set out below and in accordance with other relevant policies in the Enfield Local Plan or other relevant supplementary planning guidance. A detailed comprehensive masterplan for the placemaking area must be prepared, building on the illustrative framework prepared to date (**Figure 3.14**). This must be adopted prior to planning permissions being granted within Crews Hill. The detailed masterplan will be prepared by the Council working in close partnership with the local community, landowners and other key stakeholders. The masterplan will be used as a benchmark in reviewing proposals for development. Prior to the submission of any planning application(s) further design work through the pre-application engagement process will be required. This will be formally adopted as an SPD.
3. The comprehensive redevelopment and intensification of the area should be done in a way that supports sustainable, low carbon lifestyles and plays a key role in addressing the effects of climate change by creating mixed use, resilient communities and meeting the requirements of Policy SP SE1 to SE9.
4. Development proposals should collectively create a mixed and inclusive community, by providing a diversity of employment opportunities, housing sizes, types and tenures and environments in accordance with Policy DM H3 (Housing Mix and Type).
5. The CHPA will deliver a total residential capacity of around 5,500 new homes, including family and affordable housing, together with the provision of supporting infrastructure, and rationalisation of existing uses across the area. The delivery of circa 3,500 residential homes in the Plan period up to 2041 together with the associated infrastructure needed to facilitate this growth and deliver on all policy requirements. The remaining circa 2,000 residential homes are anticipated beyond 2041.
6. New neighbourhoods within CHPA must be limited to areas with good access to public transport options. Residential densities will reflect access to public transport with higher density development in those area with the best access to rail and bus services.
7. Development proposals must deliver an appropriate variety of housing types and tenures in accordance with the Borough's identified needs with an overall emphasis on providing new family housing and the specific needs in the north of the Borough. This must include provision of affordable housing in line with policy SP H2 (Affordable Housing), specialist accommodation to meet identified needs in accordance with policy DM H5 (supported and specialist housing) and should include self and custom build plots in accordance with Policy DM H6 (Community led housing). The provision of Gypsy and Traveller pitches must be explored, subject to the policies and proposal to be set out in the

Enfield Traveller Local Plan.

8. Development proposals should deliver a range of uses in the form of a local centre and additional local parades in order to optimise the self-sufficiency of the settlement and meet day-to-day needs. This should include retail, community and health facilities and other related social infrastructure required to support the community.
9. The retention of specific existing rural uses is important, including equestrian and some horticultural uses, which could be re-provided in suitable alternative locations if existing sites prove unsuitable for retention. Other employment generating uses should be directed towards the Local Centre and Local Parades, potentially including the provision of co-working spaces.
10. The development will deliver multifunctional green and blue infrastructure to meet strategic and local requirements in accordance with other policies in this plan and in broad accordance with the concept plan.
11. Proposals for the overall area:
 - a. must make provision for land for at least two 2-form-entry primary schools with sufficient capacity to co-locate early years / nursery; and
 - b. should make provision for one 6FE

secondary school which could be colocated with a primary school.

12. The CHPA has been subdivided into a number of allocated sites, which collectively must come forward in a comprehensive and phased manner. The proposed site allocations will include sufficient land to enable the creation of a new sustainable neighbourhood over the long term. The site allocations are identified on the Policies Map. Specific requirements for each site are set out in separate Site Allocation Policies for each allocation.

Part 2: Strategic Design and Delivery Principles

13. The CHPA must come forward through a strategic and comprehensive approach, ensuring the coordination of development between sites and with the delivery of infrastructure and services. An SPD (or any subsequent planning mechanism) will take forward the design concept set out in the illustrative Spatial Framework (Figure 3.14), to establish an overall coordinated approach to the area, the distribution of land uses, additional design guidance including the approach to design codes, as well as phasing of development and more detailed approach to infrastructure

requirements and provision across the CHPA as a whole. The SPD will be produced by the Council in partnership with the developers, landowners, key stakeholders and in consultation with the local community.

