



**Enfield Council**

# **Non-Technical Summary** **Integrated Impact** **Assessment**

**Final report**

Prepared by LUC

September 2025

**Enfield Council**

**Non-Technical Summary**  
**Integrated Impact Assessment**

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## Introduction

**1.1** Enfield Council commissioned LUC to undertake Integrated Impact Assessment (IIA) of the Enfield Traveller Local Plan. IIA is an assessment process designed to identify the likely significant effects of a plan and ways of minimising its negative effects and maximising its positive effects. So that it can best influence the plan, IIA runs alongside the plan-making process, considering and informing alternatives and opportunities for mitigation. The IIA also documents the 'story' of the plan – why the plan is the way it is and not something else.

**1.2** The Traveller Local Plan will cover the period to 2041 and, alongside the new Local Plan (anticipated for adoption in 2026) and any neighbourhood plans, will replace the Council's current suite of Development Plan Documents and be used to guide and approve future development in the Borough. It will address Gypsy, Traveller and Travelling Showpeople accommodation needs.

**1.3** The Traveller Local Plan is not prepared in isolation and must align with national planning policy, including Planning Policy for Traveller Sites, and the London Plan. It is supported by other documents such as the Statement of Community Involvement, Local Development Scheme, Authority Monitoring Report and Supplementary Planning Documents.

**1.4** This report is the Non-Technical Summary of the full IIA Report.

## Method

**1.5** The IIA integrated a number of types of assessment:

- Sustainability Appraisal incorporating Strategic Environmental Assessment – which consider environmental, social and economic effects of the plan.
- Health Impact Assessment – focusing on public health effects.
- Equalities Impact Assessment – considering equalities issues and avoidance of discrimination against groups such as older people and people with disabilities.
- Community Safety Impact Assessment – aiming to improve community safety.

**1.6** The IIA began with a 'Scoping' process. This brought together information about current and emerging conditions, and significant problems in the Borough that the Traveller Local Plan could try to address. It also established what higher level plans such as the London Plan and national planning policy say the Traveller Local Plan must or should aim to do.

**1.7** The information about existing problems and external policy requirements was used to develop a set of environmental and sustainability objectives (known as the IIA framework) against which the likely effects of the Traveller Local Plan, including reasonable alternatives, could be assessed.

**1.8** The topics covered by the IIA objectives, which were also informed by legal requirements, were as follows:

- Climate change mitigation;
- Climate change adaptation;
- Pitches;
- Health and wellbeing;
- Services and facilities;
- Social inclusion;
- Crime and community safety;
- Air pollution;
- Sustainable transport;
- Biodiversity and geodiversity;
- Historic environment;
- Landscape and townscape;
- Efficient use of land;
- Flooding; and
- Water.

**1.9** The IIA identifies what effects different aspects of the Traveller Local Plan are expected to have on these topics. The effects can be positive or negative, significant or minor. Mixed effects are also identified in some cases, where directly opposing effects are expected.

**1.10** The IIA was subject to a number of technical difficulties and limitations, such as the inherent difficulty of predicting the effects of sites provided for by the Traveller Local Plan when the design and layout of some sites will only be known when specific developments are proposed, and the need to use assessment methods that are proportionate to the high-level nature of a borough-wide plan.

## Identifying and appraising alternatives

**1.11** An important part of the IIA process is to assess reasonable alternatives to what the plan is proposing. In particular, the IIA sets out:

- How reasonable alternatives were identified by the Council.
- The assessment results of these alternatives.
- Why the Council chose the preferred alternatives and rejected others.

## Identification of site options

**1.12** The first formal Call for Sites under the new TLP process was undertaken in September 2023. This resulted in the identification of three sites, although one of these was subsequently withdrawn. The Council's Property Services department therefore reviewed their entire property portfolio in early 2024 to determine whether any additional sites could be identified and formally submitted to the Local Planning Authority for consideration. This identified a further seven sites that were formally submitted to the Local Planning Authority for assessment, bringing the total to nine sites. A further Call for Sites was undertaken in September 2024. No new sites were submitted during this process.

