

We
Made
That

Crews Hill Placemaking Study

26.10.2023



Working with:



Revisions tracker

Revision	Date	Description
-	28-07-2023	Draft issue for client review
A	12-09-2023	Draft issue for client review
B	17-10-2023	Final Document

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01

Introduction



Existing glasshouses at Crews Hill

Introduction

The Placemaking Study has been prepared for LB Enfield to support the production of the Draft Local Plan.

Purpose

The purpose is to develop a spatial framework to inform Local Plan Regulation 19 policies. This work forms part of the evidence base to support the proposed strategic allocation at Crews Hill.

Work on London Borough of Enfield's land supply position has indicated that strategic allocations are needed in the Green Belt. Crews Hill is one of two large-scale strategic site allocations within the Green Belt. Together with Crews Hill, Chase Park was consulted on as part of Enfield Council's last Regulation 18 consultation. In order to support this strategic policy, this Spatial Framework and associated Topic Paper aim to produce evidence that will help underpin the proposed strategic allocation and policy to guide its development.

The full suite of detailed supporting evidence that has informed this Spatial Framework includes strategies covering:

- Green and Blue Infrastructure
- Movement
- Land Use
- Urban Form
- Heritage
- Phasing

Process

This Placemaking Study has been prepared alongside a wider suite of evidence base documents that inform the draft policies within the plan. The iterative development of the Placemaking Study has taken the following steps to ensure the draft policies are coherent and robust:

- **Baseline and stakeholder engagement** - Engagement with internal LBE teams, strategic stakeholders and landowners/developers.
- **Testing placemaking boundary and high level viability** - Defining placemaking principles and key spatial moves to inform the extent and broad configuration of settlement at Crews Hill
- **Development of spatial framework strategies** - Spatial strategies to deliver key spatial moves and underpin landscape, green infrastructure and biodiversity, phasing and housing trajectory
- **Refinement and viability appraisal** - Testing spatial framework with stakeholders and refining its presentation in policy

This document should be read in conjunction with a set of other studies that have informed the draft policies including:

- Crews Hill Topic Paper
- Crews Hill Transport Baseline
- Crews Hill Heritage Baseline
- Crews Hill Golf Course and Glasgow Stud SINC Ecological Surveys
- Crews Hill Landscape Sensitivity Assessment
- Crews Hill Landscape Opportunities and Constraints
- Crews Hill Ecological Opportunities and Constraints



Equestrian uses alongside the railway

- Policy Context
- Technical Constraints
- Environment
- Movement
- Character
- Deliverability



Commercial uses along Cattlegate Road

Policy Context

Strategic Context

The Local Plan Regulation 18 document set out a medium growth option as a preferred option. This option meets much of the housing requirement through targeting delivery of 25,000 homes, of which a significant proportion - around 6,000 homes - are proposed to be delivered within the two rural placemaking areas. These areas are expected to complement the proposed growth areas through delivering a higher proportion of family housing.

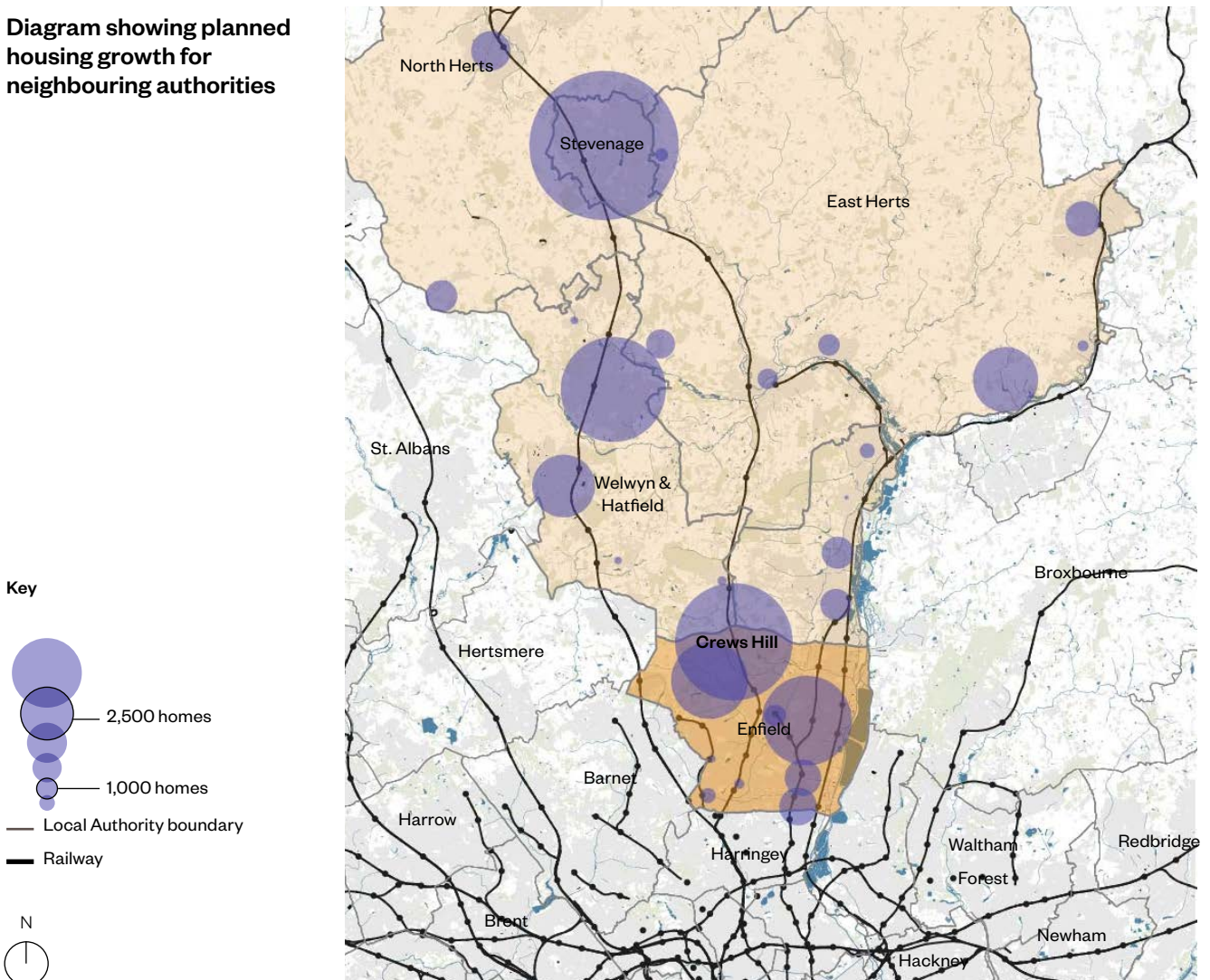
The Crews Hill site is one of two proposed rural placemaking areas in the north west of the borough. Other allocated sites are generally located in the urban parts of the borough primarily around Southbury, Enfield Town and Meridian Water.

Wider planned housing growth

Beyond Enfield, Crews Hill sits within a wider region experiencing significant housing growth. Much of this growth is clustered along rail corridors into Hertfordshire. Data on daily peak trips on the railway through Crews Hill suggests there is significant capacity to support growth with existing services, and the potential to increase frequencies in the future.

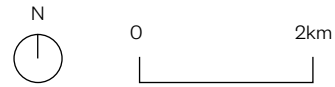
The diagram below summarises planned housing growth for neighbouring authorities in Hertfordshire as set out in adopted and emerging Local Plans.

Diagram showing planned housing growth for neighbouring authorities

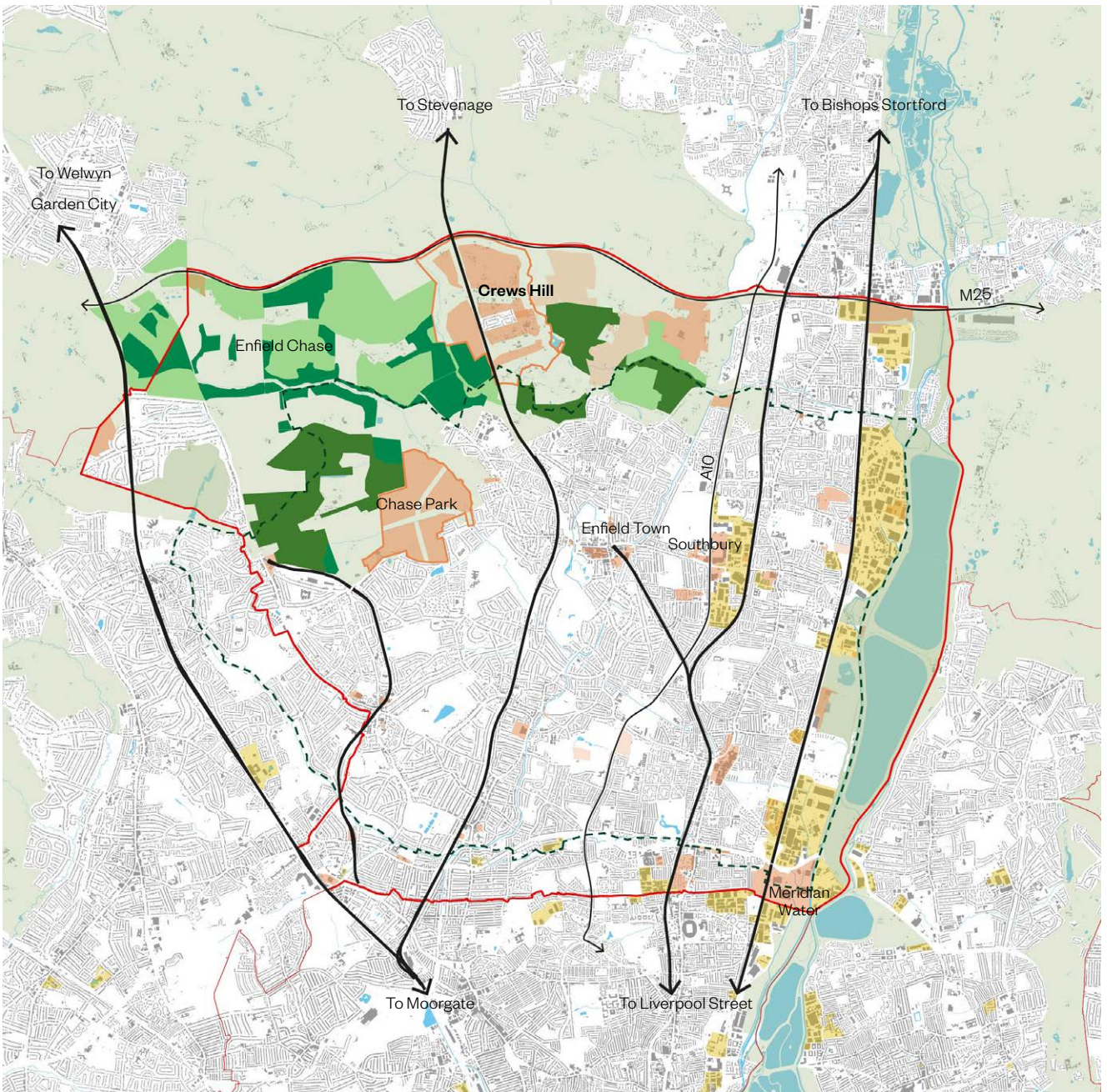


Key

- Reg 18 Allocation - Housing, mixed use, industrial
- Reg 18 Allocation - Sports, burial grounds, nature recovery
- Green Belt
- New Woodland
- Tenant farms participating in landscape recovery project
- Parks and Gardens participating in landscape recovery project
- SIL/LSIS
- London LOOP
- Borough boundary



Borough-wide growth context



Policy Context

Rural Transformation Project

The LBE Regulation 18 document defines the role Crews Hill will play as a sustainable rural gateway settlement providing access to countryside activities.

The Council's rural transformation projects that surround the study area involve the recovery of ecologies through working with tenant farmers, parks and gardens and the planting of new woodlands. These spaces deliver nature recovery and rewilding and a mosaic of sustainable countryside uses including food production, forestry, eco-tourism, recreation, leisure, sport and natural burial.

Rural Enfield Placemaking Vision

The proposed vision for Rural Enfield set out in the regulation 18/19 draft plan states: "By 2039, the arc of open spaces and woodland around Enfield Chase and Lee Valley Regional Park will be transformed into the leading outdoor countryside destination in North London and surrounding area.

On the doorstep of the city's urban communities, a mosaic of sustainable and highly accessible rural activities including local food production, forestry, rewilding, eco-tourism, sporting activities, natural burial, countryside education, and recreation will enhance the landscape and enable all to benefit from access to wildlife-rich blue-green spaces, clean air, local food production and world-class sporting facilities, achieving the largest environmental and health and wellbeing gains in London.

Through a network of new and enhanced routes, particularly along the watercourses, Rural Enfield will drive deep into the surrounding urban communities providing better connections to the countryside and bring nature into the heart of the urban fabric".

Enfield Chase restoration – woodland and habitat creation

Crews Hill presents an opportunity to improve access to Enfield Chase and maximised the impact of new publicly accessible woodlands and extensive new footpath links on the site of the former royal hunting forest.

The goal of this scheme is to enhance landscapes and support ecosystem recovery through long-term, large-scale, land use change and habitat restoration projects.

Through the provision of new facilities and local infrastructure this restored landscape can provide Enfield's residents with new leisure and skills opportunities, bringing this landscape closer to the communities of urban Enfield.

The rural transformation project will deliver a range of outcomes, with a focus on net zero, biodiversity and water quality. Reinstating natural processes by converting farmland into woodland, meadow and wetlands alongside enhanced public access and sustainable commercial activities has potential to provide a wide range of benefits. The landscape structure of any new development at Crews Hill can link these projects to existing areas of woodland to the east and south of the site, and therefore maximise their benefits.

Watercourses

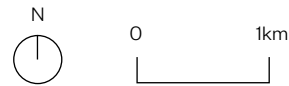
A restoration of watercourses is a key opportunity at Crews Hill and can also become a defining spatial characteristic of the new place. Resoration involves not only the brooks and their immediate surroundings but the catchment as a whole, incorporating SUDs and restoration of the functional floodplain. The spatial framework is an opportunity to embed this within a comprehensive Biodiversity Net Gain strategy at Crews Hill.



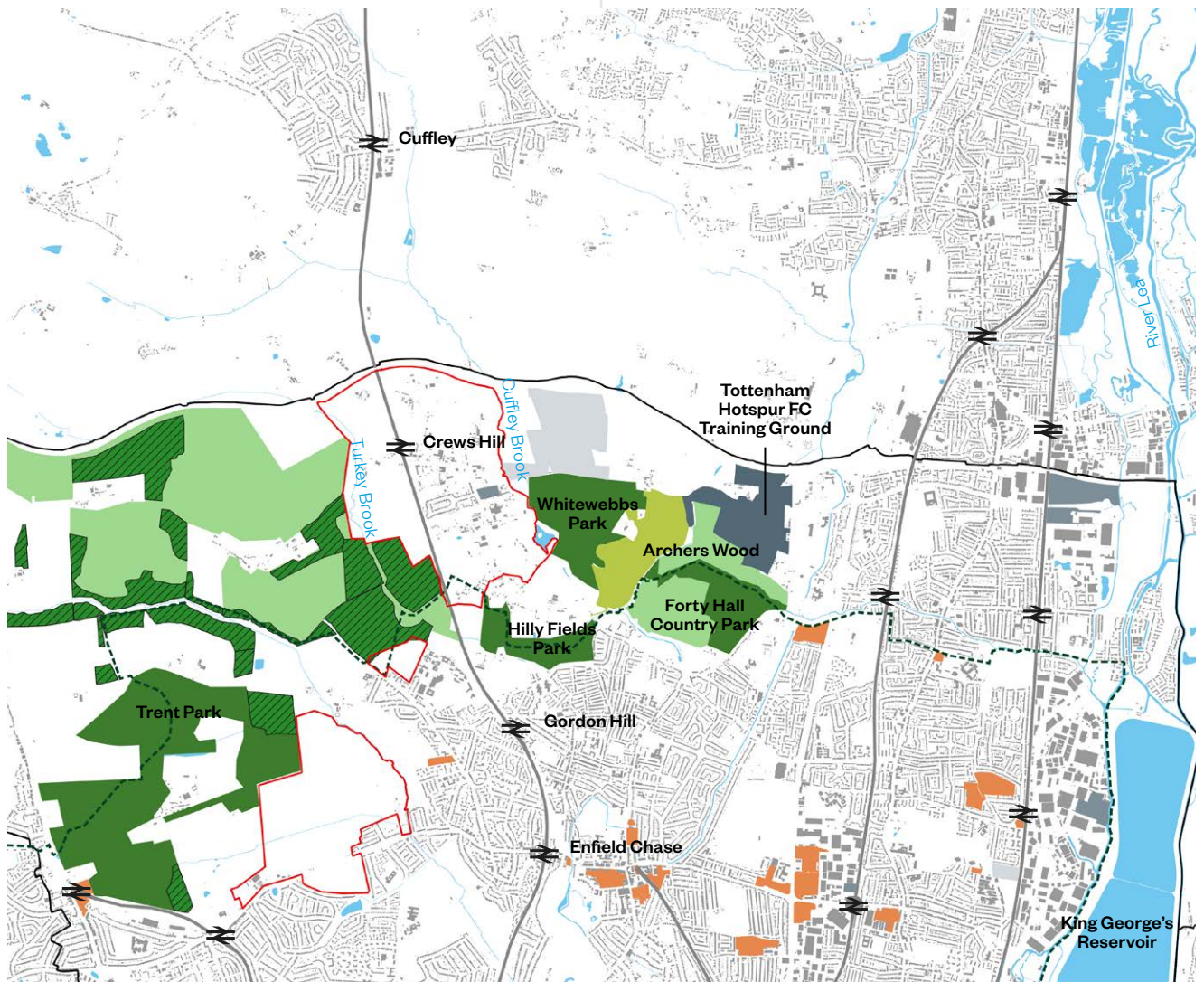
New Woodland Planting at Kings Oak Plane

Key

- Proposed woodland
- Parks and gardens in landscape project
- Tenant farms in landscape project
- Nature recovery site allocation
- Sports and leisure site allocation
- Site allocations in urban placemaking areas
- Green loop - London LOOP
- Borough boundary
- Regulation 18 rural placemaking areas



Crews Hill relative to wider rural transformation



Policy Context

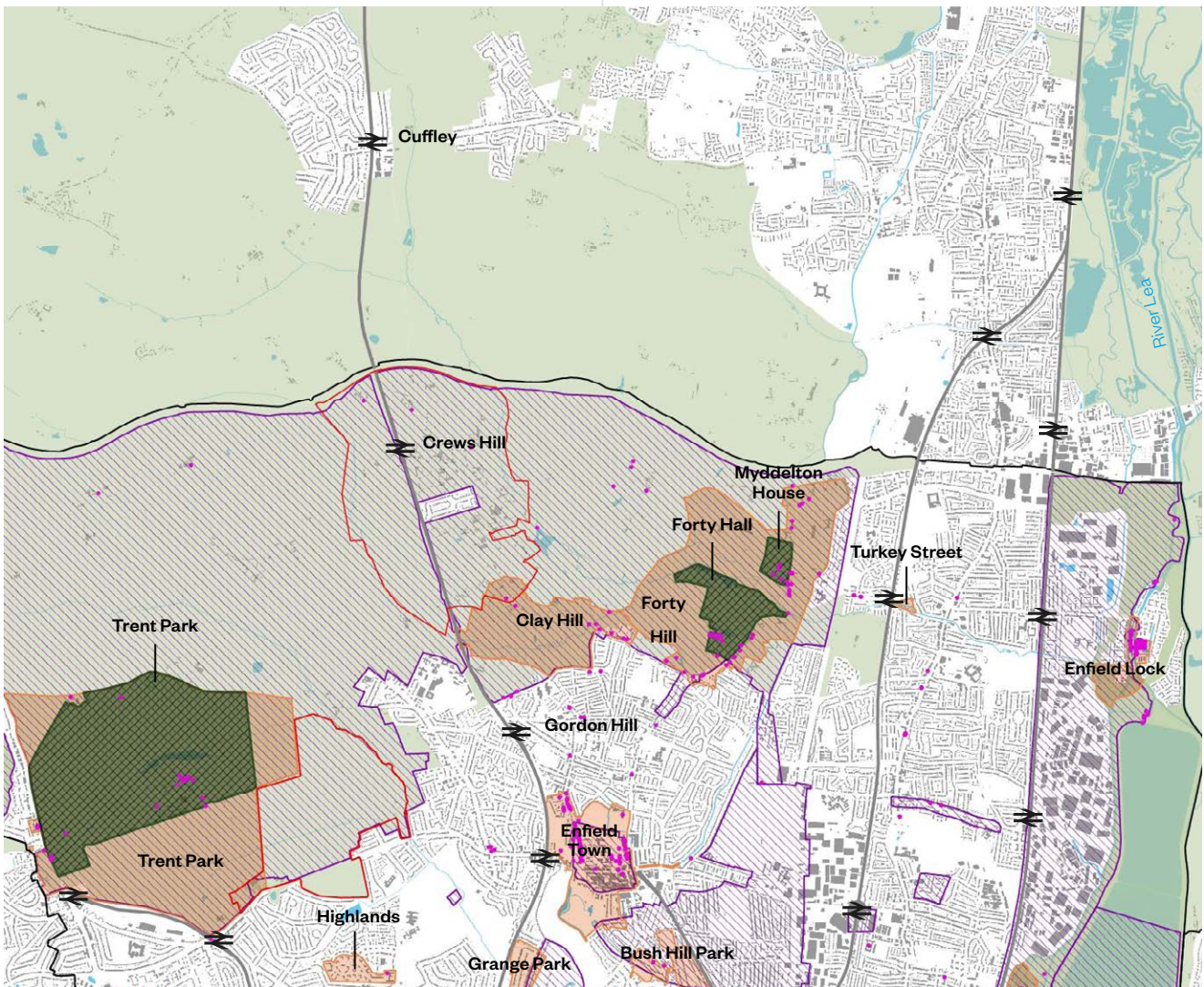
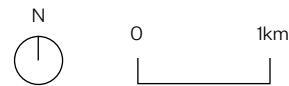
Heritage and Conservation

The land that constitutes the northwest corner of the present-day London Borough of Enfield remains a largely rural landscape, defined by its undulating topography. To the south of this rural landscape, there has been steady, encroaching expansion of urban settlements during the 19th and 20th centuries. Despite rail connections into London from early C20, the site has avoided typical suburban expansion associated with arrival of rail experienced nearby.

Clay Hill Conservation Area is adjacent to the Crews Hill placemaking area with Forty Hill and Trent Park in near surroundings.

Three Grade II listed parks and gardens are found in the southwest and east.