14. Planning applications for whole or parts of allocated sites must be in accordance with the policies set out in the Local Plan and additional guidance set out in an approved site wide Supplementary Planning Document (SPD). Planning applications must demonstrate that they will contribute to the ultimate delivery of comprehensive and joined up development across the Placemaking Area including the provision of the overall necessary mix of uses and all necessary infrastructure. Proposals must also demonstrate that they will not prejudice the overall long-term development in the wider placemaking area.

Urban Design and Layout

15. To realise the placemaking vision, development in Crews Hill should demonstrate how it will contribute to making a good place in line with policy 'SP SS2: Making good places'. This includes how it will:
 - a. take a landscape-led approach to urban design, to deliver a healthy, walkable and climatically adapted public realm and multi-

- functional green and blue infrastructure. Development must take into account the site's natural assets and make a positive use of the landscape's natural systems to ensure the long-term health, resilience and sustainability of the new settlement.
 - b. support the creation of new neighbourhoods centred on the core 'Hill' area and delineated by the surrounding brooks to the west, south (Turkey Brook) and east (Cuffley Brook), which collectively can create a new and unique place.
 - c. ensure development takes a consolidated and compact urban form in order to ensure a sustainable form of development where new residents are within easy reach of, and connected to, the railway station and existing and proposed green and blue infrastructure networks.
 - d. provide a clear separation between the new settlement at Crews Hill and Clay Hill to the south.
 - e. include a range of densities that are appropriate to a neighbourhood, with the highest densities to the east of Crews Hill station, other local centres and the areas with highest public transport accessibility.
 - f. establish an overall development layout and density approach that reflects the natural landscape, long views from the Ridgeway to the west, local topography and historic environment, with the tallest buildings to the east of the railway, and to minimise impacts on long views towards Crews Hill from the west.
 - g. provide a range of uses, including a rationalisation of existing commercial activities, to create a vibrant mixed-use neighbourhood with the main focus on the Crews Hill Station and Cattlegate Road east of the railway line, with other local centres that provide additional local amenities within walking distance of all homes.
 - h. use the context of varied and utilitarian glasshouse building form and horticultural land use to inform innovation in architecture and the public realm such as through the potential for covered public spaces, winter gardens and glass house space for homes, creating a unique lifestyle related to the identity of the place.
 - i. ensure that development is flexible to accommodate the likely changes over a 20-year or longer build-out period. Design choices should be robust, resilient and adaptable, and take into account the latest knowledge and technology advancements in relation to changing working patterns, personal preferences and life circumstances, economics and climate change.
 - j. demonstrate how proposals have considered the relationship between both existing and future anticipated adjacent uses. Proposals will need to demonstrate how as uses and the built form changes over time the impact on the amenity of existing and future residents, in particular the nature of Cattlegate Road and Theobalds Park Road, has been considered and any negative impacts minimized and mitigated.
 - k. facilitate a shift towards a net zero carbon future through new energy efficient homes and facilities which should connect into local heat networks.
 - l. locate energy infrastructure in parts of the placemaking area which have less opportunity for homes due to being constrained by poor air quality and noise pollution.
16. Proposals for the development of the existing waste site as identified in the North London Waste Plan (NLWP) will need to demonstrate that compensatory capacity will be delivered in line with the spatial principles of the NLWP on a suitable replacement site as set out in

the NLWP.

Accessibility and variety of Open Space

17. The design and layout of development must provide a new and improved network of green infrastructure, incorporating a variety of typologies of open space in order to respond positively to the surrounding landscape. Proposals must:

- a. protect and enhance ecologically sensitive habitats and areas including Whitewebbs Wood Metropolitan SINC, Crews Hill Golf Course Grade I SINC, Glasgow Stud Grade I SINC, Crews Hill to Bowes Park Railsides Grade I SINC, Salmon's, Turkey and Cuffley Brooks riparian corridors, Habitats of Principle importance, irreplaceable habitats such as ancient woodland, and linear features such as hedgerows and tree lines. Take opportunities to link ecological features across the site and beyond. In particular, opportunities to link isolated parcels of priority deciduous woodland through new woodland planting should be taken, where possible.
- b. seek to protect and enhance SINC's within the placemaking area and ensure there are no long-term adverse impacts on the SINC's' function as wildlife corridors and

protected sites. Therefore development must:

- follow the mitigation hierarchy during the design process;
 - protect and, enhance the important ecological features of the SINC and improve their overall condition;
 - include a full ecological impact assessment of potential impacts to SINC's as a result of development, to be prepared by a suitably qualified ecologist; and
 - where development within the SINC is unavoidable, an appropriate mitigation and compensation strategy should be prepared by a suitably qualified ecologist.
- c. respond to the surrounding landscape, including the Theobalds Estate South Area of Special Character (ASC) and Whitewebbs and Forty Hall ASC to the east, Clay Hill ASC to the south and Turkey Brook Valley ASC to the west.
 - d. provide a 50m buffer from ancient woodland around Whitewebbs Wood SINC and priority deciduous woodland to mitigate from any impacts from the proposed development. This space should provide both natural space and

public parks linked to a new local parade along Theobalds Park Road.

- e. create new open spaces along the brooks to reinforce new defensible boundaries to the Green Belt.
- f. improve green links both for active travel and biodiversity corridors east-west through the Placemaking Area, and in particular along existing water courses and to connect to Enfield Chase and the rural transformation area.
- g. provide growing spaces, including community orchards, and where feasible indoor growing spaces could be connected to the heat network.
- h. provide trees on all streets where appropriate and within public spaces.
- i. include appropriate Sustainable Drainage Systems as part of a comprehensive approach to site-wide water management in accordance with Policy DM SE9 (Sustainable Drainage Systems). Proposals will also need to contribute to the delivery of strategic flood mitigation, contributing to improving the performance of downstream locations across the Borough. New development should be designed to have the capacity and means of retaining storm runoff which would otherwise be dealt with

- at on site locations downstream and in more constrained urban infill locations.
- j. avoid inappropriate uses in functional flood plains and protect the diversity of habitats along the Salmons, Turkey and Cuffley Brooks as well as along other smaller watercourses and in other green spaces in the area.
- k. deliver a minimum of 20% biodiversity net gain in alignment with the biodiversity net gain strategy.
- l. increase a buffer of green and open uses along the M25, providing a loop of natural spaces around Crews Hill and linking and enhancing ecological areas. Mitigation for noise impacts from the M25 for development to the north should be delivered, and appropriate mitigation measures included such as bunding (subject to other landscape and visual sensitivities), tree planting and/or setbacks in order to protect sensitive uses, such as schools, nurseries, homes and publicly accessible open space. The design of all residential properties should mitigate the blight of motorway noise in their layout, design and outside space.
- m. support the emergence of Crews Hill as a space of arrival into the rural transformation area for new and existing

residents of the Borough, new public spaces around the station connected to green links to the surrounding designated landscapes, for example Enfield Chase, and the National Cycle Network route 12 as shown on the illustrative Spatial Framework at **Figure 3.14**.

- n. Demonstrate how ongoing management and maintenance of the green and blue infrastructure will be achieved in accordance with the wider requirements set out in this policy on stewardship and governance.

Movement and Connectivity Requirements

- 18. To enable easy access to sustainable modes of transport, minimise the use and reliance on private vehicles, and improve connections to the rest of the Borough and wider region, development in Crews Hill must include and/or contribute to the following:
 - a. providing opportunities for convenient and safe active travel throughout the Area, linking across separate site allocations and create strong north-south and east-west movement corridors. This should include an east-west connection following existing water courses across Theobalds Park Road and provide

access to Cuffley Brook.