**1.13** Consideration was also given to the placemaking areas proposed in the Enfield Local Plan. The Draft TLP considered two strategic rural placemaking areas (Chase Park and Crews Hill, proposed for allocation for a range of uses in the emerging Local Plan via Policies PL10 and PL11) as broad locations for Traveller provision. Responses to the Draft TLP queried why not all placemaking areas were considered to be reasonable alternatives and assessed through the IIA. To further clarify the position on the placemaking areas, an assessment was undertaken by the Council to determine whether they could also be reasonable alternatives for Gypsy and Traveller provision. The conclusions from this work are detailed in the Council's Site Selection Topic Paper<sup>1</sup>. In summary, none of the other placemaking areas (PL1–PL9) are considered suitable or deliverable in terms of meeting Gypsy and Traveller Accommodation needs.

**1.14** The Council's Traveller Local Plan Site Selection Topic Paper details the position on the HELAA sites. In summary, no privately owned sites potentially suitable for meeting Traveller accommodation needs have been promoted, despite efforts by the Council to encourage private landowners to submit potential sites for Traveller use. The Council therefore has no evidence of other sites being available for meeting Traveller accommodation needs, over and above the nine sites submitted by the Council's Property Services department. While no specific sites have been put forward at the Crews Hill and Chase Park placemaking areas, the Council considers that the scale of these developments, and the required masterplanning exercises, afford the potential opportunity to

deliver Traveller pitches within these placemaking areas, later in the Traveller Local Plan period.

**1.15** The nine site alternatives that were subject to IIA were:

- TLP\_01: Bulls Cross Nursery
- TLP\_03: Land adjacent to Ridgeway
- TLP\_04: Hillyfields Depot & Land
- TLP\_05: Comreddy Close
- TLP\_07: Land Sterling Way / Weighbridge
- TLP\_08: Land south of Dendridge Close
- TLP\_09: Land at A10
- TLP\_10: Chase Park
- TLP\_11: Crews Hill

## Assessment results for site options

**1.16** Chapter 4 of the full IIA Report provides a detailed appraisal of the likely effects of the nine site options in relation to each IIA objective.

## Reasons for choosing the preferred sites

**1.17** Appendix F of the full IIA Report outlines the Council's reasons for allocating some of the site options in the Traveller Local Plan but not others.

## Appraising the Traveller Local Plan policies

**1.18** The Regulation 19 Submission version of the Traveller Local Plan contains the following two policies, which were subject to appraisal.

- Policy TLP1: Sites for Travellers; and
- Policy TLP2: Design and Site Layout.

**1.19** The IIA findings for these policies are outlined below.

### Climate change mitigation

**1.20** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of reducing carbon emissions and their contribution to climate change.

**1.21** The Traveller Local Plan will provide at least 30 pitches and one transit site in the plan period to 2041. This small number of pitches and the transit site is unlikely to significantly contribute towards carbon emissions in the borough. The Traveller Local Plan does not contain any significant mitigation measures for helping ensure Enfield becomes a carbon

<sup>1</sup> Enfield Council (2025). Site Selection Topic Paper

neutral borough, although Policy TLP2 requires community buildings and site manager offices to use sustainable design and construction methods. However, national building regulations and standards will help to ensure that any ancillary buildings provided at each site do not contribute significantly towards carbon emissions.

**1.22** The Traveller Local Plan does not contain any mitigation in terms of reducing emissions from road transport and the allocated sites have generally poor access to public transport. However, Policy TLP2 requires planning applications to explore opportunities to improve existing walking and cycling routes to encourage sustainable forms of travel, which may help minimise private car use and associated greenhouse gas emissions. The expansion of the Ultra Low Emission Zone and the national trend of a shift from petrol and diesel vehicles to electric vehicles may also help reduce emissions.

**1.23 Overall, the Traveller Local Plan is expected to have a negligible (0) cumulative effect in relation to climate change mitigation.**

### Climate change adaptation

**1.24** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of adapting to the effects of climate change, such as problematic high temperatures, worsened flood risk and an increased risk of drought.