- Key**
- Listed building
 - Registered park and garden
 - Conservation area
 - Archaeological priority area
 - Borough boundary
 - Rural placemaking areas



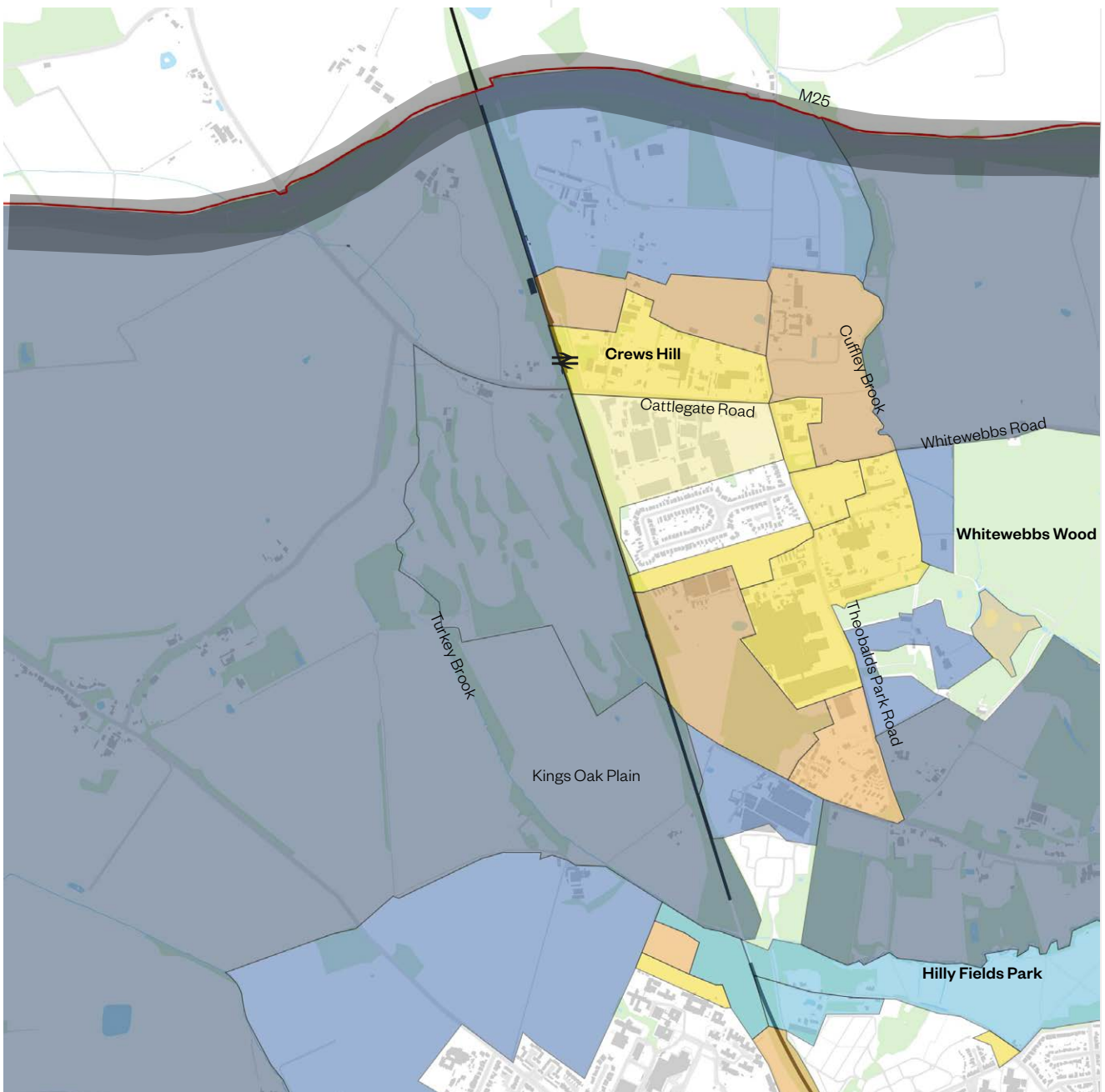
Policy Context

Green Belt Assessment

The map below summarises the Green Belt Assessment 2023 undertaken for LB Enfield by Land Use Consultants. This shows a clear pattern of higher levels of potential harm to the Green Belt associate with release to the west of the railway. Previously developed land along Cattlegate Road and Theobalds Park Road are generally associated with lower levels of harm.

Key

- Very High
- High
- Moderate high
- Moderate
- Low moderate
- Low
- Very Low
- Borough boundary



Policy Context

Opportunities and Constraints

Surrounding landscape

Crews Hill can play an important role in enhancing access to existing and improved landscapes.

Critical mass

Significant supporting infrastructure will be needed to ensure a new settlement at Crews Hill sustains a good quality of life, requiring coordination and a balancing of priorities between all stakeholders.

Local Plan Vision	Opportunities	Constraints
A nurturing place	<ul style="list-style-type: none"> - Variation in site types enable a variety of homes and mixed sector employment - Existing uses enable a place to grow overtime, ensuring local economic and social opportunities for new and existing residents 	<ul style="list-style-type: none"> - A diversity of uses, people and activities are required to create a sustainable place - The scale of development required to create a sustainable place will require significant supporting infrastructure
A deeply green place	<ul style="list-style-type: none"> - Crews Hill can become an important space of arrival into Rural Transformation Area - Surrounding landscapes enable Crews Hill to provide access to re-wilded landscapes, sustainable eco-tourism, sport and recreation 	<ul style="list-style-type: none"> - The policy objective to deliver a high proportion of larger homes will have an impact on the density ranges that can be achieved, this will have an associated impact on the degree to which sustainable transport options can be delivered through higher density development - Delivery of supporting infrastructure to create a sustainable and integrated place will be challenged by the fragmented nature of existing landownerships to the east of the railway
The workshop of London	<ul style="list-style-type: none"> - Existing employment and services can support the creation of a diverse economy for Crews Hill 	<ul style="list-style-type: none"> - Retention of existing businesses and uses will create challenging relationships to new areas of development - Existing uses require large areas and will be challenging to retain whilst delivering sustainable densities and integrated movement network
A distinct and leading part of London	<ul style="list-style-type: none"> - Landscape context and access to green spaces can support distinctive built and natural environments to live and work - Crews Hill can respond to the transitional character of the surrounding landscape, creating differentiation across the site 	







Technical Constraints

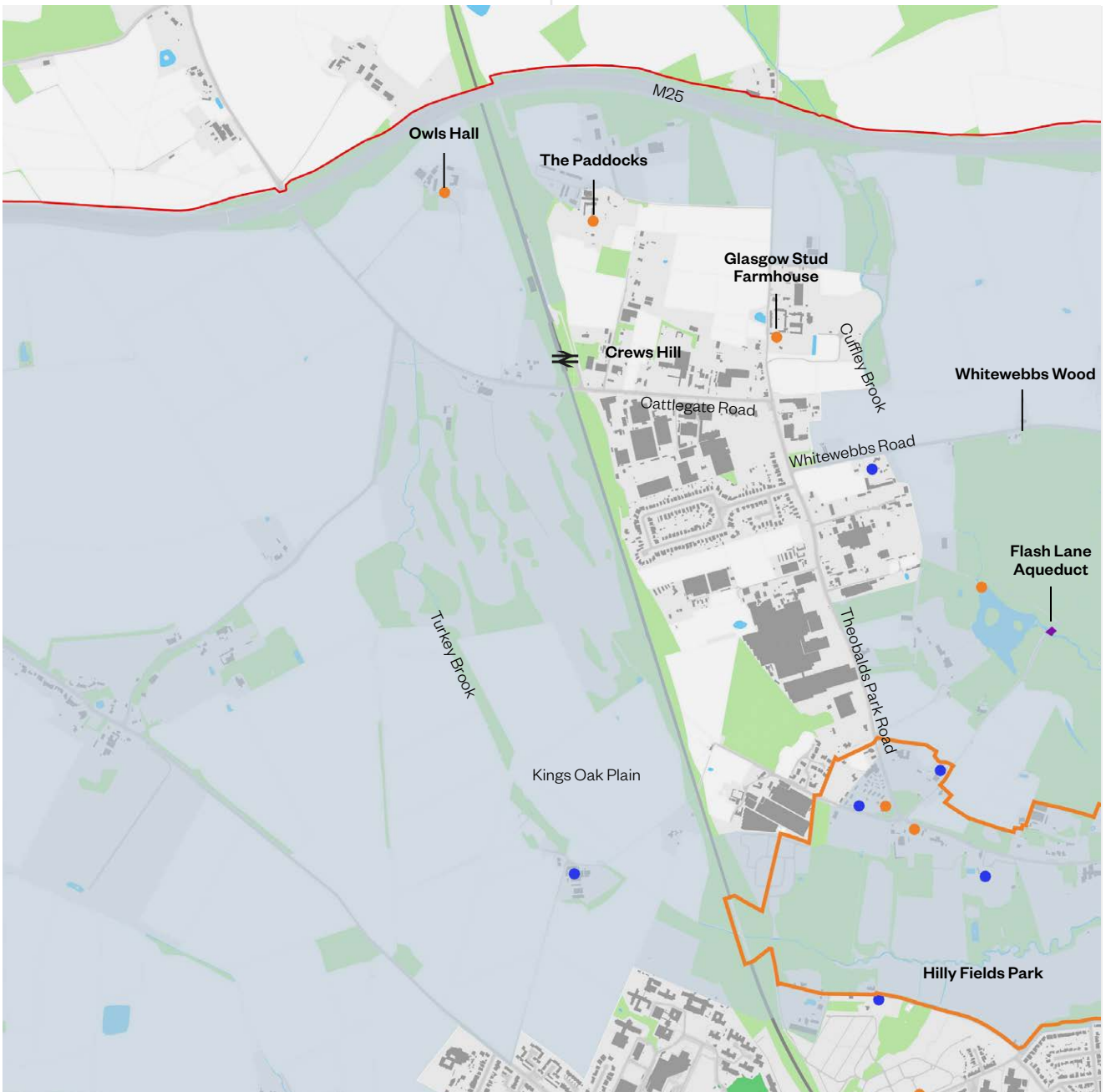
Heritage and Conservation

The area is characterised by a long standing agricultural land use which remains evident today with isolated farms and farmsteads, some of which are now listed buildings. The Glasgow Stud Farmhouse and Church of St John the Baptist in particular have a high contribution of setting to its overall heritage value.

The historic lack of suburban expansion from the south limits historic civic buildings with the exception of the Church to the south of the site in Clay Hill.

Key

-  Clay Hill Conservation Area
-  Area of Special Character
-  Scheduled Ancient Monument
-  Listed building
-  Locally Listed building
-  Borough boundary



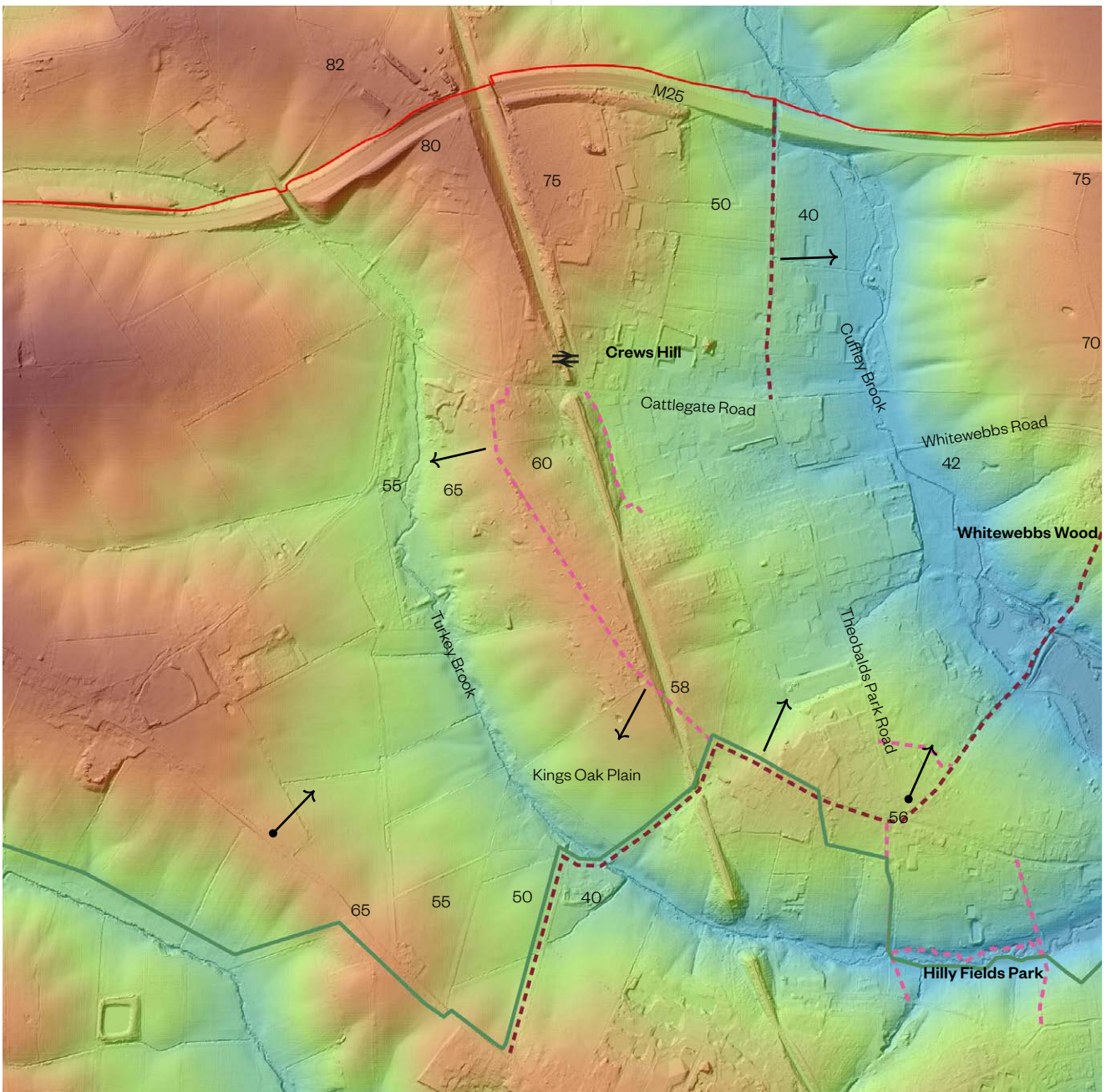
Technical Constraints

Landform

The Crews Hill area sits on higher ground, a ridge that is broadly aligned north to south. Existing development within the Crews Hill area, the railway line and road access run along the ridge of the land which forms this hill. Due to the valleys there are views to the east, west and south from different locations around the area. The fields drain into the Turkey and Cuffley Brooks. The railway in places sharply cuts through the landscape. The M25 is generally elevated. Areas to the east of the railway are flatter and provide large sites accommodating horticultural and industrial activities.

Key

- Long views
- Important Local Views
- - - Bridleway
- - - Footpath
- - - Green Loop
- - - London LOOP
- Borough boundary



Technical Constraints Opportunities and Constraints

Agricultural Landscape

Built and natural environments reflect the area’s historic agricultural use and topography, and can form characterful structuring elements within a new settlement.

Sensitive Boundaries

The prominent position of the study area in the landscape and surrounding areas with heritage value mean development will need to be respectful of boundary conditions, particularly to the east and south.

	Opportunities	Constraints
Land Form	<ul style="list-style-type: none"> - A landscape of ridges and valleys creates sites with east, west and southerly aspects that can inform distinctive neighbourhoods - River valleys are an opportunity to create green-blue corridors with wetland planting belts and can create defensible boundaries to the Green Belt 	<ul style="list-style-type: none"> - As a prominent ridge, development will have a visual impact on landscapes to the east and west - Topography will limit potential for higher density development in some parts of the study area and constrain the potential locations for sport pitches and school playing fields - Elevated position of the study area will have an impact on surrounding landscape. Development will need to use landscape to create sympathetic boundaries with the wider landscape
Heritage	<ul style="list-style-type: none"> - Isolated listed buildings express Crews Hill’s agricultural history and can hold prominent positions in future redevelopment - The majority of the commercial buildings within the study area are of a poor quality and regeneration can improve the spatial quality of the area - The historic road pattern and plot structure still exists and provides a positive contribution to the area’s historic character and distinctiveness - Potential to reuse Farmsteads such as Owls Hall estate as community infrastructure. 	<ul style="list-style-type: none"> - A number of designated and non-designated heritage assets within the study area, some of which have setting and wider landscape as important aspects of their heritage value - Clay Hill Conservation Area and Whitewebbs Woods are sensitive landscapes that may be impacted by future development

Environment

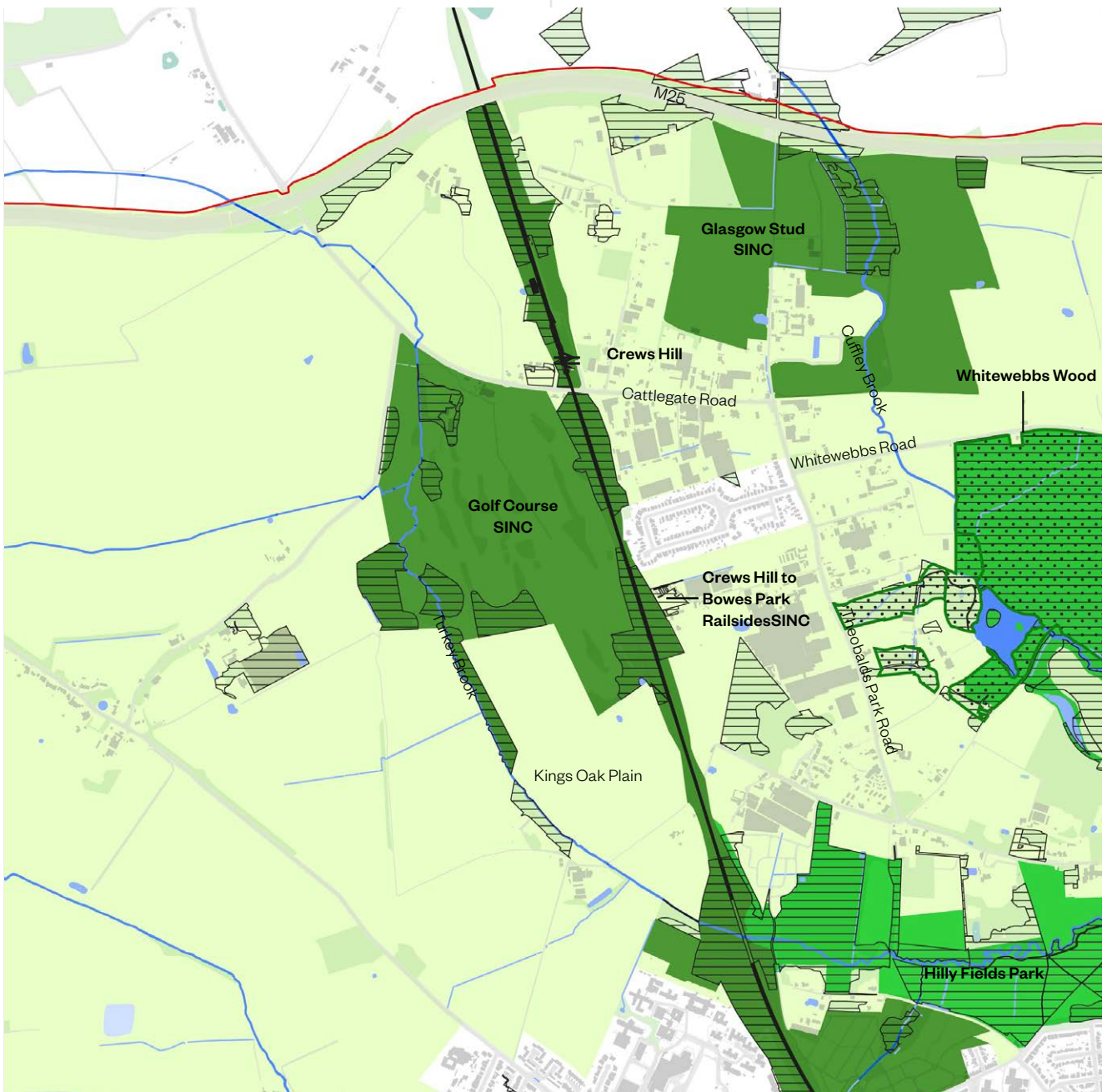
Environmental Designations

A number of sites within the study area are designated as SINC and areas of ancient woodland cover part of south-eastern areas.

Surveys of the Golf Course SINC show its northern areas to be of lowest ecological value. Surveys of the Glasgow Stud SINC shows the east and west fields to be of relatively poor ecological condition due to extensive grazing.

Key

-  Ancient woodland
-  Priority habitat - Deciduous woodland
-  SINC Metropolitan
-  SINC Borough
-  SINC Local
-  Greenbelt
-  Water
-  Public right of way
-  Borough boundary






Environment

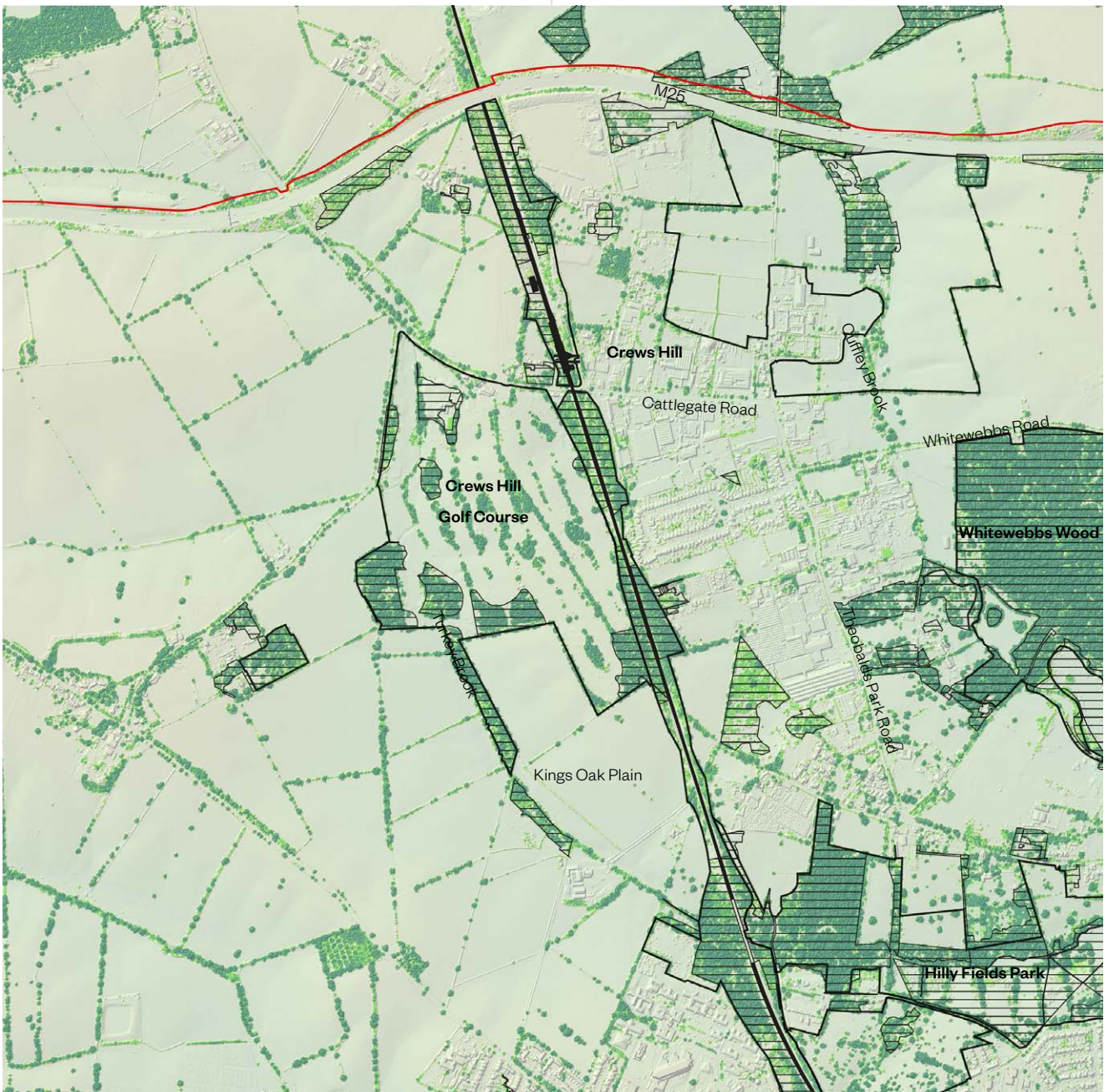
Tree Cover

The LIDAR tree cover data overlapped with the outline of the local, borough and metropolitan SINCs clearly show the abundance of mature trees and tree cover within these protected areas.