- b. cycle and pedestrian priority streets and routes which permeate all development areas and should connect to existing and proposed surrounding strategic routes. New streets and spaces should be planned to prioritise and encourage walking and cycling, including e-bike infrastructure, and ensure safe, quiet, and healthy living environments.
- c. reducing east-west severance, with two new connections across the railway, and facilitating enhanced east-west green corridors across the north of the Borough. A new pedestrian and cycle connection linking the existing Golf Course and wider connections across Kings Oak Plain should align with new links across Theobalds Park Road into Whitewebbs Wood.
- d. improvements to the environment and facilities for pedestrians and cyclists along the existing road network through the site.
- e. improvements to public transport accessibility through an expanded bus network through working with TfL to achieve their aim of all Londoners living within 400m of a bus stop. Increasing rail service frequencies and better access, public realm, and facilities, including a second entrance, widened staircases,

and lifts, at Crews Hill rail station through working with Govia Thameslink Railway and Network Rail.

- f. improving and extending walking and cycling routes to create an active travel network that links communities with local centres, the rail station, bus service routes, green spaces, and the rural transformation area.
- g. providing new active travel connections along the corridor valleys of Turkey Brook and Cuffley Brook and as an alternative route to Theobalds Park Road
- h. enhancing the London Loop/Green Loop and providing improved / new walking and cycling connections through Hilly Fields Park and the area north of Chase Farm Hospital, to connect to new quiet-ways into Enfield Town.
- i. addressing limitations in the capacity of the existing road network, particularly in accessing land to the west of the railway and including the road passing under the railway near Crews Hill station.
- j. reducing the need for longer distance travel through the creation of local

centres and amenities including co-working spaces and space for home working.

Social and Community Infrastructure Requirements

- 19. Development proposals should provide necessary social and physical infrastructure ahead of or in tandem with housing delivery, in order to support the comprehensive development of Crews Hill and future stewardship. Facilities and services should be located so as to prioritise active and sustainable travel to them from all parts of the development. Key infrastructure requirements include the provision of:
 - a. a multi-functional network of green and blue infrastructure which is easily accessible to new and existing residents, promoting healthy, active lifestyles.
 - b. new riverside public parks along the brooks.
 - c. community orchards and allotments.
 - d. community and health facilities
 - e. two primary schools, each providing two form entries, and a six forms of entry secondary school, subject to updated need requirements.

- f. a local centre and two local parades located centrally within the new neighbourhood

- 20. The opportunity to incorporate a new Visitors Centre to serve the Borough's rural transformation area should be explored. This could include a mountain biking trail centre, wild swimming lake, art trail, performance space and play features.
- 21. To help establish a strong community, proposals will need to set out the long term governance and stewardship arrangements of the social and community infrastructure (including green and blue infrastructure) and the community development activities appropriate to the creation of a new community. Further detail should be provided in the SPD. Planning obligations will be sought to secure long term funding, maintenance and stewardship of the assets where necessary.

Explanation

3.157 The proposed site allocations across the Placemaking Area includes sufficient land to enable the creation of a new sustainable community over the long term. Sites anticipated to come forward in the next plan period are also being removed from the Green Belt now as shown on the Policies Map. This will create a new defensible Green Belt boundaries that will endure into the future whilst enabling a long-term comprehensive approach to be taken to development of the Placemaking Area, giving certainty to the overall development capacity and infrastructure needs of the area. This is in accordance with the NPPF September 2023 which sets out in Section 5, Delivering a Sufficient Supply of Homes, how the plan-making process should positively plan to identify appropriate land for homes. It goes further to state that a significant step towards meeting the housing shortage is through larger scale development, such as new settlements or significant extensions to existing villages and towns and that local authorities should identify suitable locations for such development to help meet identified needs in a sustainable way (NPPF para 73).

3.158 Crews Hill will deliver a good proportion of affordable and family homes in a sustainable location – to help contribute

towards meeting a specific need that is not readily achievable within the urban areas, whilst utilising a mixture of previously developed land and lower quality greenfield land in a location well connected to public transport. There is also the potential to accommodate pitches for Gypsy and Traveller accommodation if required (subject to the outcome of the Traveller Local Plan process), with the site being located in good proximity to the strategic road network, which is an important consideration for meeting Gypsy and Traveller needs. Accordingly, development proposals should explore the potential to meet this housing need, subject to existing need as proposals come forward.