**1.25** The Traveller Local Plan allocates a small number of sites and so it is limited in what it can do to adapt to the effects of climate change, as it will not result in significant new built development. Any new buildings could be built in a way that is less vulnerable to the effects of climate change. Only a small proportion (less than 25%) of some of the allocated sites fall within areas at higher risk of river flooding (Flood Zones 2 or 3). However, four of the five allocated sites (TLP\_01, TLP\_09, TLP\_10 and TLP\_11) contain land at risk of surface water flooding. Policy TLP2: Design and Site Layout in the Traveller Local Plan requires proposals to provide surface water drainage, incorporating sustainable drainage systems where possible. This plus the requirement to provide wastewater infrastructure will help avoid or reduce flood risk and any contamination during flooding events. The policy also requires minimum separation distances between caravans to help minimise fire risk, which is particularly important considering the increase in the number of wildfires in England as a result of climate change.

**1.26 Overall, the Traveller Local Plan is expected to have a minor positive (+) cumulative effect in relation to climate change adaptation.**

### Pitches

**1.27** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of delivering the sites needed to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

**1.28** The Traveller Local Plan will provide at least 30 pitches and one transit site over the plan period and so will meet both the pitch and transit need, as identified by the Gypsy and Traveller Accommodation Assessment. The pitch need is the need for an area of land on a Traveller site occupied by one resident family. The transit need is the need for a site intended for short-term use by Travelling Showpeople when in transit. This will be achieved through the allocation of sites TLP\_01, TLP\_03, and TLP\_10 or TLP\_11 for permanent pitches and site TLP\_09 for plots/transit provision.

**1.29 Overall, the Traveller Local Plan is expected to have a significant positive (++) cumulative effect in relation to pitches.**

### Health and wellbeing

**1.30** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of improving the physical and mental health of Travellers, while also reducing health inequalities between travelling and settled communities.

**1.31** All of the allocated sites with the exception of TLP\_03 are within 800m of an open space and 400m of a walking or cycling path; site TLP\_03 is within 800m of an open space but not within 400m of a walking or cycling path. Site TLP\_09 is designated as Metropolitan Open Land and so its use as a transit site would result in the loss of existing open space. However, the existing skate park would be re-provided close to the site and to at least equivalent standard. Policy TLP2 requires proposals to include a communal green space with provision for children's play space. Therefore, residents would have easy access to open space, which is likely to encourage outdoor recreation and physical exercise. Likewise, the policy also requires proposals to explore opportunities to improve existing walking and cycling routes. This will have beneficial effects on people's physical health and mental wellbeing. Additionally, Policy TLP2 requires all permanent pitches to include a private garden to the rear of each pitch, ensuring residents have access to their own outdoor private space. Significant development is proposed at Chase Park and Crews Hill in Enfield's emerging Local Plan and these two areas (TLP\_10 and TLP\_11) have been allocated a pitch requirement to meet longer-term needs. If pitches are delivered at these sites, it is expected that their existing access to open space will be further enhanced in the long-term, as a result of the green infrastructure requirements of Local Plan site allocation policies PL10 Chase Park and PL11 Crews Hill.

**1.32** Three of the allocated sites (TLP\_03, TLP\_09 and TLP\_11) experience noise pollution. The noise pollution experienced on site TLP\_09 is worse than on sites TLP\_03 and TLP\_11, and so requires more mitigation than the others. However, Policy TLP2 seeks to embed noise mitigation measures into site design. It also seeks to minimise external lighting, to avoid detrimental impacts on the surrounding locality which should protect residential amenity. The design principles for site TLP\_09 also require development proposals to explore opportunities to mitigate noise impacts. These requirements in the Traveller Local Plan will help protect people's wellbeing.

**1.33** According to Policy TLP2, permanent pitches must include an amenity building with a living room, kitchen and WC. Likewise, transit pitches must include a utility building with W/C, utility room, kitchen and a living room. All of these requirements will ensure Gypsies, Travellers and Travelling Showpeople have good access to utilities.

**1.34** In terms of access to healthcare, only two of the sites (TLP\_09 and TLP\_10) are close to an existing GP surgery.