Ancient woodlands in this landscape character area have a long history of management through coppicing and pollarding, which has allowed rich ground flora to develop and also supports rare mosses and deadwood invertebrates.

Key

-  Priority habitat - Deciduous woodland
-  SINC
-  Borough boundary



Environment

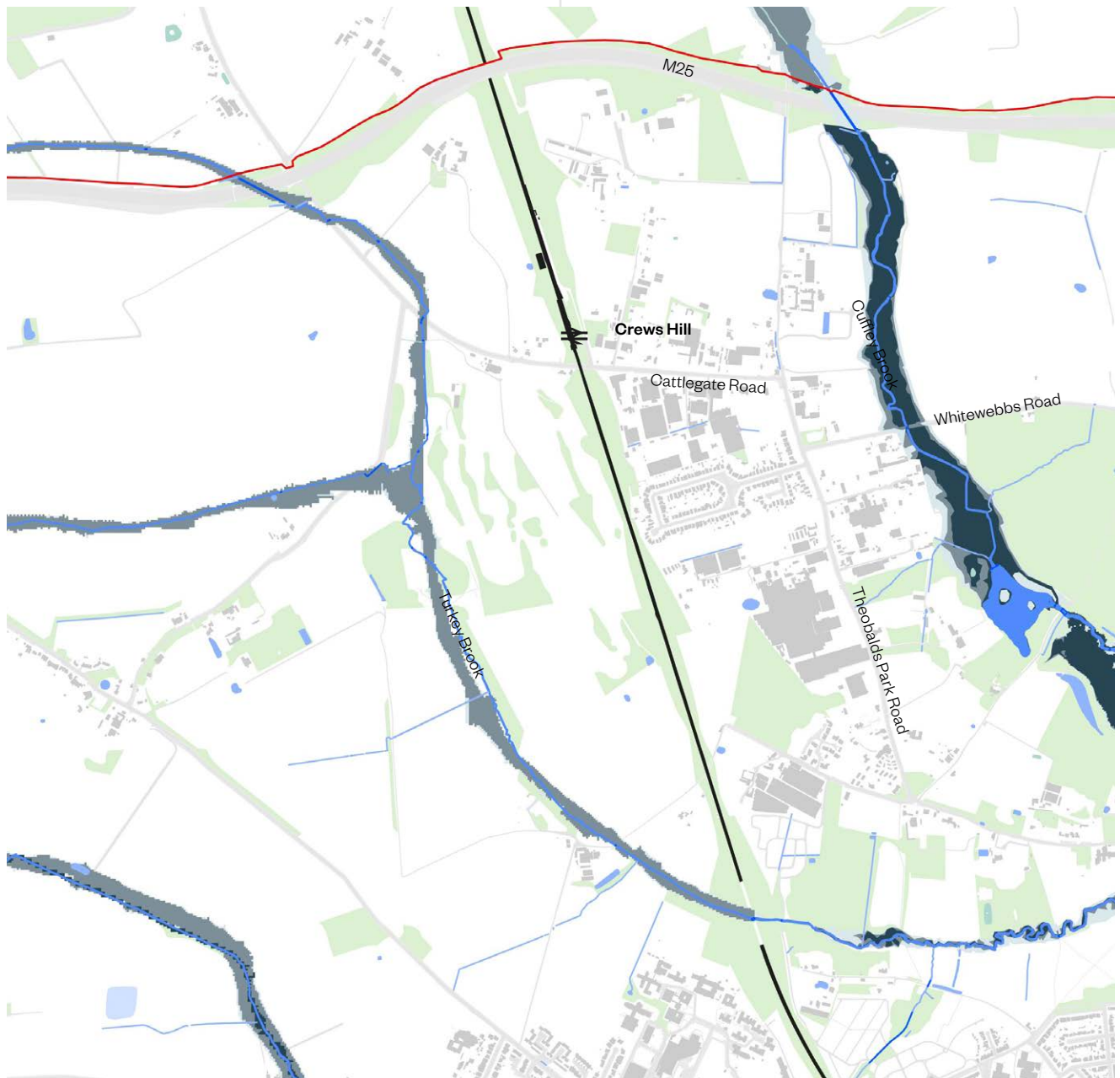
Blue Infrastructure and Flooding

The land around Crews Hill drains into the two valleys along Turkey Brook and Cuffley Brook. The two brooks merge just to the east of Crews Hill, flowing east into the River Lee. Here the brooks contribute to high levels of flood risk along major growth areas within the Lee valley.

Within Crews Hill a number of water bodies drain into the Brooks. In general these ditches are oriented east to west and are aligned to property boundaries and field edges. These spaces are key opportunities for enhancing biodiversity, particularly those around area of ancient woodland.

Key

- Water Bodies
- Flood Zone 3b
- Flood Zone 3a
- Flood Zone 2
- Borough boundary



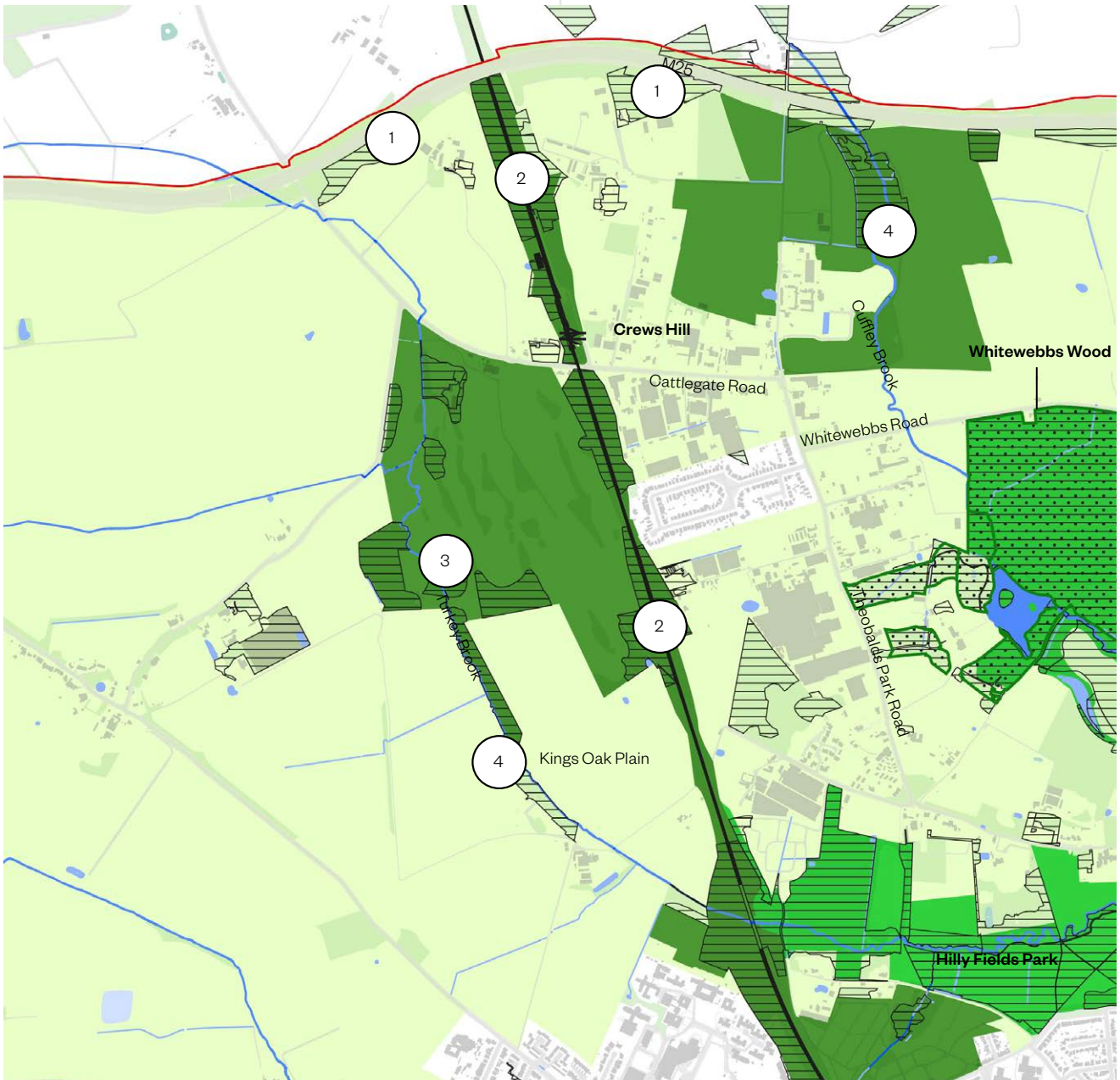
Environment Ecology

The study area hosts a range of important ecological areas. Ancient woodland lies to the east of the study area, with an area of more fragmented woodland along Theobalds Park Road. Areas of priority habitat are predominantly located at:

1. Areas along the M25 to the north of the study area
2. Along the rail corridor north to south through the study area
3. Around the margins of the Crews Hill Golf Course SINC
4. Along the watercourses.

Key

-  Ancient woodland
-  Priority habitat - Deciduous woodland
-  SINC Metropolitan
-  SINC Borough
-  SINC Local
-  Greenbelt
-  Water
-  Public right of way
-  Borough boundary



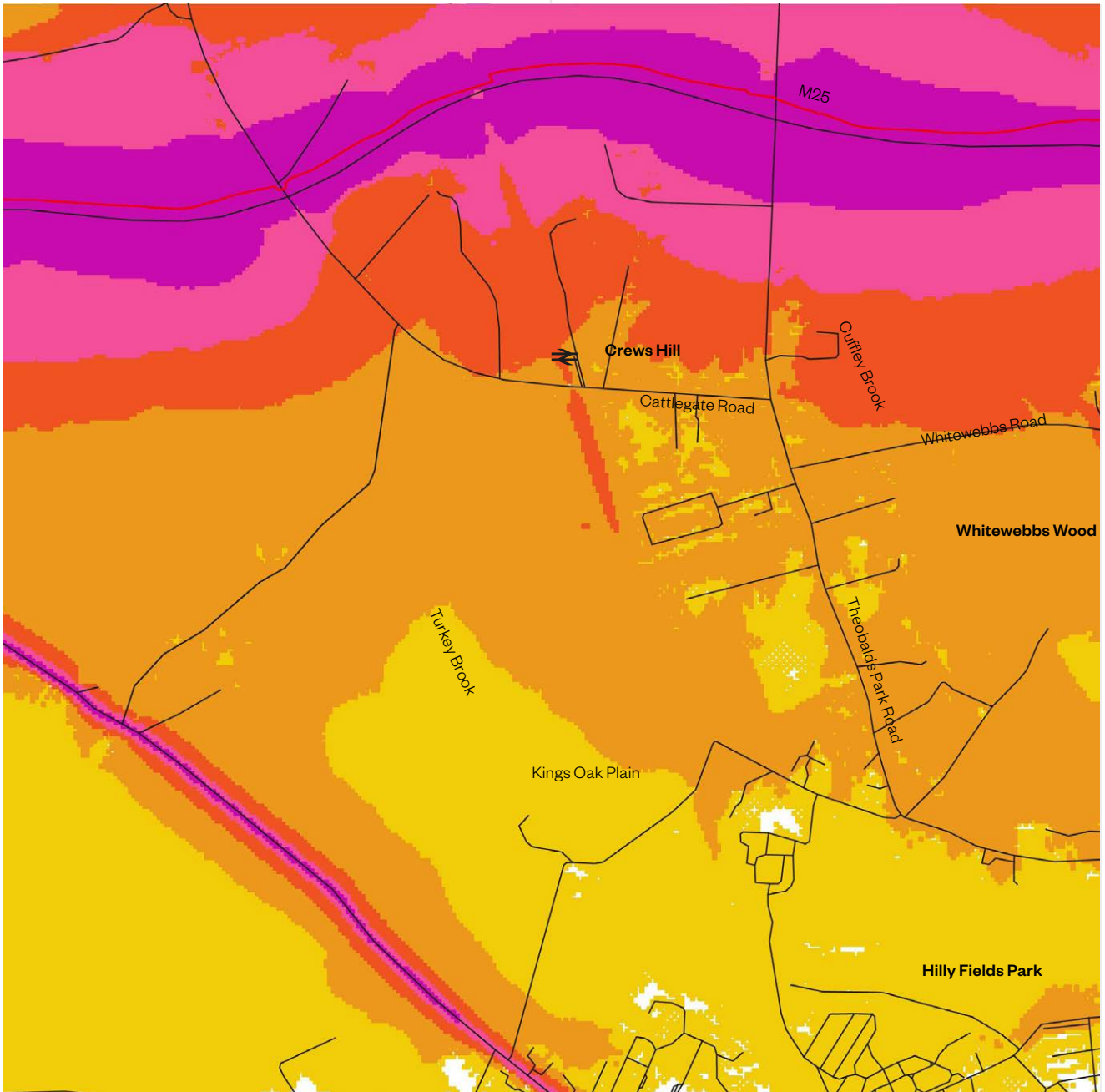
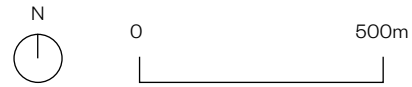
Environment

Noise Pollution

The site is bound to the north by the M25 and the mainline railway runs through the centre of the site. These features are a source of noise pollution.

Key

- 75.0 + dB(A)
- 70.0 - 74.9 dB(A)
- 65.0 - 69.9 dB(A)
- 60.0 - 64.9 dB(A)
- 55.0 - 59.9 dB(A)
- 00.0 - 54.9 dB(A)
- Roads
- Borough boundary



Environment

Opportunities and Constraints

Varied landscapes

Existing landscapes create a range of environments that can enable people and the natural world to flourish whilst creating a place with a strong spatial character.

Sensitive ecologies

Protecting and enhancing existing ecologies will require a careful management of the relationship between development, infrastructure and nature.

	Opportunities	Constraints
Ecology	<ul style="list-style-type: none"> – Topography creates a variety of natural environments which can create a mix of natural spaces for leisure and biodiversity, particularly along river valleys – Priority deciduous woodlands along the M25 can be enhanced to create new habitat opportunities and mitigate environmental conditions – Large areas of the site east of the railway have the lowest ecological value and can provide the focus of new areas of built form. – Enhancing areas between Woodland habitats can create diverse mixed habitats and deliver biodiversity net gains whilst protecting ancient woodland. – SINC's can be linked with the wider landscape, particularly at Crews Hill Golf Course to deliver biodiversity net gains where there are opportunities to link isolated parcels of priority deciduous woodland. 	<ul style="list-style-type: none"> – The golf course is a borough grade SINC in a central location within the placemaking area – A large area in the centre of the study area to the east of the station is relatively nature depleted, limiting opportunity to access high value ecologies on doorstep of higher density areas. – Existing hedgerows and treelines should ideally be incorporated within the framework of new neighbourhoods. – Watercourses will require a buffer to minimise impacts on riparian zones.
Landscape	<ul style="list-style-type: none"> – The southern part of the study area can be consolidated to maintain separation between new development and the wider urban extent of Enfield. – Green spaces can create continuous landscapes with major green spaces and form a major component of Enfield's Rural transformation area – The differences between the landscape to the west of Crews Hill and the landscape around Clay Hill can be emphasised – Public facilities and spaces can have a strong relationship to landscape through long views – Historic field patterns remain and can inform the pattern of new development – Potential to contribute to the Theobald's estate South Area of Special Character with improved hedgerow and footpath management 	<ul style="list-style-type: none"> – Northern boundary will require woodland planting and land bunding to mitigate noise from M25 and provide visual screening – Railway will require enhanced buffer planting to provide visual screening
Air quality and noise	<ul style="list-style-type: none"> – Opportunity for energy infrastructure in undevelopable areas constrained by poor air quality and noise pollution 	<ul style="list-style-type: none"> – M25 has significant impact on noise pollution across the study area and air quality to the north of the site

Movement

Wider Connectivity

The site is served by four Great Northern Service trains per hour to Crews Hill station. Moorgate can be reached within 40 minutes and transfers at Finsbury Park and Highbury and Islington to provide access across central London. Passenger flow data shows significant spare capacity with current frequencies, which can be expanded further through additional services. Most of the study area is within a 5-10 minute walk of Crews Hill railway station, although realising this catchment will require local infrastructure provisions.

The 456 bus service serves the Crews Hill area. This terminates at Rosewood Avenue. There is not presently a rail to bus interchange at Crews Hill railway station. Services once every half hour and finish at 20.05.

The south of the site is fairly well connected by a series of east-west active travel routes, however, these do not extend into the placemaking area and north-south routes are lacking.

Wider movement and connectivity

A number of schools and Enfield Town Centre are within a 20 minute cycle, bus or train of the site, although the quality of routes, topography and major barriers such as the railway, brooks and woodlands limit connectivity to the south.

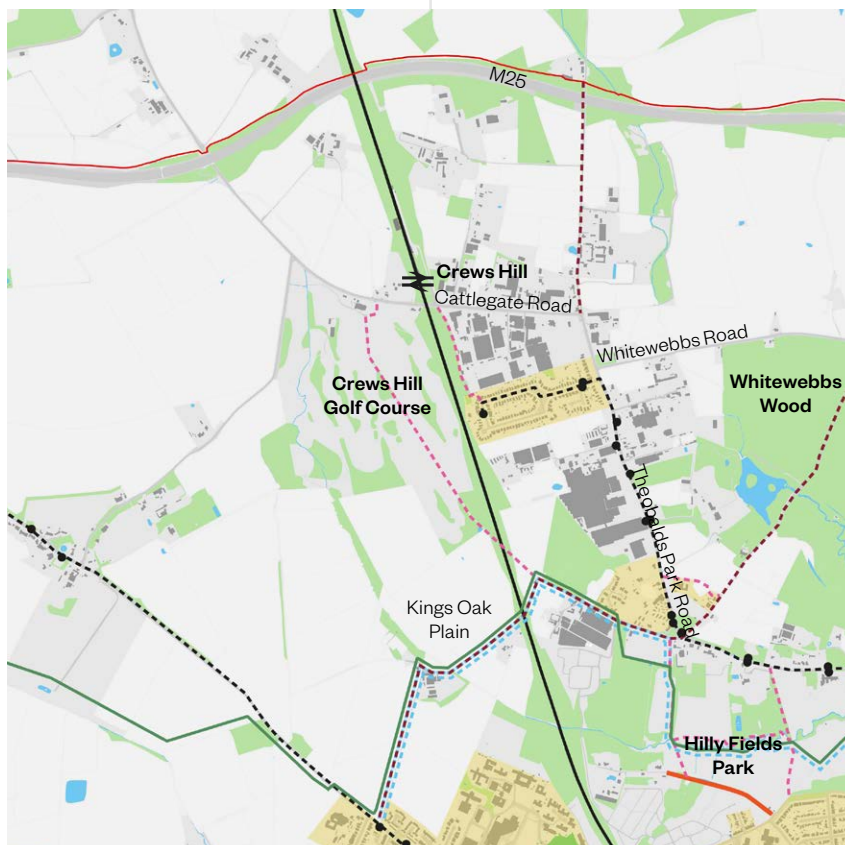
There is one designated cycle route that passes along the southern part of the study area in an east-west direction.

Connectivity

Most of the study area is within a 5-10 minute walk of Crews Hill railway station, although realising this catchment will require local infrastructure provisions.

The steep topography of parts of the site will also have an impact on the distance people are likely to walk to access public transport. The poor nature of the public realm along the bus route and the poor context in the area immediately around the station will also impact on the patronage of these services.

There are a limited number of bus stops in the area and they are focussed towards the south of the site. Together with the frequency of rail services low levels of bus coverage means the site suffers from low PTALs (TfL's "Public Transport Accessibility Level" metric).