3.159 The estimated capacity of 5,500 homes with supporting infrastructure is based on the high-level spatial framework evidence base that has been drawn together. There is scope for further refinement of the framework and for more detailed work to be done to ensure the estimates are robust, deliverable and have been optimised as far as possible, to ensure that the best use is being made of the land if it is to be released from the Green Belt. However, the scale of development will be sufficient to support essential

facilities that are required to make a small self-sufficient settlement including a secondary school.

3.160 Mixed use development in this location will support low carbon lifestyles by providing facilities and services in walkable neighbourhoods to support the new community. All homes will be within 800m of a centre with a local centre provided near to the railway station at the heart of Crews Hill, which will help to minimise travel beyond this new community. Two further local parades will be provided to meet local needs to reduce the need to travel by car.

3.161 Crews Hill Railway Station is under-utilised and provides a significant opportunity for enhancing the sustainability of the proposals. Improvement to station facilities and access, along with increased services will improve the attractiveness of using rail. In addition, a further 12,000 homes are planned in and around this railway line both in Enfield (at Chase Park) as well as within Hertfordshire to the north. Using a cross-boundary partnership approach to work together will enable a strategic approach to be taken to upgrading of rail facilities and frequencies on this route. The operator Govia Thameslink are supportive in principle of this ambition, and discussions have commenced with Network Rail who have are supportive

of development enabling closure of high-risk crossings, such as the level crossing in the south of the area, and replacement with safer bridge crossings. The expansion of the existing bus network, linking into the railway station will also enhance the existing network to provide a comprehensive public transport network for all existing and future residents.

3.162 Planning for active travel will need to consider the topography of the site, which will make this type of travel challenging for some. Innovative public transport schemes such as electric bikes should therefore be a considered option, providing appropriate locations for picking-up and dropping-off bikes. The necessary electric vehicle charging infrastructure should also be designed and delivered appropriately, adhering to principles of universal design and clutter free public realm. Vehicle sharing clubs should be encouraged to establish. These less polluting vehicle options should be coupled by planning for clean air zones/car free, especially around the schools.

3.163 The envisaged cycle, pedestrian and bus link over the railway line in the north of the area will be important to provide access to those in the north to the local parade, school and to the centre of the development and to other centres

such as Enfield Town and services and facilities. It will also serve as a place of arrival for visitors to the destination landscapes in the wider area through the provision of leisure, eco-tourism and education facilities and activities. The movement strategy that has been devised aligns with the overall ELP vision of creating a deeply green place – and the associated strategic objectives, as well as the Council's broader Climate Action Plan goals.

3.164 The spatial framework meets current standards for the quantum of green infrastructure. This ensures not only the needs of the new community are met but provides opportunities to integrate with the wider rural green infrastructure as part of the rural transformation area. Developers will be strongly encouraged to develop proposals in line with standards that can assist with sensitively and successfully integrating the development here with the surrounding green infrastructure, drawing these qualities into the heart of the new settlement, in line with vision for Crews Hill. This could include BREEAM communities – a framework to integrate and assess sustainable design in the masterplanning of new communities and/or the Building with Nature framework.

3.165 A central factor of the rationale for

considering a new settlement in this location, is the need to deliver more family homes – in a form that is not readily achievable within the urban areas. As a result, putting children at the heart of the placemaking approach will be an essential component of ensuring the vision can be successfully executed. A new primary school will be required in the North West of the allocation to meet the needs of the new population. A second new primary school may be required in the east of the site, though this will require further testing and maybe outside of the plan period. If required, it could be co-located with the secondary school. The location of the schools ensure the majority of proposed homes will be within 800m of a primary school which reduce the need to travel by car.

3.166 Landscapes and public realm should be designed with playable features in mind – both formal and informal – and road and street networks should facilitate safe and independent travel for young people. This is line with the Mayor's Play and Informal recreation SPG (2012) or any subsequent successors. This will be a place for children today in the future, and opportunities should be taken to creatively co-design key spaces with local communities – with a particular focus on young people. This will help embed a sense of ownership

within the local community and begin to foster a framework for community-led stewardship of green and blue and social/community infrastructure as proposals and development progress. Early years provision and a school will also act as key hubs that work to tie the community together, acting as a focal point within the area.