**1.35** It is possible that the negative effects noted above may be further mitigated to some degree by emerging Local Plan policies, including SP SC1: Improving Health and Wellbeing of Enfield's Diverse Communities, SC2: Protecting and Enhancing Social and Community Infrastructure and SP BG1: Enfield's Blue and Green Infrastructure Network, although these may be subject to change.

**1.36 Overall, the Traveller Local Plan is expected to have a mixed minor positive and minor negative (+/-) cumulative effect in relation to health and wellbeing.**

### Services and facilities

**1.37** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of supporting good access to services, facilities and wider community infrastructure for Travellers.

**1.38** Policy TLP2 requires proposals to include a communal green space with provision for a children's play space, in addition to a community building where required. Although it is not clear what the community building would be used for, a communal space will be provided that can be used for a range of activities such as education.

**1.39** Four of the five allocated Traveller Local Plan sites are close to both a primary school and a secondary school.

**1.40** Any pitches provided at Chase Park (TLP\_10) or Crews Hill (TLP\_11) are likely to have relatively good access to services, facilities and wider community infrastructure in the long-term, as a result of the large-scale development proposed at these locations in the emerging Local Plan.

Policies PL10 (Chase Park) and PL11 (Crews Hill) in the emerging Local Plan allocate mixed use development at each site and the provision of one primary school at Chase Park and two primary schools at Crews Hill, which have sufficient capacity to co-locate early years and/or nursery facilities, in addition to a secondary school at Crews Hill which could be co-located with a primary school. Both policies also make provision for a local centre and additional local parades comprising retail, community and health facilities, together with other related social infrastructure.

**1.41 Overall, the Traveller Local Plan is expected to have a minor positive (+) cumulative effect in relation to services and facilities.**

### Social inclusion

**1.42** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of encouraging social inclusion and promoting equality.

**1.43** Sites TLP\_01, TLP\_03 and TLP\_09 are located outside of an existing or planned new community and so could hinder social integration between travelling and settled communities. Sites TLP\_10 and TLP\_11 are located within planned new communities and so could contribute towards social inclusion and promotion of equality and respect through the creation of sustainable, mixed communities.

**1.44** Policy TLP2 requires the inclusion of a communal green space and community building at sites where required, which could provide opportunities for social interaction and facilitate access to community services. There is also a requirement under Policy TLP2 for planning applications to demonstrate effective engagement with the Gypsy and Traveller community during the design process, ensuring they are involved in the process. Additionally, it requires planning applications to demonstrate that the proposed site layout is accessible and adaptable to suit a range of users, including disabled people, older people and families with young children.

**1.45 Overall, the Traveller Local Plan is expected to have a mixed minor positive and minor negative (+/-) cumulative effect in relation to services and facilities.**

### Crime and community safety

**1.46** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of reducing crime and increasing community safety.

**1.47** Policy TLP2 requires proposals to provide a communal green space containing a children's play space in an overlooked location. This is likely to improve safety.

**1.48** The Traveller Local Plan will provide at least 30 pitches and one transit site, which will help reduce (and possibly

prevent) the presence of unauthorised sites and encampments, with potential benefits in relation to this objective.

**1.49 Overall, the Traveller Local Plan is expected to have a minor positive (+) cumulative effect in relation to crime and community safety.**

### Air pollution

**1.50** The IIA considered the likely effects of the Traveller Local Plan in relation to minimising air pollution, which is particularly high in the London Borough of Enfield.

**1.51** The entire borough is designated as an area which has failed to meet national air quality guidelines (Air Quality Management Area) and it contains numerous areas that also have high human exposure to air pollution (Air Quality Focus Areas). Further to this, current air pollution levels are exceed health guidelines at all five allocated sites, with sites TLP\_09, TLP\_10 and TLP\_11 worst affected and site TLP\_01 slightly less so.

**1.52** The Traveller Local Plan will provide at least 30 pitches and one transit site in the plan period to 2041. This number of pitches and the transit site are unlikely to significantly contribute towards air pollution. The Traveller Local Plan does not contain any wording on mitigating air pollution. However, future baseline air pollution levels are likely to be reduced by increasing uptake of electric vehicles, driven by the Mayor of London's recent expansion of the Ultra Low Emission Zone, the Government's commitment to ban all new petrol and diesel cars from 2035 and the gradual rollout of electric vehicle charging networks. Electric vehicles do, however, contribute to non-exhaust particulates emissions from tyres.