Key

- Public Transport
 - Bus Stops
 - - - Bus Routes
 - Rail
 - Public Rights of Way
 - - - Bridleway
 - Byway open to all traffic
 - - - Footpath
 - - - Green Loop
 - Cycle Routes
 - National Cycle Network 12
 - Regional Loops
 - London Loop/Green Loop
 - Regional Loops
 - Borough boundary
- N

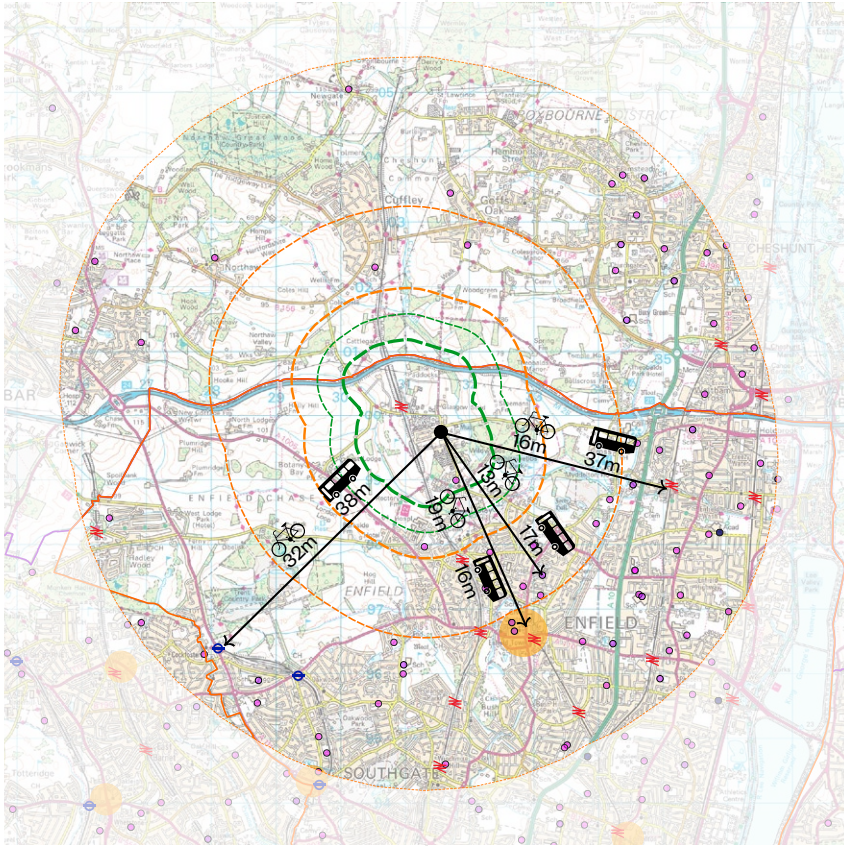


Diagram showing wider connectivity

Key

- Site Boundary
- 400m / 5 min walk
- 800m / 10 min walk
- 1200m / 15 min walk / 5 min cycle
- 2400m / 10 min cycle
- 4800m / 20 min cycle
- Enfield Borough Boundary
- GLA Boundary
- Ⓜ Underground Stations
- Ⓜ London Rail Stations
- Ⓜ London Overground Stations
- Schools**
- All Through
- Primary
- Secondary
- Town Centres**
- Major Town Centre
- District Town Centre

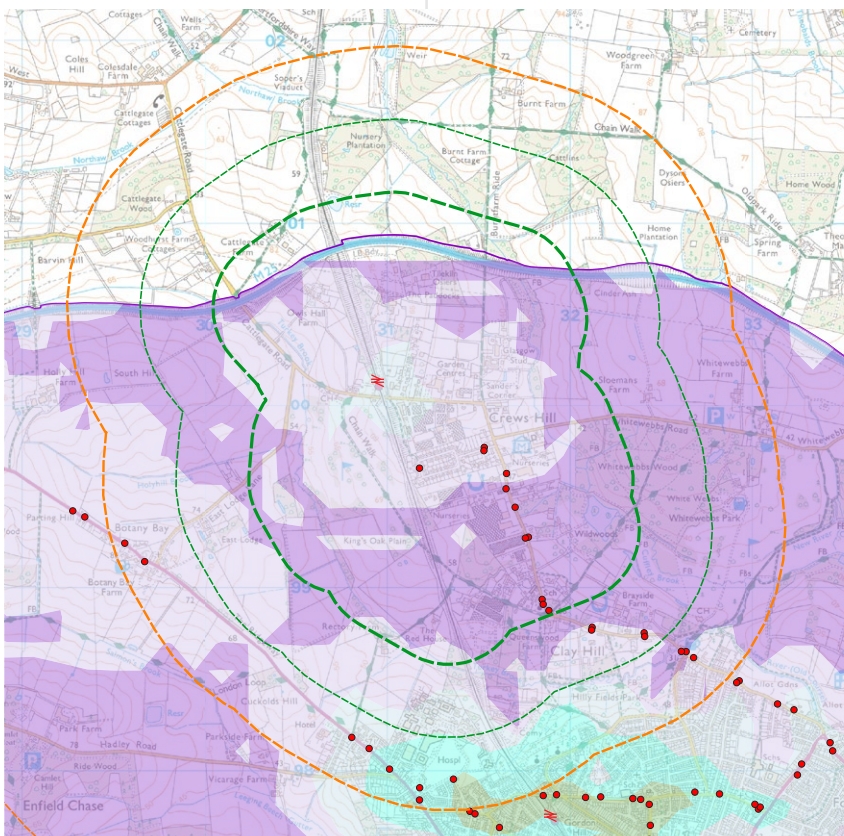


Diagram showing local connectivity

Key

- 400m / 5 min walk
- 800m / 10 min walk
- 1200m / 15 min walk / 5 min cycle
- GLA Boundary
- Ⓜ London Rail Stations
- Bus Stops
- PTAL Contours**
- 0
- 1a
- 1b
- 2
- 3

Movement

Opportunities and Constraints

Capacity to support growth

Existing rail infrastructure is underutilised and can support significant additional growth with a potential for additional services.

Movement barriers

The existing topography, infrastructure and employment uses create severance which will be technically challenging and costly to overcome.

	Opportunities	Constraints
Connectivity	<ul style="list-style-type: none"> - Strategic east-west links can be delivered through the study area to provide access to Enfield Chase for residents of the borough and beyond to green spaces through new connections through Whitewebbs - The rail services are currently underutilised and the capacity could be extended further through additional services - Enfield Chase to the west can provide active travel corridors to Trent Park and Cockfosters - Railway cutting provides opportunities for bridge locations without significant infrastructure on surrounding sites 	<ul style="list-style-type: none"> - Complexity in improving connections around the station - East-west corridor along the London Loop linking with borough Green Loop - Major physical barriers such as the railway, areas of woodland and private housing limit the density of potential vehicle and active travel connections between sub-areas, particularly to the west of the railway - Opportunities to link strategic east-west routes limited by existing housing estate
Uses and activity	<ul style="list-style-type: none"> - New connections delivered along green and blue infrastructure can provide access to employment opportunities and local services - Scale of sites and existing non-residential uses presents opportunity to create critical mass of activity and associated infrastructure - Availability of sites can enable densities and parking ratios to transition as supporting infrastructure is delivered over time 	<ul style="list-style-type: none"> - Challenge to integrate existing uses with new development - Retention of existing businesses will generate traffic associated with industrial activities - Opportunities for strategic active travel links beyond the site are limited in serving everyday needs - Priority to deliver family housing limits densities that could support sustainable movement
Place	<ul style="list-style-type: none"> - New connections can be delivered through areas of blue and green infrastructure. - Opportunity to create place of arrival to Rural Enfield - Opportunity for quality of public realm to be enhanced to encourage use of more sustainable movement modes 	<ul style="list-style-type: none"> - Quality of the existing public realm limits the distance people would walk or cycle to local services. This is exacerbated in some areas by the steep topography - Immediate environment surrounding the station is currently very poor and limits patronage of rail services. - Spatial connection between station and areas to the west poor due to topography - Type and volume of traffic currently creates poor pedestrian environment along Cattlegate Road



Character

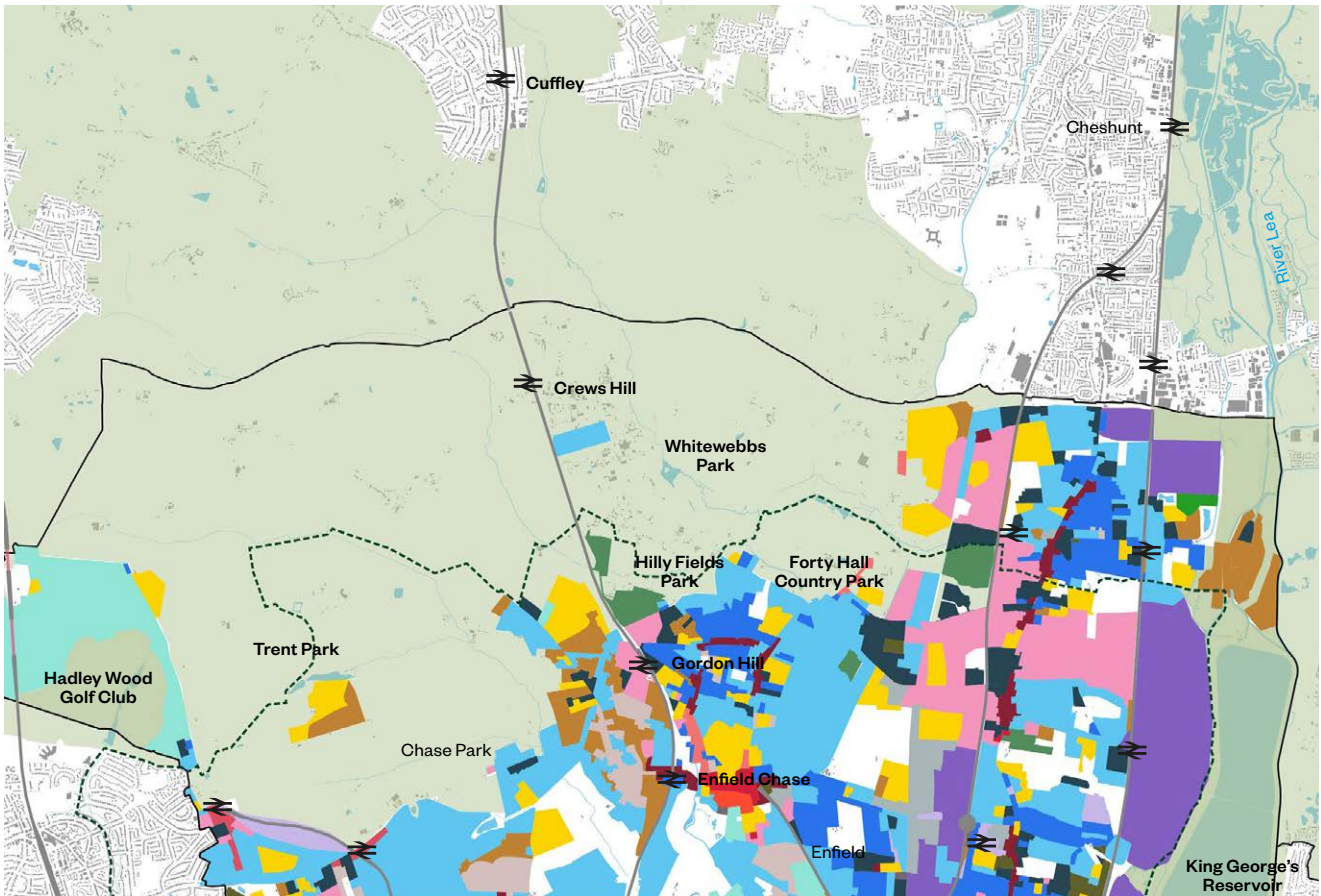
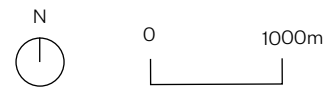
Urban Morphology

The pattern of development along rail and road infrastructure running north-south in Enfield determines the urban morphology of the borough.

A series of complex, varied towns form along these routes, with areas of more uniform suburban housing filling the gaps in between.

Key

- | | | | |
|---|----------------------|---|------------------|
|  | Large Scale Ind. |  | Historic centres |
|  | Small Scale Ind. |  | Urban centres |
|  | Classic suburban |  | Linear centres |
|  | Pre-Victorian resi. |  | Institutions |
|  | Metroland centres |  | Big Box |
|  | Large Scale Industry |  | Urban terrace |
|  | Small Scale Industry |  | Garden city |
|  | Contemporary Flats |  | Office tech park |
|  | Street based estate |  | Large suburb |
|  | Pre-Victorian resi |  | Suburban flats |
|  | Contemporary mews |  | Free form |
|  | Street based estate |  | Cemetery |
|  | Borough boundary | | |



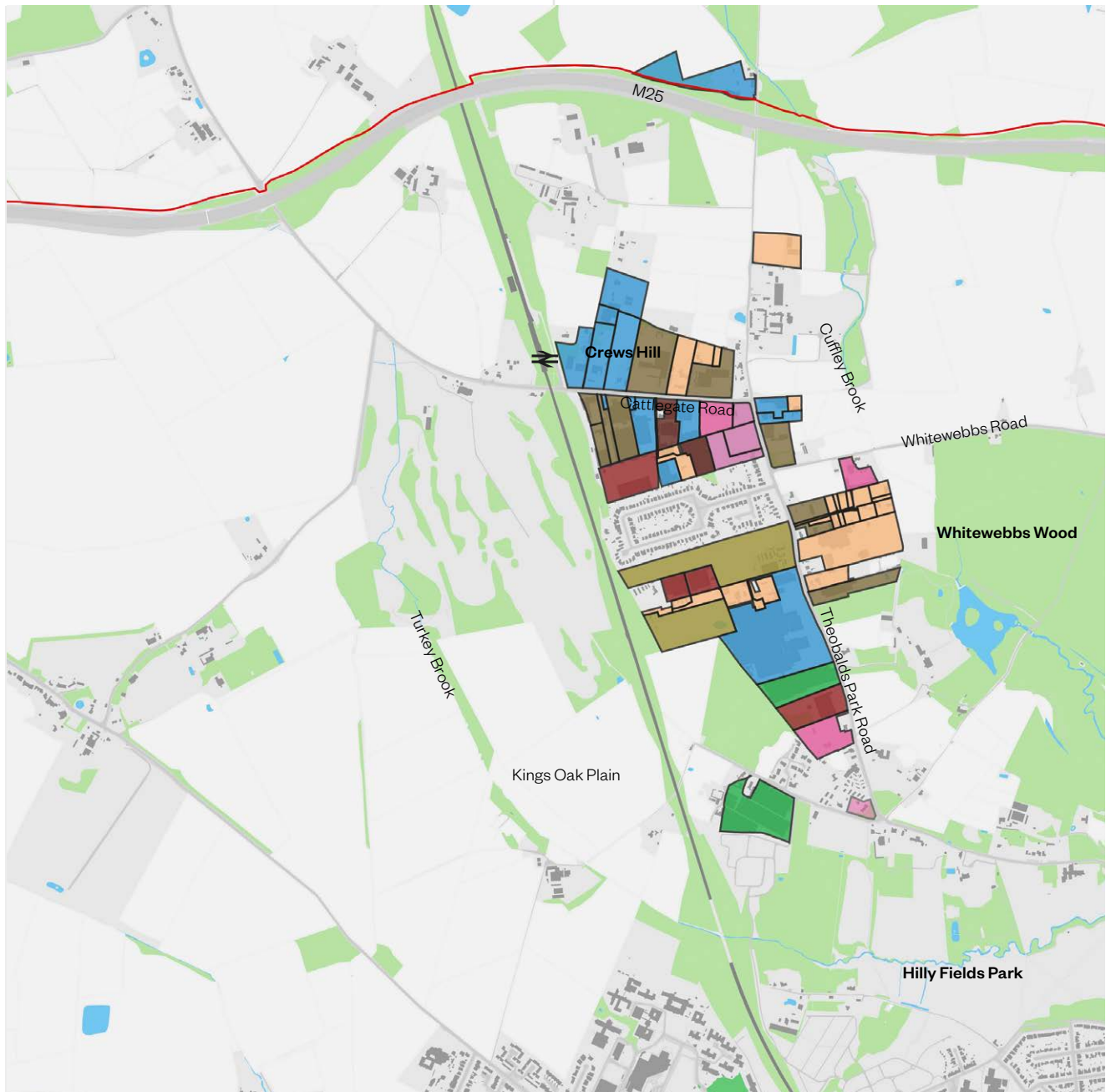
Character

Commercial Site Types

Commercial sites are focussed in the area to the east of Crews Hill Station, with more public oriented retail uses along Cattlegate Road and more warehouse and open storage site types to the east and south.

Key

- Equestrian
- Glasshouse - storage
- Glasshouse - vacant
- Glasshouse - growing
- Warehouse - retail
- Garden Centre
- Warehouse - storage
- Community
- Vacant
- Borough boundary



Character

Opportunities and Constraints

A defined settlement

The existing built and natural environment enables a new settlement at Crews Hill to have a strong, defined boundary. The existing green spaces and rail infrastructure can create a place with a clear identity as an arrival space to wider rural areas.

Sensitive boundaries

Spaces with important heritage and landscape value will require careful integration with new development.

	Opportunities	Constraints
Urban Form	<ul style="list-style-type: none"> - Opportunity for strong relationship between topography, landscape and built form as found in the wider borough - The character of Gordon Hill is more defined than other suburban interfaces with the green belt, enabling a new settlement at Crews Hill to maintain a clear definition to edge of settlement 	<ul style="list-style-type: none"> - Orientation of new streets will be constrained by topography and limit homes with a southerly aspect, potentially impacting on energy use. - Ill defined area around Clay Hill Conservation Area requires clarification of settlement edge
Place - making	<ul style="list-style-type: none"> - Station area important in defining sense of place - Established green spaces can be drawn into the site, creating a closer relationship between buildings and nature - Covered growing spaces as a defining typology for public spaces and homes and maintain the historic identity of the place 	<ul style="list-style-type: none"> - Gradual erosion of spatial quality along the fringes of urban area - Development should respect the more intimate landscape of Whitewebbs - Existing horticultural uses have a significant visual impact



Garden centre on Cattlegate Road

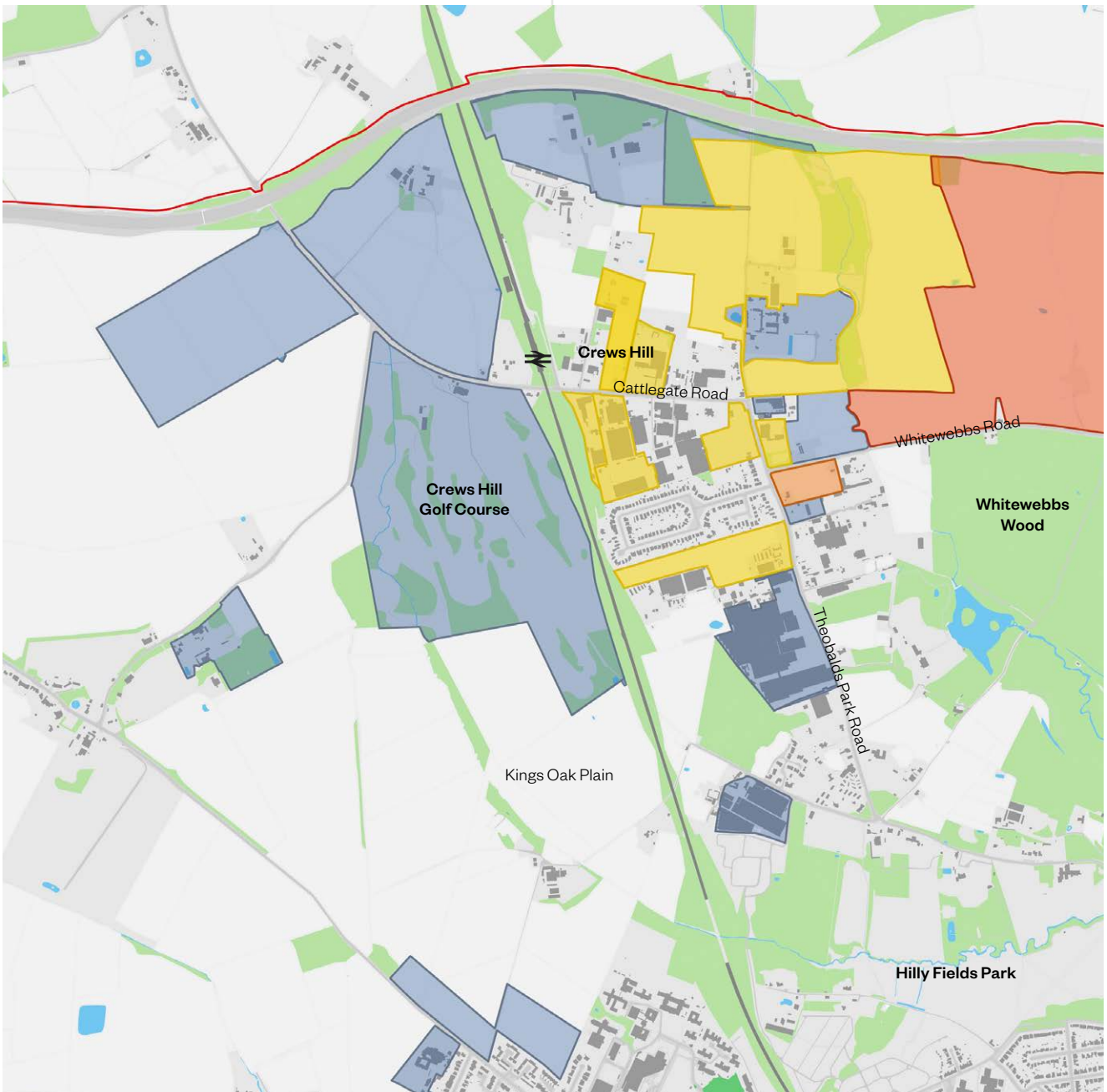
Development Sites

Regulation 18

The plan below shows the sites put forward through the call for sites and those which we subsequently allocated for different types of development at regulation 18 stage.