3.167 The proposed SPD (or any subsequent planning tool) will take forward the design concept set out in the illustrative Spatial Framework (Figure 3.14), to establish an overall coordinated approach to the area, the distribution of land uses, additional design guidance including the approach to design codes, as well as phasing of development and more detailed approach to infrastructure requirements and provision across the CHPA as a whole. The SPD will be produced by the Council in partnership with the developers, landowners, key stakeholders and in consultation with the local community.

3.168 As a minimum the SPD will:

- Illustrate the key structural landscape elements around which the development proposals should be framed;
- incorporate a green and blue infrastructure (GBI) plan which is

informed by relevant surveys and baseline evidence, which should include a habitat survey and heritage and landscape character assessments. The GBI plan should set out a framework and network of spaces to meet strategic and local requirements, including retention of existing green spaces and opportunities for growing food;

- show how the development will incorporate the full range of sustainable transport measures, including dedicated bus service routes, transformation of Theobalds Park Road and Cattlegate Road to support improved walking and cycle movement, parking requirements and key points of access into the development parcels;
- show all intended links to the surrounding footpath and cycleway network;
- set out a comprehensive approach to the phasing of development and on and off-site infrastructure delivery for the Placemaking area as a whole and as necessary to support each phase; and
- set out an approach to stewardship and governance

3.169 The land is in a number of different ownerships. The Council has been taking a proactive lead in contacting all landowners to engage them in the

plan-making process, working in close partnership with key landowners and stakeholders already engaged within the process to build upon existing community ties. It is essential that the contributions to shared infrastructure requirements are based on an equitable equalisation mechanism that is agreed between parties. An equalisation mechanism to permit development to proceed will need to be agreed by all landowners. The Council has also been convening developers and landowners through a developer forum for the placemaking area to agree such matters.

3.170 Given the complexity of ownership within the Crews Hill area the Council's positive approach to planning may require it to use its compulsory purchase order (CPO) powers under the Town and Country Planning Act 1990 (or any subsequent powers). That power gives the Council a tool to help to assemble land where the authority considers that the acquisition will facilitate development, redevelopment, or improvement of the land, or in the interests of achieving proper planning of an area. CPO powers are a crucial tool in facilitating "regeneration" as demonstrated by the amendment introduced by the Levelling Up and Regeneration Act 2023 which makes clear that 'improvement' of the land

includes ‘regeneration’. The Council will explore the use of these powers where necessary but, in line with guidance on the use of CPO powers, will only use this as a last resort. As such the Council will first seek to work collaboratively with landowners to secure the required land to enable the vision for the new settlement at Crews Hill to be delivered. If use of CPO powers is required, and the Council adopt this approach, which it is prepared to do, it will provide developers with the confidence to bring forward schemes through the planning process on their land to facilitate delivery at pace and to commence concurrent discussions with landowners and occupiers on agreements to acquire surrounding interests.

3.172 Development in this location provides a unique opportunity to deliver a strategic scale new settlement served by underutilised sustainable transport connections that can provide for a significant proportion of the Borough’s housing needs, both within this Plan period and beyond. Overall, the level of ambition will need to be realised through an exemplary quality proposal, that goes far above and beyond conventional approaches to development in order to justify the release of Green Belt in this location. Through adopting the principles set out in this policy proposals will mitigate harm to the Green Belt in accordance with paragraph 142 of the NPPF 2023 through a series of components that will deliver benefits of strategic significance, not just within the placemaking area boundary, but for benefit to the wider area and Borough.

3.173 This will be located in remaining areas of Green Belt.

3.171 The Council has successfully used CPO powers to acquire land for regeneration and to enable delivery of new homes at Meridian Water in the south of the Borough – demonstrating its capacity and commitment to proactively leading and enabling significant large scale regeneration efforts within the Borough. Ultimately, it will be essential that the public and private sector developers collaborate at an early stage to enable the shared aim of bringing forward comprehensive and transformational regeneration.