**1.53 Overall, the Traveller Local Plan is expected to have a minor negative (-) cumulative effect in relation to air pollution.**

### Sustainable transport

**1.54** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of supporting modal shift and minimising the need to travel.

**1.55** The five Traveller Local Plan sites have poor access to public transport, while some of them are not located close to a major, district or local centre where most services and facilities are located. Residents would therefore need to travel some distance in order to reach these centres. The Traveller Local Plan does not contain any wording on mitigating the poor access to public transport and proximity to services and facilities. However, Policy TLP2 requires planning applications for Traveller sites to explore opportunities to improve existing

walking and cycling routes to encourage sustainable forms of travel.

**1.56** It is possible that the negative effect may be mitigated to some degree by emerging Local Plan policies, including SP TLP1: Promoting a Sustainable and Decarbonised Transport System, DM T2: Forming a Healthy and Connected Enfield and DM T3: Constructing a Vibrant and Safe Enfield for Everyone.

**1.57** Large-scale development is proposed at Chase Park and Crews Hill in Enfield's emerging Local Plan and so with time it is expected that these sites will have good access to public transport as a result. Policies PL10 (Chase Park) and PL11 (Crews Hill) in the emerging Local Plan require development to maximise opportunities for sustainable and active travel. According to both policies, walkable and permeable neighbourhoods will be delivered to encourage links to services and facilities. Residential densities will reduce further away from the main public transport corridors so as to help ensure good access to enhanced public transport options. Further to this, the policies support the delivery of facilities for pedestrians and cyclists, alongside an expanded bus network. They also support a network of cycle and walking routes which should connect all parts of both sites. Providing a mix of uses within both areas is also likely to minimise the need to travel elsewhere via car in order to reach certain amenities.

**1.58 Overall, the Traveller Local Plan is expected to have a significant negative (--) cumulative effect in relation to sustainable transport.**

### Biodiversity and geodiversity

**1.59** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of avoiding and mitigating impacts to valued habitats and ecological networks.

**1.60** Sites TLP\_01, TLP\_10 and TLP\_11 intersect Priority Habitats, while sites TLP\_10 and TLP\_11 also intersect Sites of Importance for Nature Conservation. The other two sites, TLP\_03 and TLP\_09, are close to important wildlife habitats (Priority Habitats) and important, locally designated wildlife sites (Sites of Importance for Nature Conservation). Therefore, these site allocations could have adverse effects on the natural environment.

**1.61** However, the Traveller Local Plan proformas for sites TLP\_01, TLP\_03 and TLP\_09 contain some site-specific mitigation. They seek to maximise the retention of existing trees and to minimise the impact on retained trees, in addition to retaining and enhancing boundary planting, and minimising the loss of hedgerows and established planting within sites. Similarly, Local Plan site allocation policies PL10 Chase Park

and PL11 Crews Hill require protection and enhancement of the biodiversity on these sites.

**1.62** Policy TLP2 requires sites and the layout of sites to not cause harm to the significance of biodiversity interests. This would help avoid and/or avoid or reduce the effects the provision of pitches or a transit site could have on valued habitats and ecological networks. Further to this, the provision of a communal green space at each site may help reduce recreational pressure on nearby wildlife sites.

**1.63** The Habitats Regulations Assessment (HRA) of the Traveller Local Plan concludes that the plan will not have an adverse effect on any Habitats Sites or functionally linked habitats, due to any impact type. According to the HRA, the policy safeguards within the Local Plan and the accompanying Recreation Mitigation Strategy are considered sufficient to avoid any adverse effects on the integrity of Epping Forest Special Area of Conservation as a result of recreation.

**1.64** It is possible that the potential negative effect may be mitigated to some degree by emerging Local Plan policies, including all those contained in the 'Blue and green Enfield' chapter of the Local Plan and Policy SP ENV1: Local Environmental Protection. The Environment Act 2021 will also help address habitat loss and fragmentation through biodiversity net gain.