Key

- Regulation 18 Site Allocations - Housing
- Regulation 18 Site Allocations - Industrial
- Regulation 18 Site Allocations - Burial Land
- Call for sites
- Borough boundary

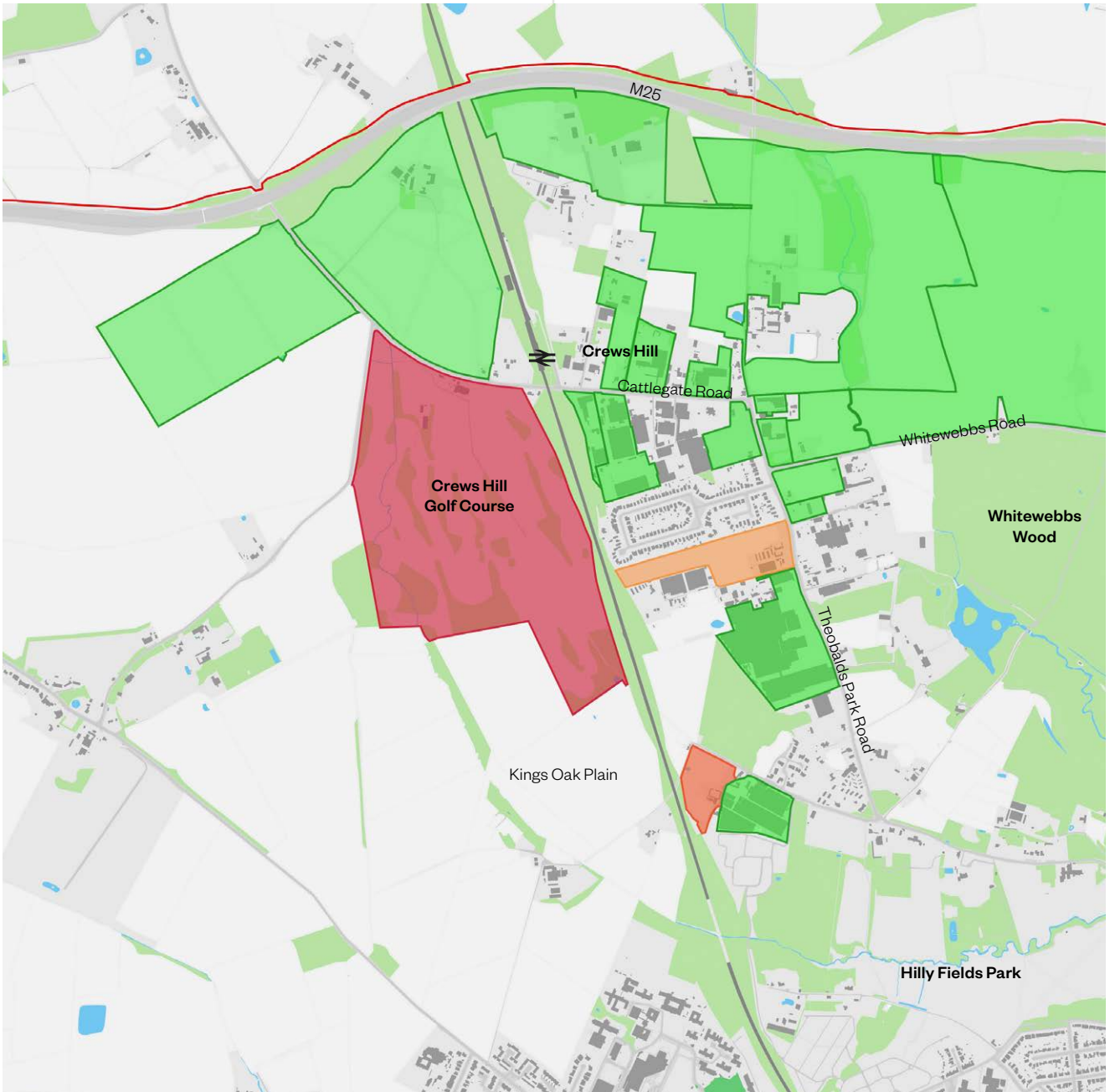
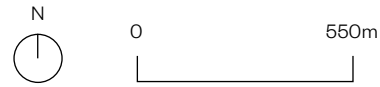


Development Sites Availability

The availability period of each site, as indicated by landowners/promoters through their call for sites submissions to the Council's is set out in Enfield's Housing and Economic Land Availability Assessment (HELAA, 2021). The plan below sets out the earliest identified period within which sites could become available for development. This differs to when it is anticipated sites may realistically be delivered, which would be contingent on a range of other factors.

Key

- 0 - 5 years
- 6 - 10 years
- 6 - 10 years, 11-15 years
- 11-15 years
- 11-15 years, 15+ years
- Borough boundary



Deliverability

Opportunities and Constraints

A varied economy

The range of existing uses and pattern of landownership can enable a varied and characterful place to develop over time.

Fragmentation

The fragmentation of land ownership and diversity of interests across the study area will challenge the coordinated delivery of an integrated and coherent place over time.

	Opportunities	Constraints
Land ownership	<ul style="list-style-type: none"> - The patchwork of ownership can enable a mix of uses and development typologies to come forward over time. - Potential to fast track delivery as multiple outlets. 	<ul style="list-style-type: none"> - Fragmented land ownership to the east of the railway will challenge comprehensive redevelopment coming forward - Phasing of development and coordination of associated infrastructure is challenging due to multiplicity of land ownerships
Uses	<ul style="list-style-type: none"> - Established commercial activity in a central location within the wider area that could form the focus of a new centre - Strong demand for industrial floor space in the north of the borough - Established industries across the study area, with a strong interrelationship 	<ul style="list-style-type: none"> - Retention and integration of existing uses a challenge spatially and may limit sites coming forward



- Framework Vision
- Placemaking Opportunities
- Design Principles



Existing housing on Burn Farm Ride

Framework Vision

The proposed vision as per the regulation 19 draft states: “The comprehensive redevelopment of the Crews Hill Placemaking Area will create a distinctive and sustainable new neighbourhood in North London, comprising of approximately 5,600 homes in total, together with a mix of other uses providing local services and facilities and benefiting from enhanced transport connectivity and access to green infrastructure.

Crews Hill will become an important place of arrival into the Borough’s rural transformation area, providing access to re-wilded 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.

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 with the area’s agricultural fabric, creating 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.”



The Cuffley Brook valley, looking east towards Whitewebbs

Placemaking Opportunities

Creating Place Across Scales

Development in Crews Hill will need to find a balance between delivering an amount of housing that can sustain a settlement of scale with supporting infrastructure, whilst not losing the existing positive qualities of the place.

The design approach set out here and the following spatial strategies are illustrative of how Crews Hill could be developed in the future

This includes existing character, green and blue assets, biodiversity, the potential for food growing and existing beneficial aspects of the local economy.

Crews Hill does feel distinct from the rest of Enfield and due to the scale of proposed development, a new identity will emerge. This distinctly 'Crews Hill character' must both respond to the unique context of the surroundings, as well as be appropriate for a new neighbourhood of the size and type proposed.

In order to achieve this, a mix of uses needed to support a successful place has been considered in four scales:

- A. The home and street
- B. The block
- C. The neighbourhood, and
- D. The city - considering Crews Hill's location within the wider regional context, including London.

General and specific principles for development for each scale are defined through placemaking principles and spatial moves:

What are the placemaking principles?

General principles for accomplishing the type of place defined in this document. These relate to the characteristics and principles set out in the National Design Guide.

For more detailed guidance on how these reflect to the National Design Guide, refer to matrix in appendix.

What are the spatial moves?

Specific spatial moves needed to accomplish the desired outcome, such as number of homes that are required to be delivered in order to support facilities etc.

What is the status of these principles?

The Local Plan, any accompanying guidance and subsequent planning applications across the placemaking area will need to demonstrate how a comprehensive and coordinated approach will be delivered.

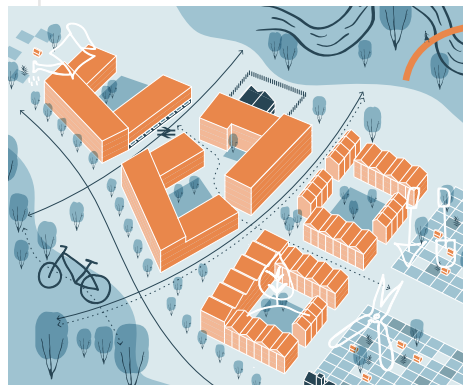
A. The Home and Street



B. The Block



C. The Neighbourhood



D. The City



Placemaking Opportunities

A. The Home and Street

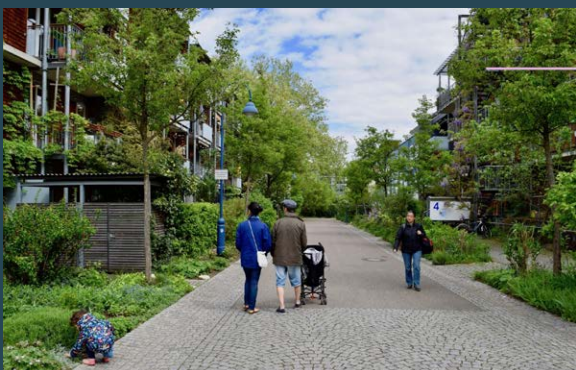
Residents of Crews Hill will live in homes that support wellbeing and enjoy streets that foster community.

What Are the Placemaking Principles?

A.1. Ensure Safe, Quiet and Healthy Residential Streets

**Relevant precedent:
Vauban, Freiburg, Germany**

- A mixed-use district of approximately 5,100 residents living in some 2,000 dwelling units
- Pedestrian and bicycle paths form a highly-connected, efficient, green transportation network with every home within walking distance of a light rail stop, and all schools, businesses, and shopping centres located within walking distance
- Residents who own vehicles park in a community car park on the edge of the district.



A.2. Offer Quality, Comfortable, Diverse Housing

**Relevant precedent:
Edgware Evolution, London**

- Outer London housing-led regeneration scheme
- A variety of block typologies that incorporate a high proportion of larger homes
- Block typologies maximise dual aspect home and homes with front doors on streets
- A compact typology with clearly defined streets and spaces
- Accommodation of appropriate levels of parking for outer London whilst prioritising streets for pedestrians and cyclists



What Are the Spatial Moves?

1. Each street should provide a mix of dwelling sizes including larger homes
2. Building typologies must be able to provide good quality larger homes, including stacked maisonettes, apartments with large roof terraces and terraced housing
3. All street typologies must incorporate street trees and SuDS
4. All homes must have convenient access to cycle parking and car clubs

5. Building typologies should optimise the external envelope of buildings to ensure energy efficiency
6. Streets between key green spaces and social infrastructure will provide dedicated cycle infrastructure



Placemaking Opportunities

B. The Block

Neighbourhood blocks in Crews Hill will embed sustainable movement patterns and provide amenities to support healthy lifestyles.

What Are the Placemaking Principles?

B.1. Easy Access to Sustainable Transport Options

Relevant precedent: Barton Farm, Oxford

- Large urban extension incorporating physical constraints such as watercourses and woodland
- Served by new bus routes through the heart of the scheme
- New network of active travel infrastructure overcoming major physical barriers



B.2. A Compact Urban Form That Supports a Sustainable, Low Carbon Lifestyle

Relevant precedent: Marmalade Lane, Cambridge

- Co-housing community
- Twenty-one houses and twenty-one apartments are provided in seven different basic dwelling types, including 3- and 4-bedroom terraced houses and two-double-bedroom apartments
- All homes have private gardens or balconies
- Private back gardens face onto an enclosed courtyard free of vehicular traffic
- Residents have access to car parking, car club and ample secure cycle parking
- Located next to a stop on the Cambridgeshire Guided Busway and close to a nexus of important cycle ways.



What Are the Spatial Moves?

1. All homes must be within 400m of a bus stop
2. All homes will be within 400m of a public green space
3. New green spaces will be easily accessible for existing residents in surrounding settlements, including Gordon Hill
4. Housing densities to support local parades with a minimum of 1,500 people living within a 400m catchment
5. Cycle routes will provide links to Cuffley Brook, Turkey Brook and to Whitewebbs Wood



Placemaking Opportunities

C. The Neighbourhood

Distinctive Crews Hill neighbourhoods will be built on its existing special character and will cater for residents' everyday needs.

What Are the Placemaking Principles?

C.1. Local Amenities Within Walking Distance of All Homes

Relevant precedent: Petersham Nurseries, Richmond

- Garden centre offering a cafe, restaurant and event space
- Located at the edge of countryside, encouraging activity into the spaces around more urban centres
- Programmable space that can support a range of uses



C.2. Densities That Support a Diverse Offer of Local Services

Relevant precedent: Wapping Wharf, Bristol

- A neighbourhood that is now home to around 1,000 people and 45 independent shops, bars and eateries, which give the area its unique character and foster a strong sense of community
- The area has evolved over time to become a cultural and industrial hub, preceded by the opening of the nearby M Shed museum
- Wapping Wharf North on neighbouring sites will be developed in two phases and will include 245 homes of a range of sizes and tenures, including 20% affordable, with shared rooftop gardens and terraces.



What Are the Spatial Moves?

1. All homes will be within 800m of a local centre with local shops and employment opportunities
2. Housing density to support local centres with a minimum of 6,000 people living within a 400m catchment
3. All homes served by a new active travel network providing improved links into rural Enfield including through new connections to Whitewebbs and Enfield Chase
4. Direct active travel connections between new neighbourhoods and Crews Hill Station and

improved rail services will provide access to existing and new secondary schools to the south of Crews Hill

5. All homes will be within 800m of a primary school
6. New cycle routes and expanded bus networks will provide convenient access to Wren Academy
7. All homes will have access to spaces to grow food within 800m



Placemaking Opportunities

D. The City

Crews Hill will offer residents access to employment opportunities across London, whilst supporting increased numbers of visitors to rural Enfield.

What Are the Placemaking Principles?

D.1. Benefits of Improved Public Transport Network

Relevant precedent:
Harold Wood Station, Havering

- Recent station environment upgrades improved access to integrate rail stations with their surrounding neighbourhoods, increasing patronage of public transport
- Converting part of the station car park into a welcoming urban plaza that is attractive, well-lit and features seasonal planters, as well as additional secure space for cycle parking.



D.2. Regional Attraction of Uses and Access to the Countryside

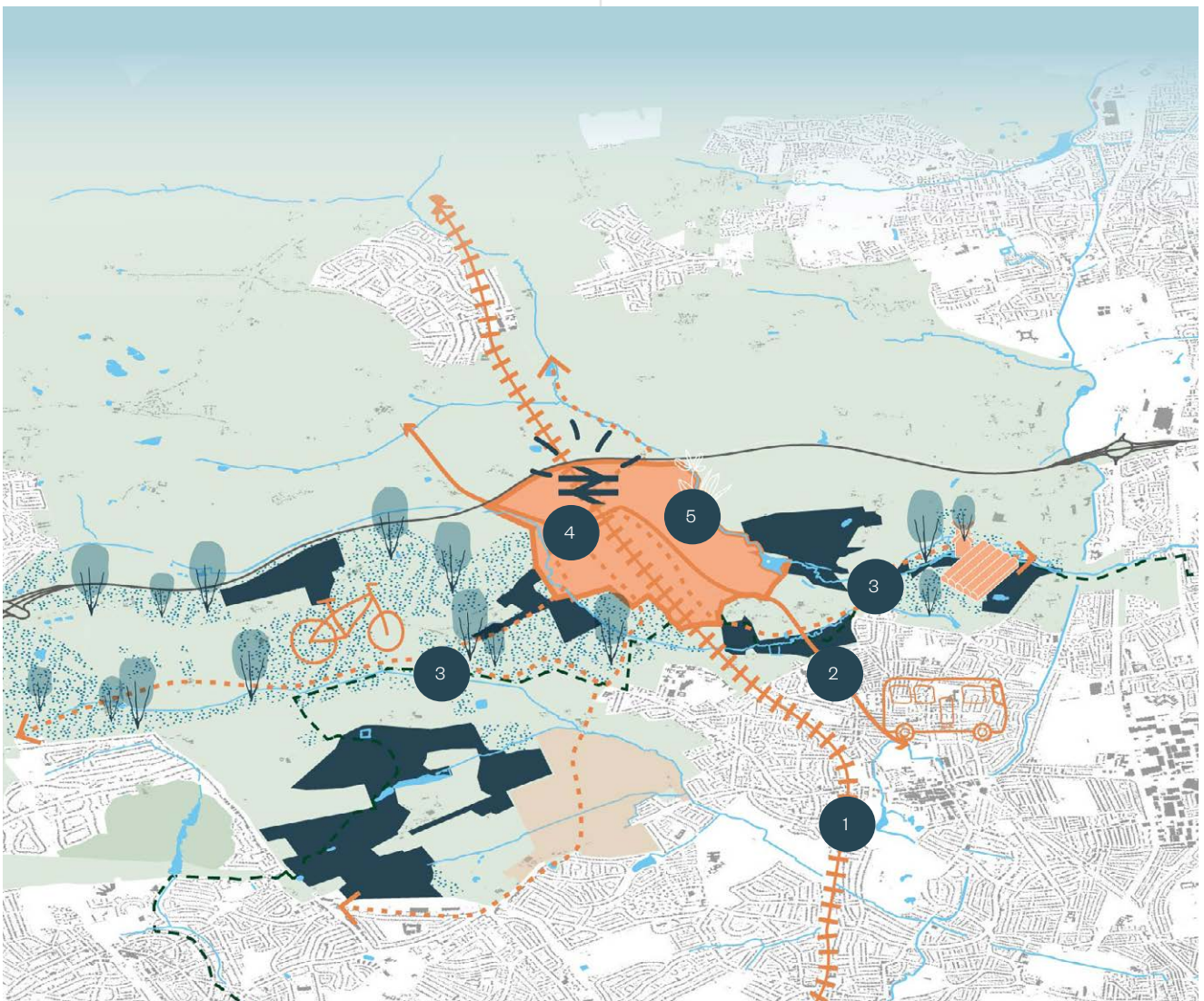
Relevant precedent:
Niobrara River Valley Preserve Visitors Center

- Social infrastructure that maintains a visitor economy and invites residents to explore the countryside
- The building serves as a gathering spot and educational hub for a vast conservation area featuring six different ecological zones
- The preserve is a working ranch, an educational laboratory and training grounds for rangeland management and controlled firefighting; recreationally it offers hiking, river sports and other outdoor activities



What Are the Spatial Moves?

1. Improved rail services from Crews Hill Station will provide residents access to jobs in north and central London, and beyond.
2. New bus services will provide all new homes with access to Enfield Town
3. A new network of cycle and pedestrian routes will give all homes access to spaces of leisure including Trent Park and Forty Hall
4. Cycle routes will integrate with improved station surrounds to become space of arrival into rural Enfield.
5. A visitor centre and some relocated garden centres will make Crews Hill a destination for communities from across north London.



Design Drivers

The design drivers build on the qualities of place already existing in Crews Hill - the landscape and natural features, followed by existing built environment and infrastructure.

The layering of these have informed the location and form of development areas and ways of integrating new development with the overall existing place and network.

1. Turkey and Cuffley Brooks are natural site boundaries with the sloping topography informing location and height of development



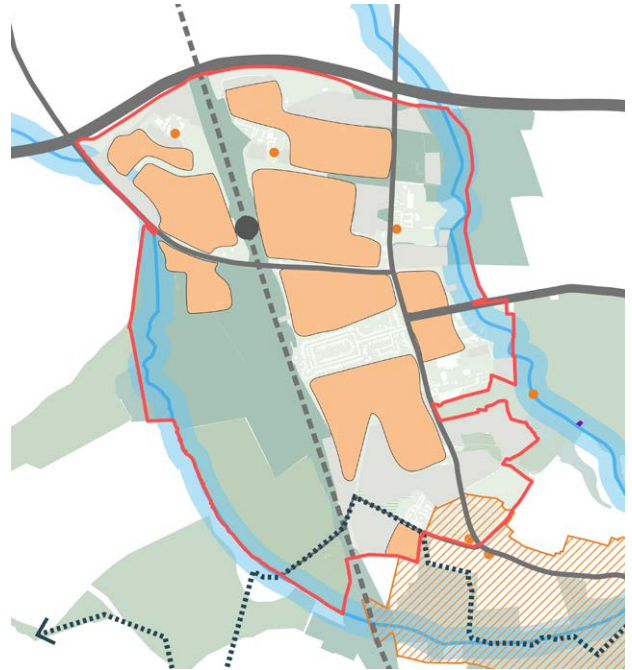
2. Existing green infrastructure further frames potential developable areas and is retained as valuable amenity space



3. The existing railway and road infrastructure offer access and the base of an improved road and active travel network



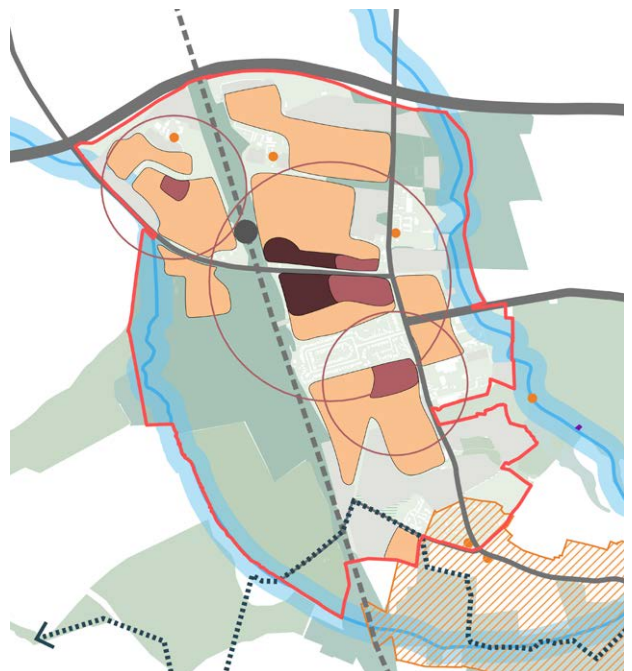
5. Developable area sensitively fits within existing constraints and amenities



4. Heritage provides opportunities to retain key elements of existing, special character



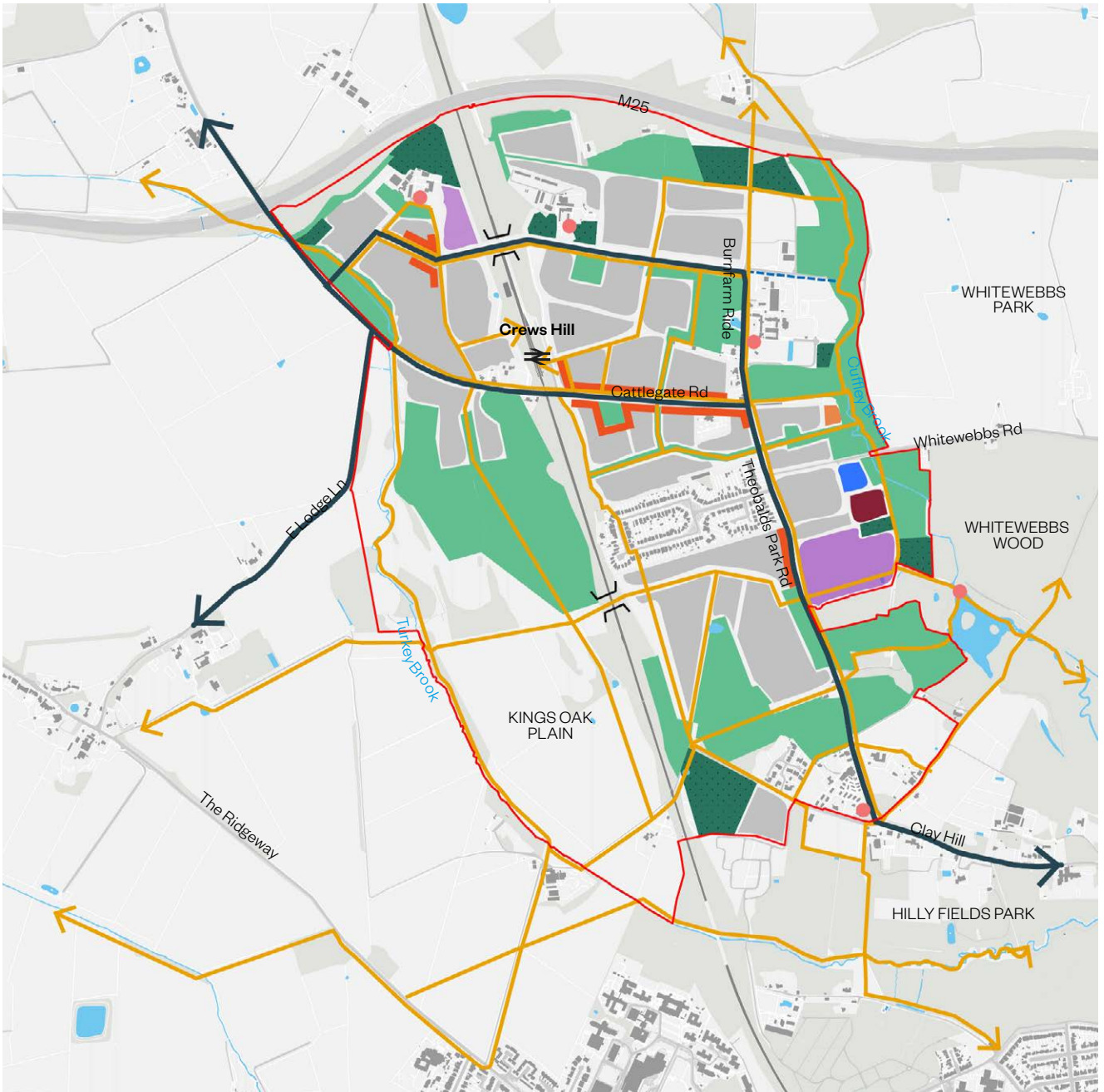
6. Higher density is accommodated along main routes and junctions, supporting local centres



Spatial Framework

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





Burn Farm Ride

04

Development Parameters

- A New Mix of Uses
- Placemaking Area
- Landscape Sensitivity
- Infrastructure Requirements
- Green Belt Release



Existing water courses on the site

Introduction

The Crews Hill Spatial Framework has been informed by a number of important development parameters.