**1.65 Overall, the Traveller Local Plan is expected to have a minor negative (-) cumulative effect in relation to biodiversity and geodiversity.**

### Historic environment

**1.66** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of protecting and enhancing the significance of heritage assets and their settings.

**1.67** All five sites are close to heritage assets and so the siting of pitches and a transit site could have adverse effects on the settings of these historic assets.

**1.68** The proforma for site TLP\_01 states that development of the site must demonstrate how it conserves and enhances the historic environment. However, the proformas for sites TLP\_03 and TLP\_09 do not contain this wording, and Policy TLP1 also does not contain any mitigation in terms of the historic environment.

**1.69** Policy TLP2 requires sites and the layout of sites to not cause harm to the significance or setting of heritage assets.

**1.70** Local Plan Policy PL10 Chase Park requires development to reflect the rural and historic agricultural character of the area to the north and west, and respect the significance and setting of Trent Park and surrounding

designated assets, the Conservation Area, parkland and adjoining woodland. Local Plan Policy PL11 Crews Hill seeks to reflect the historic environment of the area and respond to the surrounding landscape character.

**1.71** It is also possible that the potential negative effects of the Traveller Local Plan site allocations may be mitigated to some degree by emerging Local Plan policies, including Policies SP DE1: Delivering a Well-designed, High Quality and Resilient Environment and SP DE10: Conserving and Enhancing Heritage Assets.

**1.72 Overall, the Traveller Local Plan is expected to have a minor negative (-) cumulative effect in relation to the historic environment.**

### Landscape and townscape

**1.73** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of protecting and enhancing the landscape and townscape within the London Borough of Enfield.

**1.74** The effect pitches and transit sites could have on the landscape and townscape is expected to be limited, as only a small amount of built development would be likely take place – in the form of a utility/storage/amenity or community building depending on the site. However, the presence of caravans could adversely affect the landscape.

**1.75** Policy TLP2 requires the provision of green buffers to the street and the site perimeter to reinforce the boundary of the site and to provide screening of views into/out of the site. Also, the provision of a communal green space on sites may help enhance the landscape. According to the policy, existing boundaries should be utilised and enhanced where feasible, while boundary treatments should be avoided that would have a detrimental visual impact on the character of the site and locality.

**1.76** The proformas for sites TLP\_01, TLP\_03 and TLP\_09 and Local Plan policies PL10 Chase Park and PL11 Crews Hill also contain some site-specific mitigation that would help protect and enhance the landscape.

**1.77** The national Planning Policy for Traveller Sites also requires sites to be well planned or soft landscaped to positively enhance the environment and increase its openness, with adequate landscaping. It advises against enclosing sites with hard landscaping, high walls or fences.

**1.78 Overall, the Traveller Local Plan is expected to have a negligible (0) cumulative effect in relation to the landscape and townscape.**

### Efficient use of land

**1.79** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of making efficient use of land and materials.

**1.80** The Traveller Local Plan prioritises the development of previously developed (brownfield) sites in that three of the five sites allocated in the Traveller Local Plan are located on brownfield land and contain buildings that could potentially be converted for Gypsy and Traveller use (TLP\_09, TLP\_10 and TLP\_11). The other two sites (TLP\_01 and TLP\_03) are located on greenfield land and comprise Grade 3 agricultural land, some of which is considered best and most versatile agricultural land. The location of sites on greenfield land classified as Grade 3 agricultural land cannot be mitigated.

**1.81** In terms of waste, Policy TLP2 requires wastewater infrastructure, in addition to waste storage, disposal and collection.

**1.82 Overall, the Traveller Local Plan is expected to have a mixed minor positive and minor negative (+/-) effect in relation to the efficient use of land.**

### Flooding

**1.83** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of managing and reducing the risk of flooding.

**1.84** Traveller sites are classed as 'Highly vulnerable' to flooding in the Government's Planning Practice Guidance. Although two of the sites, TLP\_10 and TLP\_11, fall within areas with a higher risk of river flooding (Flood Zones 2 and 3), the flood zones cover less than 25% of the area of each site and so it is anticipated that the pitches could be located outside of the flood zones – particularly as the locations of pitches in these sites have not yet been determined.

**1.85** These two sites and sites TLP\_01 and TLP\_09 also contain land at risk of surface water flooding. However, Policy TLP2: Design and Site Layout in the Traveller Local Plan requires surface water drainage incorporating sustainable drainage systems where possible, which will help avoid or reduce surface water flood risk.

**1.86** Local Plan Policies PL10 Chase Park and PL11 Crews Hill also support flood mitigation measures.

**1.87** It is possible that the potential negative effects may be mitigated to some degree by emerging Local Plan policies, including Policy SE7: Managing Flood Risk, alongside the NPPF.

**1.88 Overall, the Traveller Local Plan is expected to have a negligible (0) cumulative effect in relation to flooding.**

### Water

**1.89** The IIA considered the likely effects of the Traveller Local Plan in relation to an objective of minimising water use and protecting water quality.

**1.90** Four of the five Traveller Local Plan sites (TLP\_01, TLP\_09, TLP\_10 and TLP\_11) either fall within areas where certain activities may harm drinking water (Source Protection Zones) or they contain watercourses. The location of pitches at these sites and a transit site at TLP\_09 could therefore affect water quality. However, effects are expected to be limited considering only a small amount of built development is likely to take place, in the form of an amenity building at each site.

**1.91** It is unknown where in sites TLP\_10 and TLP\_11 the pitches would be located, and they could be located away from watercourses.

**1.92** Policy TLP2 requires details of wastewater infrastructure to be provided to help protect water from any form of contamination. Local Plan Policies PL10 Chase Park and PL11 Crews Hill include requirements that could help to avoid adverse effects on water quality.

**1.93 Overall, the Traveller Local Plan is expected to have a negligible (0) cumulative effect in relation to water.**

## Cumulative effects

**1.94** The effects of the Traveller Local Plan as a whole are referred to as 'cumulative effects'. They are summarised above and presented in **Table 1.1**.

**Table 1.1 Cumulative effects of the Traveller Local Plan**

IIA objective	Traveller Local Plan
IIA1: Climate change mitigation	0
IIA2: Climate change adaptation	+
IIA3: Pitches	++
IIA4: Health and wellbeing	+/-
IIA5: Services and facilities	+
IIA6: Social inclusion	+/-
IIA7: Crime and community safety	+
IIA11: Air pollution	-

IIA objective	Traveller Local Plan
IIA12: Sustainable transport	--
IIA13: Biodiversity	-
IIA14: Historic environment	-
IIA15: Landscape and townscape	0
IIA16: Efficient use of land and materials	+/-
IIA17: Flooding	0
IIA18: Water	0

the Traveller Local Plan. It is then for the Council to choose an appropriate monitoring framework in light of practical considerations around available resources.

LUC

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**1.95** In theory, the effects of the Traveller Local Plan could combine with those of development proposals in other plans and projects covering the London Borough of Enfield and the surrounding area to become more significant. However, as the Traveller Local Plan only identifies five sites to deliver 30 pitches and one transit site, its likely contribution to any such combined effects is considered to be negligible.

## Next steps

### Submission, examination and adoption

**1.96** This Non-Technical Summary will be available on the Council's website and accompany the full IIA Report, which will be consulted on together with the Submission Plan.

**1.97** Once the period for representations on the Submission Plan and IIA Report is complete, the Council will consider whether the plan is 'sound'. If this is the case, the plan will be submitted for examination alongside the IIA Report.

**1.98** At examination, the Inspector will consider the representations received on both the Traveller Local Plan and IIA, before reporting back on soundness or identifying the need for modifications. If the Inspector identifies the need for modifications, these will be prepared and published for consultation alongside an IIA if necessary.

**1.99** Once found to be 'sound', the Traveller Local Plan will be adopted by the Council. At that time, the 'IIA Adoption Statement' must be published that sets out certain information including on monitoring indicators.

## Monitoring

**1.100** Chapter 7 of the IIA Report suggests indicators for monitoring the potential sustainability effects of implementing