This process of defining these parameters is further explained in this chapter.

The development parameters include:

A mix of uses

Crews Hill is allocated for residential-led mixed use development to deliver a new sustainable settlement centred around the underutilised Crews Hill train station. The level of growth at Crews Hill must be of a significant scale in order to create the critical mass of new homes to support a range of local facilities and infrastructure.

Moreover release of green belt must be justified through demonstrably meeting Enfield housing need both quantitatively and through the provision of larger homes and affordable housing. The consideration of housing density and housing mix is elaborated on pages 60-61. Alongside this new housing a range of other uses are required to support residents everyday needs and create a strong community and sense of place.

Landscape sensitivity

Finding the appropriate balance between the benefits of new development and potential harm has been informed by a robust assessment of the existing landscape. The assessment set out on pages 68-69 provides the framework that has informed type and location of new development.

Placemaking Area

The scale of opportunity for sustainable development at Crews Hill is largely determined by the extent to which public transport provision can support the delivery of well connected new neighbourhoods. The broad configuration of this infrastructure is key in defining an appropriate balance between release of greenbelt, development potential and sense of place, and these factors are used to inform an appropriate placemaking area at Crews Hill.

A number of options for the placemaking area and key supporting infrastructure have been assessed and further explained on pages 70-73. The result is the final placemaking area boundary shown on the opposite page.

Supporting Infrastructure

Understanding the requirements for education, transport, green space, community and health facilities and how they can be delivered through phasing is further explained on pages 74-75.

Green Belt release

LBE have undertaken a study to assess all Green Belt land and MOL within the borough to assess the potential harm to the designations if any land were to be de-designated through the Local Plan process.

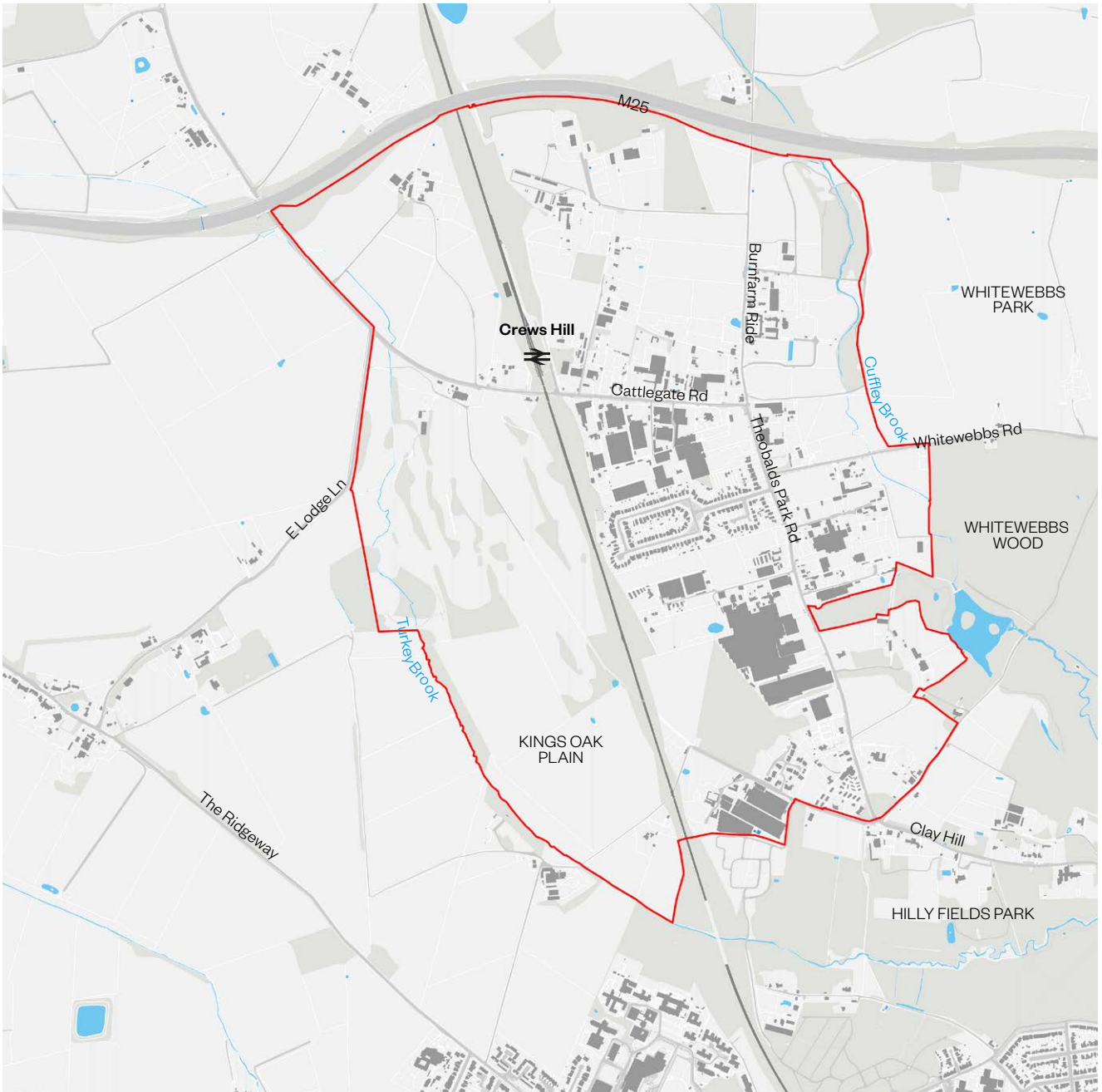
This study has informed the extent of developable land within the placemaking area. The placemaking area includes land that is not appropriate to de-designate as these spaces can play an important role through the provision of green infrastructure and new active travel connections that will create a rich and sustainable place at Crews Hill. The rationale for these designations and design decisions is explained further on page 76-77.

04 Development Parameters

The Placemaking Area boundary is a result of a thorough assessment process that builds on the Green Belt Assessment (LUC, 2023), Landscape Sensitivity Assessment (Tyler Grange, 2023) and Exceptional Circumstances assessments (LBE, 2023).

Key

- Existing built fabric
- Placemaking area boundary



A New Mix of Uses

Urban Housing Typologies

A range of building typologies have been used to establish capacity and housing mix. These typologies are tailored to the key requirements of creating a sustainable, characterful place whilst also delivering larger homes.

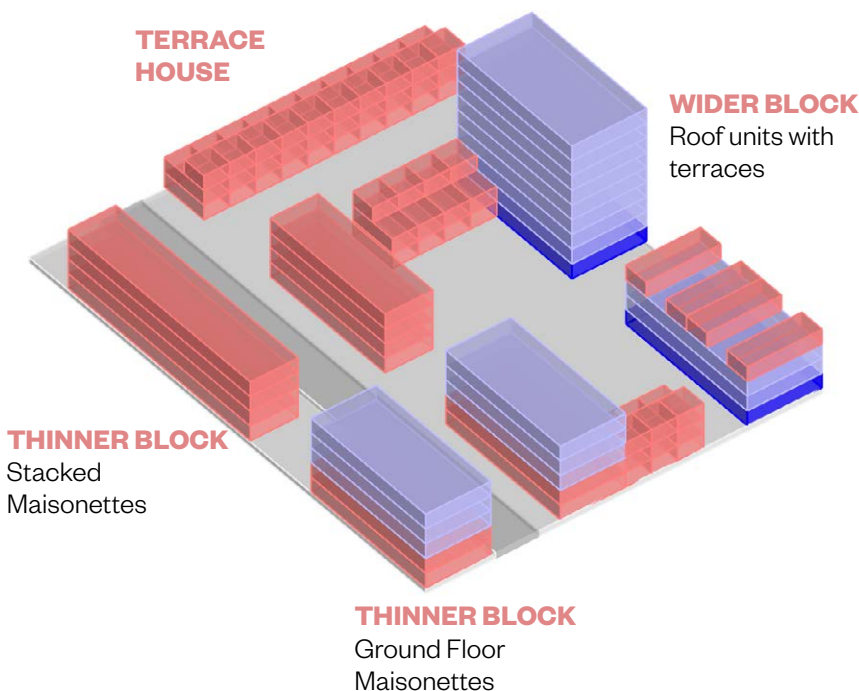
Density and housing mix

The accommodation of larger homes has been driven by typological constraints in delivering good quality homes.

The diagram opposite illustrates how larger homes can be incorporated into the range of densities used in the spatial framework.

Housing mix is related to density due to a number of factors:

- Larger homes are best suited to ground floors, and so increasing densities with the same constraints on building footprint reduces the proportion of family homes.
- Family homes should have more generous private amenity space in the form of private gardens and roof terraces, and opportunities for these reduce at higher densities.
- As densities increase buildings plans generally become deeper, reducing the number of dual-aspect homes and requiring more 1 and 2 bed homes to make blocks work efficiently.
- Providing a greater proportion of family homes requires more internal floor area, which increases building heights relative to the number of units.



Larger homes shown in red can be accommodated within a range of building typologies

Residential Benchmarks

Low Density



St Chads, Tilbury, Essex
Bell Phillips Architects

Density 40dph
Parking Ratio 1.44
Housing Mix 44%2b 49%3b
7%4b



Horsted Park (Phase 2), Kent
Proctor & Matthews

Density 46dph
Parking Ratio 1.32
Housing Mix 8%1b 40%2b
18%3b 10%4b 24%care units



Abode Phase 2, Cambridge
Proctor & Matthews

Density 49dph
Parking Ratio 1.6
Housing Mix 4%1b 48%2b
16%3b 21%4b 11%5b

Residential Benchmarks

Medium Density



Edgware Evolution Maccreeor Lavington

Net Density 66dph
Parking Ratio 1.02
Housing Mix 20%1b 24%2b
24%3b 32%4b

Woodside Square, Haringey Pollard Thomas Edwards

Density 73dph
Parking Ratio 0.83
Housing Mix 24%1b 43%2b
25%3b 8%4b

Knights Park, Eddington, Cambridge Maccreeor Lavington

Density 93dph
Parking Ratio 1.34
Housing Mix 27%1b 34%2b
19%3b 20%4b

Residential Benchmarks

High Density



The Echoes, Thurrock
Bell Phillips Architects

Density 136dph
Parking Ratio 1.04
Housing Mix 25%1b 62%2b
13%3b



Claredale Street, Tower Hamlets
Karakusevic Carson Architects

Density 135dph
Parking Ratio Car free
Housing Mix 32%1b 33%2b
10%3b 5%4b



Bacton Estate, Camden
Karakusevic Carson Architects

Density 155dph
Parking Ratio N/A
Housing Mix 27%1b 42%2b
25%3b 3%4b 2%5b 1%5b

Mixed Use Benchmarks

Medium Density



Chobham Manor, Phase 1
Various

Density 100dph
Parking Ratio N/A
Housing Mix 10%1b 13%2b
56%3b 16%4b 4%5b



Kidderpore Green, Hampstead Heath
Allies and Morrison

Density 106dph
Parking Ratio N/A
Housing Mix N/A



Redwood Park, Southwark
Proctor & Matthews

Density 110dph
Parking Ratio 0.63
Housing Mix 40%1b 50%2b
5%3b 5%4b

Mixed Use Benchmarks

High Density



Silchester Estate, London
Haworth Tompkins

Density 122dph
Parking Ratio 0.22
Housing Mix 39%1b 30%2b
20%3b 11%4b



Pegasus Court, Grahame Park
Peter Barber

Density 160dph
Parking Ratio 0.22
Housing Mix 43%1b 35%2b
22%3b



Branch Place, Colville Estate
Karakusevic Carson Architects

Density 177dph 1.53ha
Parking Ratio Car free
Housing Mix 31%1b 39%2b
26%3b 4%4b

A New Mix of Uses

Precedent Housing Typologies

Low density residential @ approx. 50 dph

1B	2B	3B+
5%	20%	75%



Example:
Abode Phase 2, Cambridge
Proctor & Matthews

Density 49dph
Parking Ratio 1.6

Medium density residential @ approx. 75 dph

1B	2B	3B+
10%	30%	60%



Example:
Edgware Evolution
Maccreeanor Lavington

Net Density 66dph
Parking Ratio 1.02

High density residential @ approx. 125 dph

1B	2B	3B+
30%	40%	30%



Example:
The Echoes, Thurrock
Bell Phillips Architects

Density 136dph
Parking Ratio 1.04

Medium density mixed use @ approx. 100 dph

1B	2B	3B+
20%	40%	40%



Example:
Redwood Park, Southwark
Proctor & Matthews

Density 110dph
Parking Ratio 0.63

High density mixed use @ approx. 150 dph

1B	2B	3B+
40%	30%	30%



Example:
Pegasus Court, Grahame Park
Peter Barber

Density 160dph
Parking Ratio 0.22



Existing housing on Theobalds Park Road

Landscape Sensitivity

Impact of Development

Landscape sensitivity varies across the site, with areas along Cattlegate Road being the least sensitive.

As such, landscape and visual susceptibility and value assessment criteria have been determined, with indicators describing their upper and lower thresholds specific to the Borough.

Summary of findings for units with a High / Medium landscape sensitivity to proposed development typologies

Crews Hill: Unit EC3

Elements that contribute to the overall high / medium sensitivity of the Unit include the hedgerows and trees that contribute to its character, the PProW that crosses the Unit and its role in local views from The Ridgeway. Other elements of note include its location within the Area of Special Character, designation as a SINC and the connectivity the Units Green Infrastructure provides.

Crews Hill: Unit EC4

Sensitive features within the Unit include the open views from the south and southwest, the network of hedgerows with their associated time depth in addition to the contribution the Unit makes to the experience of users of the PProW. Furthermore the Unit is located within the Area of Special Character and an area of woodland is designated a SINC. The Unit forms part of the Landscape Recovery project.

Crews Hill: Unit EC11

The features that contribute to the Unit's medium sensitivity include the field boundaries with notable time depth, the presence of the Clay Hill Conservation Area within the south of the Unit and Ancient Woodland. Furthermore the Unit lies partially with the Area of Special Character and contributes to the experience of user of the PProW. However, in contrast the areas currently occupied by commercial premises are considered to be of low sensitivity.

Implications for development

Unit EC1 - Predominantly lower density development with higher density along main route to support local centre

Unit EC2 - Unit outside of Placemaking Area

Unit EC3 - Lower density development within areas of lower biodiversity value with retention of woodland

Unit EC4 - No development within the unit

Unit EC5 - No development within the unit

Unit EC6 - Lower density development along main route

Unit EC7 - No new development within the unit

Unit EC8 - Unit outside of Placemaking Area

Unit EC9 - Low sensitivity allows for higher density development along main route

Landscape Unit	Landscape Susceptibility	Visual Susceptibility	Landscape and Visual Value	Sensitivity Assessment
Crews Hill Unit EC1	Medium	Medium / low	Medium	Medium
Crews Hill Unit EC2	Medium	Medium	Medium	Medium
Crews Hill Unit EC3	Medium	High / medium	High / medium	High / medium
Crews Hill Unit EC4	Medium	High / medium	High / medium	High / medium
Crews Hill Unit EC5	Medium	Medium	High / medium	Medium
Crews Hill Unit EC6	Medium / low	Medium	High / medium	Medium
Crews Hill Unit EC7	Medium	Medium	Medium	Medium
Crews Hill Unit EC8	Medium	Medium	Medium	Medium
Crews Hill Unit EC9	Low	Medium / low	Medium / low	Low
Crews Hill Unit EC10	Medium / low	Medium	High / medium	Medium
Crews Hill Unit EC11	High / medium	Medium	High / medium	High / medium

Landscape sensitivity summary table (Tyler Grange, 2023)

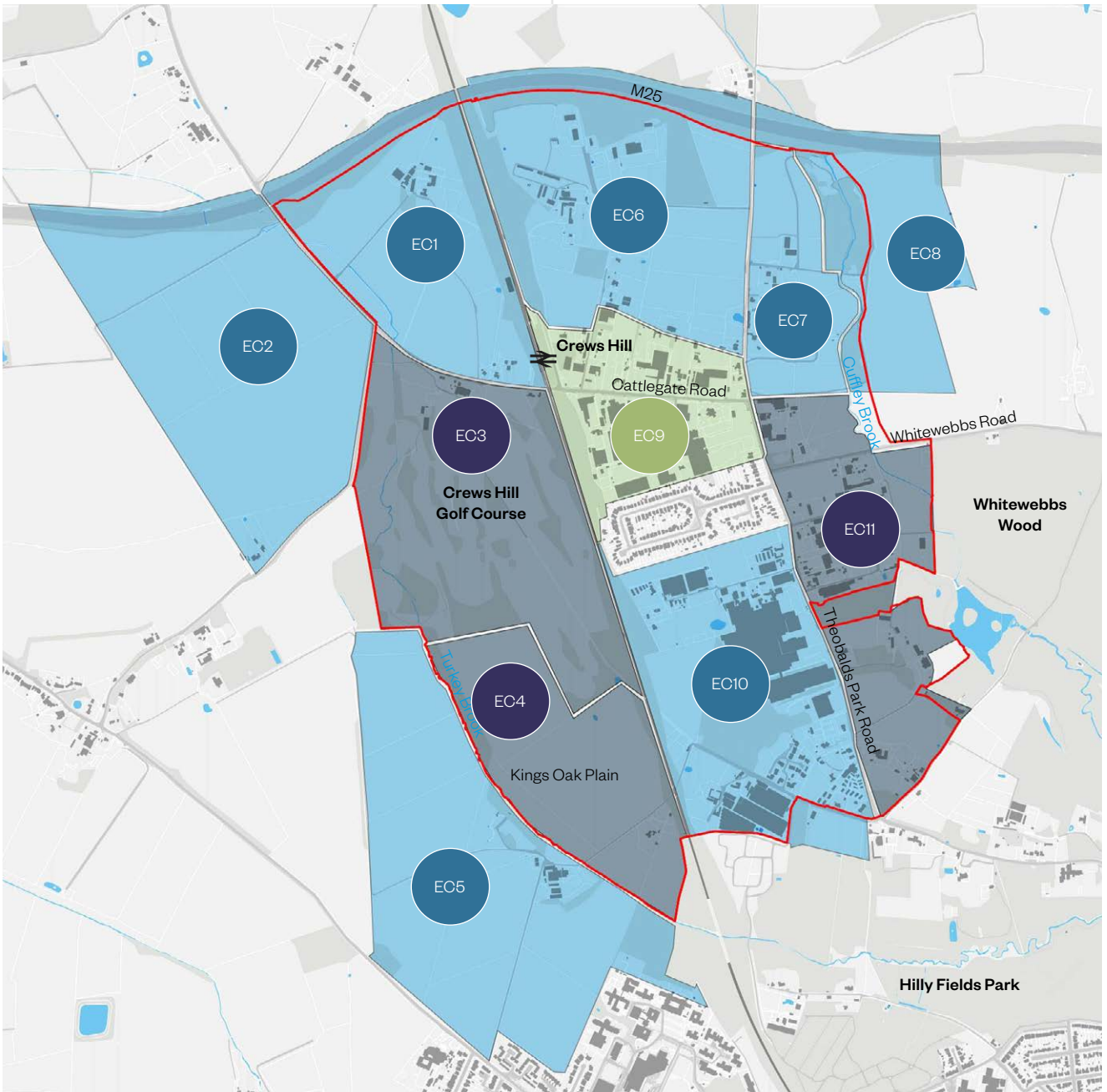
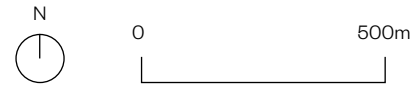
04 Development Parameters

Unit EC10 - Higher density development along main route, in vicinity of existing settlement, with lower density development set back from Conservation Area

Unit EC11 - Lower density development set back from Cuffley Brook.

Key

- Low sensitivity
- Medium / low sensitivity
- Medium sensitivity
- High / medium sensitivity
- Placemaking Area boundary



Placemaking Area

Site Boundary Testing - Option A

A placemaking boundary defined by the brooks.

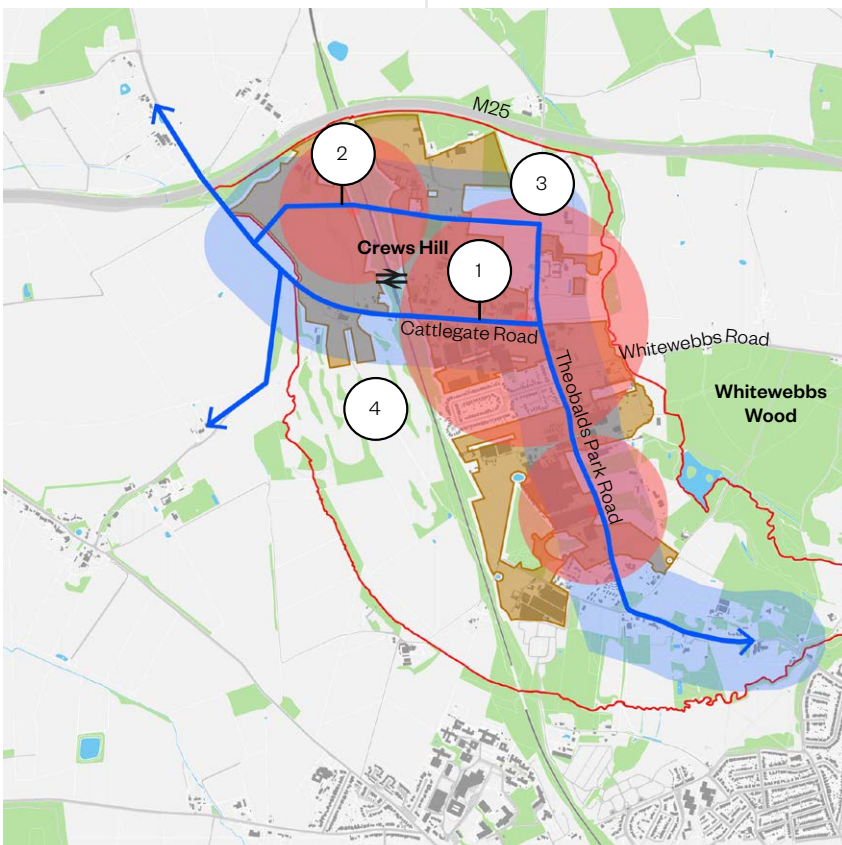
A tighter placemaking area was tested to determine the balance of place, movement and landscape characteristics that will inform the planning balance associated with green belt release to enable this scale of growth.

This option was considered to be stronger in balancing these priorities and was progressed as the preferred option. Moreover, high level financial viability appraisals of the two options demonstrated they have a similar viability position.

Approximate number of homes accommodated:
4,800-5,500

Key spatial features (see map):

1. New mixed-use local centre placed along Cattlegate Road building on existing residential and employment uses
2. New link / potential new bus route
3. No development on the Glasgow Stud SINC site
4. No development on the Crews Hill Golf Course SINC site



Key

- New public transport route
- Public transport catchment area
- Catchments of proposed new centres
- Developable areas
- Placemaking Area boundary - Option A



Placemaking Area

Site Boundary Testing - Option A

SWOT Analysis

	Place	Movement	Landscape
Strengths	<ul style="list-style-type: none"> - Definition to settlement form as 'a place on the hill' - Higher density housing focussed on flatter ground to the east of the railway - Catchment of local centre optimised with low proportion of undevelopable land 	<ul style="list-style-type: none"> - Densities design-led, but in keeping with TfL guidance on density ranges generally suitable to PTAL levels (https://content.tfl.gov.uk/connectivity-assessment-guide.pdf) 	<ul style="list-style-type: none"> - Boundaries defined by M25 and watercourses / ancient woodland which should be durable over the long term - Development limited to areas of lowest harm as indicated by the landscape sensitivity assessment
Weaknesses	<ul style="list-style-type: none"> - Capacity estimates some way below 6,000 homes which may limit the potential to support appropriate infrastructure - Fragmented settlement form with Owls Hall Farm and Golf Course SINC as relatively isolated parcels 	<ul style="list-style-type: none"> - Catchment of local centre compromised by the lack of permeability through existing housing area and extent of undevelopable land 	<ul style="list-style-type: none"> - Enhancement of existing boundaries to make them more durable may impact on quantum of development - Some areas of high harm to the greenbelt are released
Opportunities	<ul style="list-style-type: none"> - Potential to create a very strong place of arrival into landscapes to the west - Location and scale of local centre could create strong high street form with dense network of streets and sustain local services 	<ul style="list-style-type: none"> - Potential PTAL uplift from areas of 1a-1b to 2-3, following increased train frequency, and provision of new and extended bus routes 	<ul style="list-style-type: none"> - Enhanced boundary structure presents opportunities for improved GI connectivity
Constraints	<ul style="list-style-type: none"> - Majority of housing delivery on more complex sites with fragmented land ownership - Position of smaller centre to the north compromised by railway and SINC - Local centre along Cattlegate Road will need to resolve hostile nature of the street due to traffic 	<ul style="list-style-type: none"> - East-west road connections limited to northern extent of the site with new bridge connection 	

Placemaking Area

Site Boundary Testing - Option B

A placemaking boundary defined by the hills.

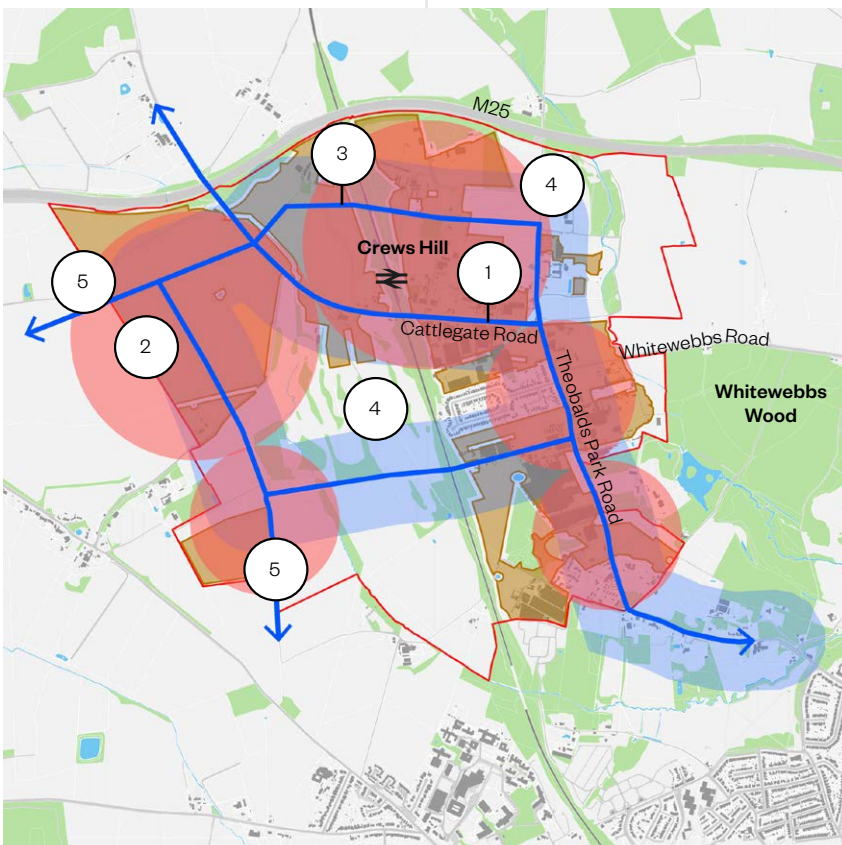
A wider placemaking area has been tested to determine the balance of place, movement and landscape characteristics that will inform the planning balance associated with green belt release to enable this scale of growth.

This option was considered to be significantly weaker in placemaking, sustainability and landscape terms and was not progressed as the preferred option.

Approximate number of homes accommodated:
7,500-8,000

Key spatial features (see map):

1. New local centre placed north of Crews Hill station allowing for a larger number of homes to be delivered within the plan period; challenging east-west connectivity due to rail line and topography
2. New local centre placed west of Turkey Brook
3. New link / potential new bus route
4. No development of golf course and Glasgow Stud SINC sites
5. New strategic access road providing north-south/east-west connectivity.



Key

- New public transport route
- Public transport catchment area
- Catchments of proposed new centres
- Developable Areas
- Placemaking Area boundary - Option B



Placemaking Area

Site Boundary Testing - Option B

SWOT Analysis

	Place	Movement	Landscape
Strengths	<ul style="list-style-type: none"> - Capacity significantly higher than option A1 which can support more significant infrastructure and potentially create a more self sufficient place - Higher proportion of potential capacity can be delivered on sites with simple land ownership structure 	<ul style="list-style-type: none"> - Densities in keeping with TfL PTAL to density recommendations - Proposed densities and improvements to connectivity, and associated car parking levels, will be conducive to ambition of London Plan sustainable mode share. 	<ul style="list-style-type: none"> - Enables development of parcel to the west of Cattlegate Road with medium level of landscape sensitivity
Weaknesses	<ul style="list-style-type: none"> - Lack of clear definition to settlement form with weak relationship to natural landscapes to the west and isolated plots - Western local centre unlikely to support higher densities due to potential PTAL 	<ul style="list-style-type: none"> - East-west road connections limited to northern extent of the site - Additional road bridge to the south does not unlock significant additionality 	<ul style="list-style-type: none"> - Significant areas of high harm to the greenbelt are released and boundaries will require strengthening - Development beyond brooks will require bridges that have an ecological impact.
Opportunities	<ul style="list-style-type: none"> - Potential for the rail station to become a more urban and integrated place at the centre of a new local centre - Greater proportion of housing at lower densities creates opportunity to deliver proportionately more larger homes 	<ul style="list-style-type: none"> - Potential PTAL uplift from areas of 1a-1b to 2-3, following improved public transport options - More comprehensive bus network possible 	<ul style="list-style-type: none"> - Potential to incorporate areas of open space to the west in more sensitive areas to maintain openness and respect the wider Green Belt.
Constraints	<ul style="list-style-type: none"> - Although Owls Hall Farm will benefit from greater access to services densities will be limited by topography and visual impact so additionality may not be realised - Poorly integrated local centre due to severance caused by the railway 	<ul style="list-style-type: none"> - Catchment of western local centre will be limited by the steep topography - Catchments of local centres compromised by physical barriers and undevelopable areas 	<ul style="list-style-type: none"> - Local centre to the west will require a sensitive treatment of the western boundary which will impact on achievable densities

Supporting Infrastructure Requirements

Supporting infrastructure requirements have been developed through extensive stakeholder engagement and testing of design options.

The table below summarises the quantitative requirements. Phasing considerations have been defined relating to delivery within the plan period and beyond and the links between delivery of infrastructure and housing

	Requirement	Phasing Considerations	Source
Education	<ul style="list-style-type: none"> - 2 x 2 FE Primary Schools - Should be delivered on flatter ground 	<ul style="list-style-type: none"> - 1no Primary School to be delivered within the plan period. 	<ul style="list-style-type: none"> - LBE Education Stakeholder Engagement
	<ul style="list-style-type: none"> - 1 x 6 FE Secondary School - Off site provision funded by developer contributions could be appropriate in advance of on-site secondary school being delivered but must be enabled by improved transport connectivity at Crews Hill 	<ul style="list-style-type: none"> - Secondary school to be delivered beyond the plan period 	<ul style="list-style-type: none"> - LBE Education Stakeholder Engagement
Movement	<ul style="list-style-type: none"> - Improved bus serves to Enfield Town, Chase Farm Hospital, and local destinations within the Borough and in Hertfordshire - Bus routes and stops ensuring appropriate catchment of new residential areas (development within 400m of bus stop) - Improved rail frequencies from Crews Hill Station in Central London and Improvements to Crews Hill station, including a second entrance, widened staircases, and lifts - Road bridge connection at Owls Hall Farm - Road widening work on key local highways (Cattlegate Road, Theobalds Park Road, Burntfarm Ride, Whitewebbs Road, E Lodge Lane), provision of new junctions along Cattlegate Road and Theobalds Park Road for local 	<ul style="list-style-type: none"> - Extension to 456 bus to be delivered from earliest phase of development (initially with temporary turnaround provision). Increased frequencies and potential new bus routes phased based on buildout of development, road bridge connection at Owls Hall Farm, and improvements to E Lodge Lane, also in consultation with TfL and Hertfordshire buses. - Improvements to Crews Hill station with likely trigger of 2000-3000 homes (TBC) - Improvements to rail frequency beyond 4tph based on wider demand on Hertford Loop Line, and further discussion with Govia Thameslink Railway on timetable changes 	<ul style="list-style-type: none"> - Govia Thameslink Railway (GTR) - Network Rail - Transport for London - Hertfordshire County Council

	Requirement	Phasing Considerations		Source
Movement	<ul style="list-style-type: none"> - Access to the development, and upgrade to existing local junctions (assumed to be Northaw Road/ Cattlegate Road, Theobald's Road/ Whitewebbs Road, Cattlegate Road/ East Lodge Lane, and East Lodge Lane/The Ridgeway) - Improved walking and cycle routes enabling connections to wider destinations, including along Turkey Brook, Cuffley Brook, Strayfield Road, and various routes through Hilly Fields Park. Provision of lighting along key connections to Enfield Town. - Provision of new walking and cycling routes throughout the development, linked with wider Enfield network - Pedestrian and cycle bridge connection to the new park - Provision of adequate cycle and car parking throughout. 	<ul style="list-style-type: none"> - Provision of new crossings of railway based on buildout of development, along with associated access requirements and bus route provision - Provision of improved walking and cycle routes to wider destinations delivered from early phase of development. Provision of new walking and cycling routes throughout the development delivered with specific phase, but to be linked to wider network accordingly. 		
Green Space		Plan period only	Incl. Post-plan	<ul style="list-style-type: none"> - GLA Population Calculator - LBE Open Space Standards, LBE Parks and Open Spaces Strategy 2010-20
	Public Parks (Ha)	20.60 – 20.91	41.20 – 41.82	
	Childrens Play (Ha)	6.78 – 6.87	13.56 – 13.74	
	Play Pitches (Ha)	6.61 – 6.71	13.22 – 13.42	
	Natural Space (Ha)	8.48 – 8.60	16.96 – 17.20	
	Allotments (Ha)	5.68 – 5.76	11.36 – 11.52	
Community	<ul style="list-style-type: none"> - Community spaces required to meet lack of provision in the west of the borough - Flexible spaces should be provided 	<ul style="list-style-type: none"> - To be included within non-residential component of local centres. - Local centres should be provided early in phases within the plan period 		<ul style="list-style-type: none"> - LBE Environment and Communities
Health	<ul style="list-style-type: none"> - Primary health care provision will be required. (e.g. GP surgery and dental surgery) - Spaces for food growing should be provided to encourage healthy lifestyles 	<ul style="list-style-type: none"> - To be included within non-residential component of local centres. 		<ul style="list-style-type: none"> - LBE Public Health

Green Belt

Informing the Placemaking Area

Summary of Green Belt Assessment

LB Enfield commissioned Land Use Consultants to carry out a Green Belt Assessment as part of the evidence base for the local plan. This assessment considered the degree to which broad areas, sites and parts of sites contribute to the essential characteristics and purposes of Green Belt.

The lowest contributing Green Belt within the borough is either inappropriately developed Green Belt land where there is a distinct lack of openness, or particularly contained pockets of Green Belt associated with the inset urban area of Greater London and isolated from the wider open countryside.

Due to the inappropriate developments associated with the commercial and industrial estates adjacent to the inset urban area of Crews Hill the area is amongst the lowest contributing Green Belt in the borough.

Definition of the Placemaking Boundary

To the west the Green Belt Assessment has informed the placemaking area through limiting de-designation to Owls Hall Farm and the Golf Course sites. In these cases new strong Green Belt boundaries can be created through enhancing the vegetation along Cattlegate Road and Turkey Brook. In both cases the benefits associated with development in locations close to the existing rail station would make a significant contribution to the creation of a new sustainable settlement at Crews Hill.

Whilst the area to the south of Kings Oak Plain has similar spatial characteristics, its current use as part of the wider Climate Action Plan are beneficial uses that would not support its inclusion within the developable area.

Release of land to the north of Crews Hill Station and south of the M25 would, as part of wider release, have a relatively minor/negligible impact on the distinction of the adjacent Green Belt land due to the presence of strong boundary features -notably a railway line, the M25 and the tree lined Cuffley Brook. Due to its proximity to the station this land can make a strong contribution to a sustainable new community at Crews Hill Station.

To the west the release of land to the west of Cuffley Brook and to the north of the ancient woodland adjacent to Theobalds Park Road would be

considered as medium harm if combined with release of green belt to the west of Theobalds Park Road.

In conjunction with release of previously developed areas in the centre of Crews Hill land to the south of Strayfield Road and North of Cemetery would have a relatively minor/negligible impact on the distinction of the adjacent Green Belt Land due to the presence of strong boundary features. As such this land should be incorporated within the placemaking area due to the potential contribution to sustainable development.

Opportunities for Mitigation

To the west de-designation of Green Belt can be mitigated through the strengthening of the boundary through vegetation along Cattlegate Road. Moreover the sloping sites at Owls Hall Farm and the Golf Course can soften the silhouette of new development with new trees on streets oriented along the existing contours.

To the east planting along Cuffley Brook can be strengthened to mitigate release of parcels of Green Belt.

Similarly a strengthening of the boundary along the Cemetery to the south of Strayfield Road can mitigate release of Green Belt.

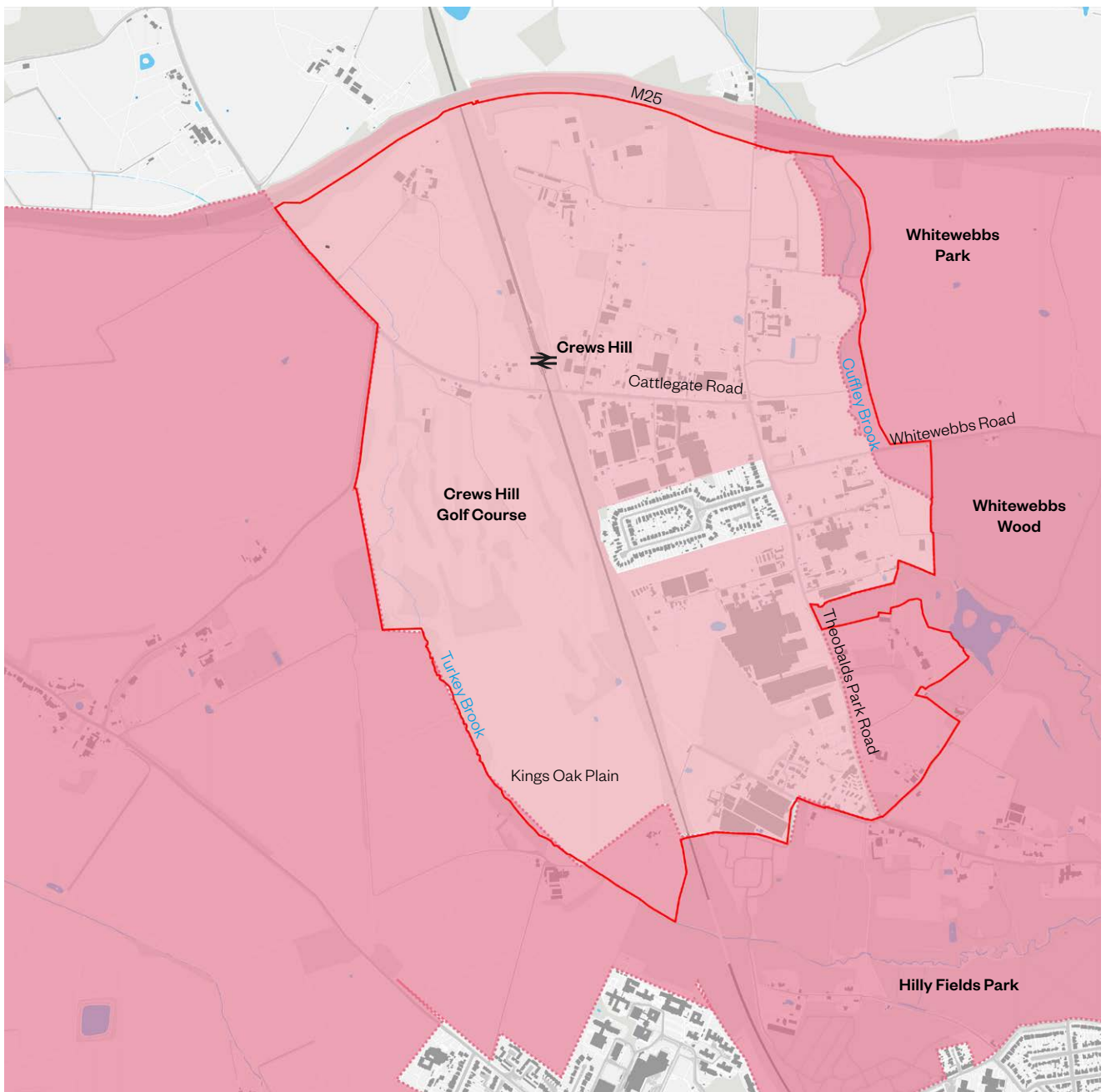
04 Development Parameters

Key

- Existing greenbelt
- Proposed greenbelt release
- Placemaking boundary



0 500m



- Green and Blue Infrastructure
- Movement
- Urban Form
- Land Use
- Heritage
- Phasing



Burn Farm Ride

Green and Blue Infrastructure

Key Principles

Crews Hill benefits from a wide range of existing green spaces with strong landscape qualities. However, their ecological value and connectivity can be improved.

The aim of the strategy is to expand the rural transformation project through connecting existing and newly created significant greenspaces within and surrounding the placemaking area. Enhanced green, blue and wildlife corridors can be created to offer spaces of leisure and recreation and supporting an active travel network in order to connect people with nature and the countryside.

The green and blue assets will become integrate Crews Hill with wider landscapes, building upon of the area's undulating topography.

Existing features, such as the hedgerows and linear wooded features that contain mature and semi-mature deciduous tree cover will be retained where possible. The site's character will also be heavily influenced through the protection and integration of mature trees which will be used to help the development successfully sit within the landscape.

The site's historic and existing use and character of a productive landscape, local food production and larger scale greenhouses and garden centres will be integrated and become an important part of retaining and building on the special character of the place.

The presence of Turkey and Cuffley Brooks provides further biodiversity value through the water features itself as well as the blue infrastructure and wildlife corridor function which will be enhanced through the creation of two linear valley parks.

The key design principles of the greenspace strategy are:

Protecting and enhancing greenspace

1. Protecting and enhancing existing large areas of greenspace, such as Crews Hill Golf Course, Whitewebbs Park and Wood and Hilly Fields Park
2. Connecting to areas of new woodland and Enfield

Chase and enhancing their role as leisure and recreation destinations

3. Connecting existing greenspaces with green corridors for improved biodiversity and ecological enhancement, through the introduction of new greenspaces, tree avenues and 'pocket' greenspaces.

Open space provision

4. Incorporating open space provision that is required by planning policy, taking into consideration both the Plan period (3500 homes up to 2039) and alternative total development (5,600 homes)
5. This includes public parks, children's play, play pitches, natural space and allotments that will be incorporated within existing greenspaces and within the new neighbourhood fabric.

Everyday greenspace

6. In order to support higher densities, high quality private, secure communal and public green spaces are essential
7. Greenspace to be considered at all scales, in particular the street and neighbourhood scale
8. Retention and enhancement of current smaller scale 'green' features and SuDS - flowering verges along roads, use of hedges for boundaries, green front gardens, street trees and trees in the public and private spheres.

Alignment with the active travel network

9. Connecting existing larger greenspace areas with high quality walking and cycling routes
10. Leisure routes to be a meaningful part of the greenspace strategy, supported by quality greenspace
11. Connecting to key destinations and routes, such as the London LOOP.

Tree cover

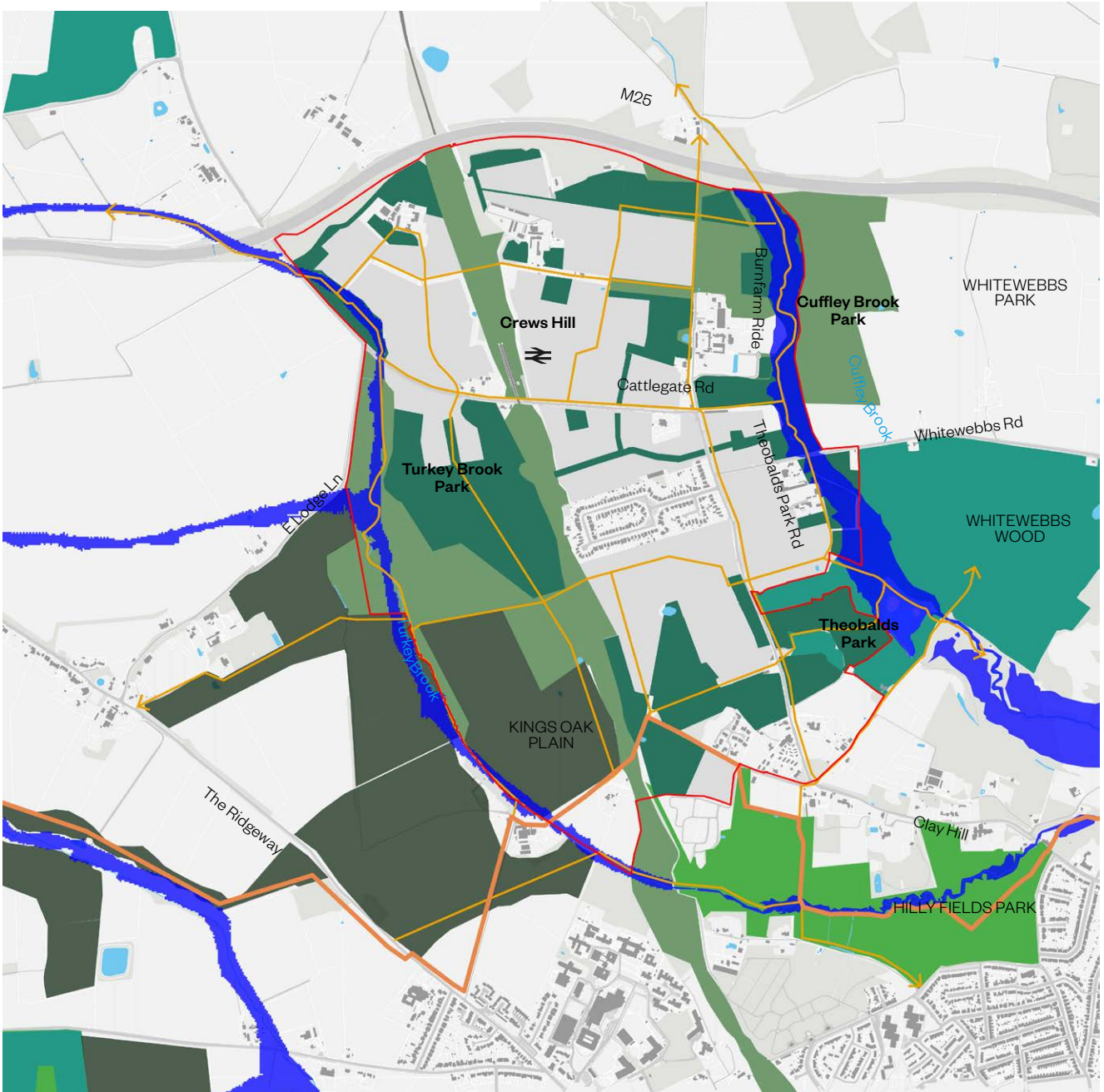
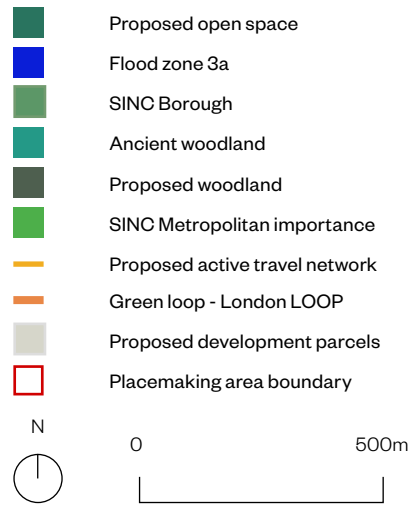
12. Preserving and enhancing existing tree cover wherever possible
13. Trees and greening to be an essential part of the character of all neighbourhoods
14. Using trees and greenspace as a tool for creating a functional street hierarchy.

Biodiversity Net Gain / Other

15. Increasing the biodiversity and landscape value of brownfield sites
16. Proposals for woodland creation and nature restoration in the wider area align with the need for biodiversity increase as well as carbon sequestration.

Existing significant greenspaces inform the proposed illustrative green and blue infrastructure strategy.

Key



Green and Blue Infrastructure

Key Structural Landscape Elements

Residents and visitors to Crews Hill will benefit from an existing and enhanced natural environment that will continue to greatly contribute to the area's character and significance.

The green infrastructure strategy proposes to provide a multi-functional purpose that will encompass the following elements:

Valley Parks

Major new parks are proposed along the brooks. These spaces create a number of benefits:

- Movement corridors linking into the London Loop/ Green Loop
- Spaces of ecological enhancement at the interface between riparian habitats, grasslands and woodland.
- Supporting active uses that encourage residents of Crews Hill to access the countryside that surrounds new neighbourhoods

Enhancing SINC

The site incorporates two large SINC in the Golf Course SINC and Glasgow Stud SINC. Enhancement of these spaces are critical to supporting new communities with green spaces that are integrated with new neighbourhoods and become fundamental to the character of Crews Hill.

These two SINC form large parts of two new parks along each of the brooks, Turkey Brook Park and Cuffley Brook Park.

Ecological Enhancement

New natural spaces, allotments and sports pitches along the north of the site serve the dual purpose of linking existing areas of priority habitat and increasing the buffer along the M25.

The dimensions of open spaces along the Brooks support a range of functions including river restoration, new public activities and ecological improvements.

A new park is created at Theobalds Park around the buffers that surround the areas of ancient woodland at Whitewebbs Wood. Some of these areas, including the ancient woodland, will become natural spaces with lower levels of public access to protect the sensitive ecosystems, whereas areas further from the existing woodland can support higher levels of public activity.

Defensible Boundaries

The green belt boundaries along Turkey Brook and Cuffley Brook are consolidated through new open spaces with enhanced vegetation to ensure they are enduring, defensible boundaries.

Linear greenspaces

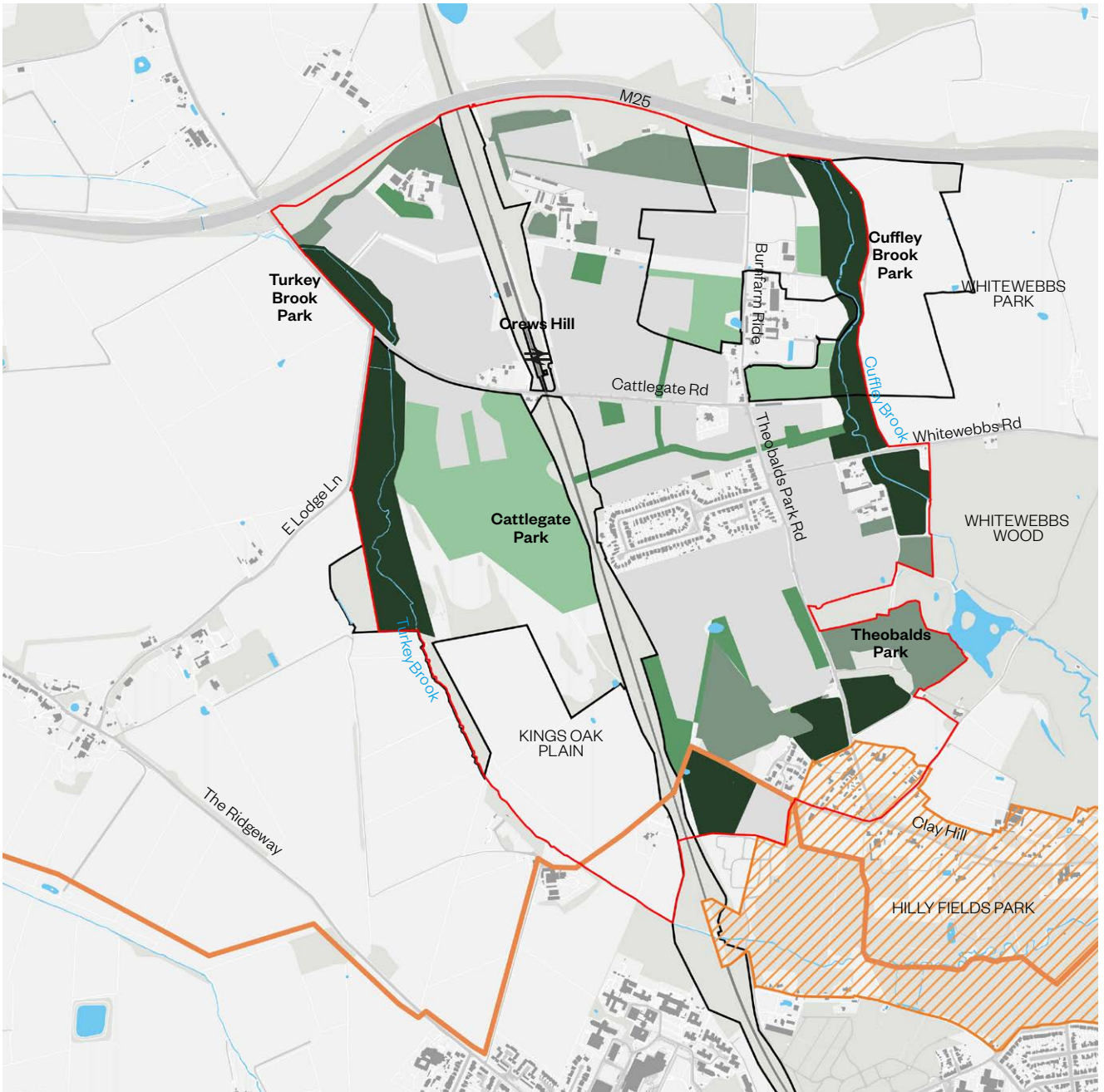
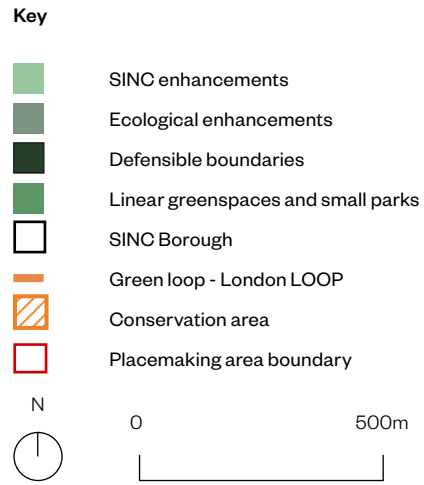
New green spaces are located in areas that stitch existing ecologies together, notably the SINC along the railway and the brook valleys.

These linkages also serve to support the active travel network, creating green spaces that are part of the everyday experience of living in, working in or visiting Crews Hill.

Existing public rights of way (PROWs) such as through the Golf Course are extended to link into wider leisure routes, therefore making Crews Hill a gateway into rural Enfield.

In the nature depleted areas to the north and south of Cattlegate Road, new linear green spaces are proposed along existing watercourses and linking existing areas of greenspace. A new park is located to the south of Cattlegate Road to provide a space for town centre frontages that are protected from the busy nature of Cattlegate Road.

The illustrative green infrastructure network will enhance defensible boundaries along the Brooks and create a strong distinction between the existing urban area of Enfield and the new settlement.



Green and Blue Infrastructure

Open Space Provision

In order to support new communities at Crews Hill, a significant quantum of open space are required in order to ensure appropriate amounts of recreation and amenity space available to new residents.

Public parks

Significant new public parks are required. These can be delivered in phases and are primarily located within the valleys of the brooks. As such they draw activity into the space where settlement meets the open countryside, enhancing Crews Hill's amenity and landscape offer.

Children's play

Play space has been incorporated within public parks and will also be delivered through doorstep play, play streets and smaller open spaces within the development parcels.

Play pitches

Pitches are organised throughout the different neighbourhoods in order to equally serve their residents. They are delivered within the areas designated as SINC's in parts they are not covered by priority habitats.

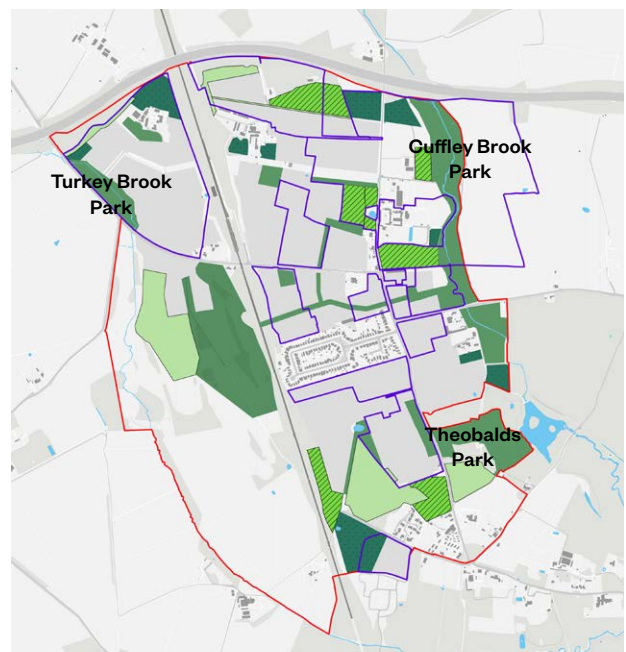
Natural space

Existing greenspace will benefit from re-wilding. The expanded area around the existing ancient woodland is also protected as natural space.

Allotments

Allotments are organised throughout the different neighbourhoods in order to equally serve their residents. They also play a role in linking other types of green infrastructure to enhance a network of ecological corridors.

Requirement (Ha)	Plan Period (Ha)	Post Plan Period (Ha)
Public Parks	20.60 – 20.91	36.00 – 36.54
Children's Play	6.78 – 6.87	11.85 – 12.03
Play Pitches	6.61 – 6.71	11.56 – 11.73
Natural Space	8.48 – 8.60	14.82 – 15.04
Allotments	5.68 – 5.76	9.93 – 10.07



Open space provision within the Plan Period

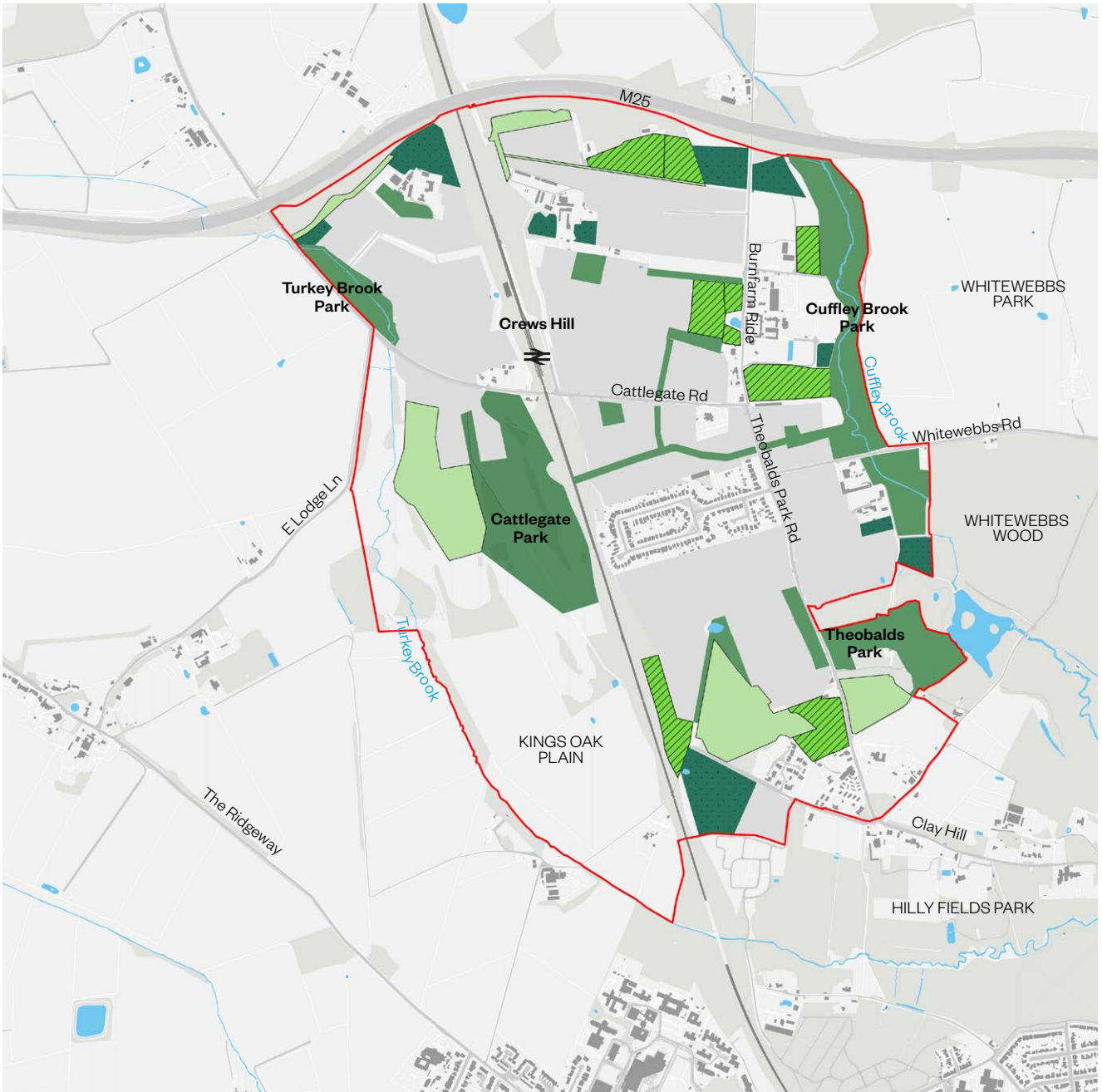
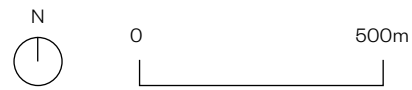
Key

- Public park
- Play pitches
- Natural space
- Allotments
- Proposed development parcels
- Land submitted through Call for Sites and considered 'available' for development
- Placemaking area boundary

Provision of required open space is accommodated throughout the Placemaking Area through the illustrative green infrastructure strategy.

Key

- Public park
- Play pitches
- Natural space
- Allotments
- Proposed development parcels
- Placemaking area boundary



Green and Blue Infrastructure Biodiversity

As a place with a varied topography, water courses and large areas of woodland, Crews Hill has a number of key opportunities to improve biodiversity.

However, a lack of connectivity between these green and blue spaces and the encroachment of some built fabric limits the existing ecological value of these spaces.

The key structuring principles of achieving biodiversity net gain are:

Enhancing a loop around Crews Hill

1. New natural spaces along the M25 expand parcels of deciduous woodland and integrate with new allotments and sports pitches
2. New parks along Cuffley and Turkey Brooks include protections against impacts on watercourses and riparian zones; these spaces are proposed to, at a minimum, follow the extent of the functional flood plain and enable the renaturalisation of these water courses. Opportunities to create a wild swimming lakes should also be explored.
3. More active parts of the valley parks that include sports facilities are stepped back from the river to protect ecological value of the water courses.

Connecting green space

4. New green links follow existing ditches flowing into Cuffley Brook and connect the SINC along the railway to watercourses
5. A new park between existing areas of woodland habitat at Whitewebbs Wood consolidate existing protected habitats and create a new space for public access to the brook
6. A new public park at Crews Hill Golf Course will expand existing areas of priority habitat within the site.
7. New green links aligned to overland flow routes become blue-green corridors delivering site scale SuDS functions








Case study



Green infrastructure as an integral part of a new neighbourhood - Boulogne-Billancourt, Paris

Opportunity for biodiversity enhancements are found throughout the Placemaking Area.

Key

-  Enhanced buffer to M25
-  New valley parks along existing brooks
-  Retained and enhanced SINC along railway
-  Green links
-  Proposed development parcels
-  Proposed/enhanced open space
-  Placemaking area boundary



Movement

Introduction

The overarching ambition for Crews Hill is 75% sustainable transport mode share, being walking, cycling or the use of public transport (as set out in the London Plan).

The following sections set out ambitious provision for these sustainable modes, including new routes, links and infrastructure provision, and the use of the London Plan's ambitious car parking and cycle parking standards. Further measures such as car club/car share will also aid this. The streets would be designed for pedestrian priority, and providing a mix of uses and local centres would also reduce the need for longer distance travel in the first place. As the development is built out, it is expected that the use of Travel Plans within planning applications would encourage sustainable movement, using surveys and measures/objectives in order to target the 75% sustainable mode share.

Transport modelling

A borough-wide transport model, including a highway model and public transport model, has been prepared by WSP. This includes Crews Hill and other Enfield developments, and includes model runs within the plan period, and beyond.

Highway Modelling

The post-plan period run, which assumes an absolute maximum number of units delivered at Crews Hill, also assumes a greater than expected car modal share. This robust worst-case shows that no particular issues are expected on the highway network. Notwithstanding this wider modelling work, upgrades to various local junctions are expected within the vicinity of Crews Hill, as noted subsequently.

Public Transport Modelling

Improvements to buses in the area were also modelled by WSP for both the Crews Hill and Chase Park developments, with different options tested. The key conclusions from this exercise were as follows:

- Notable uplift in bus usage when provision is improved, being an additional 2000-3000 passengers AM peak (3hr period). It would likely be more when sustainable transport modal shift is accounted for.
- Improved bus provision to Crews Hill is justified, with increased patronage.
- A new bus corridor through Chase Park is justified, with potential shared opportunities with Crews Hill
- Whilst the specifics on buses are TBC, improvements in the area could be a combination of extension of existing services, frequency increases to existing services, and potentially a new route. This would need to be discussed further with TfL during a more detailed design stage.

Transport stakeholder feedback











- **Govia Thameslink Railway (GTR)** have advised that increasing frequencies to 6-7 trains per hour would be technically possible following recent work at Stevenage Station, but ultimately driven by passenger demand along the line. This would be reviewed by their Strategic Train Planning team. Station enhancements were discussed, and would be expected.
- **Network Rail** supported initiatives to bring together place making and sustainable transport, and endorsed integration of other transport modes at stations. In terms of frequency upgrades, they advised that there would also be detailed considerations such as signalling and timetabling. The construction of new bridges would be managed through their Asset Protection and Optimisation Team. Station enhancements were discussed, and would be expected.
- **Transport for London (TfL)** stated that it was too early to indicate preferred bus options. Key considerations would include car parking, densities, and local amenities. For investigating further at a more detailed stage, they noted that development trip generation would affect capacity and frequency, and phasing would need to be considered. In general, TfL have an ambition for most Londoners to be within 400m of a bus stop.
- **Hertfordshire County Council (HCC)** had discussed cross-strategic transport issues with Enfield and neighbouring local authorities. HCC had suggested a cross-M25 public transportation offer, which would be collaborated further on."

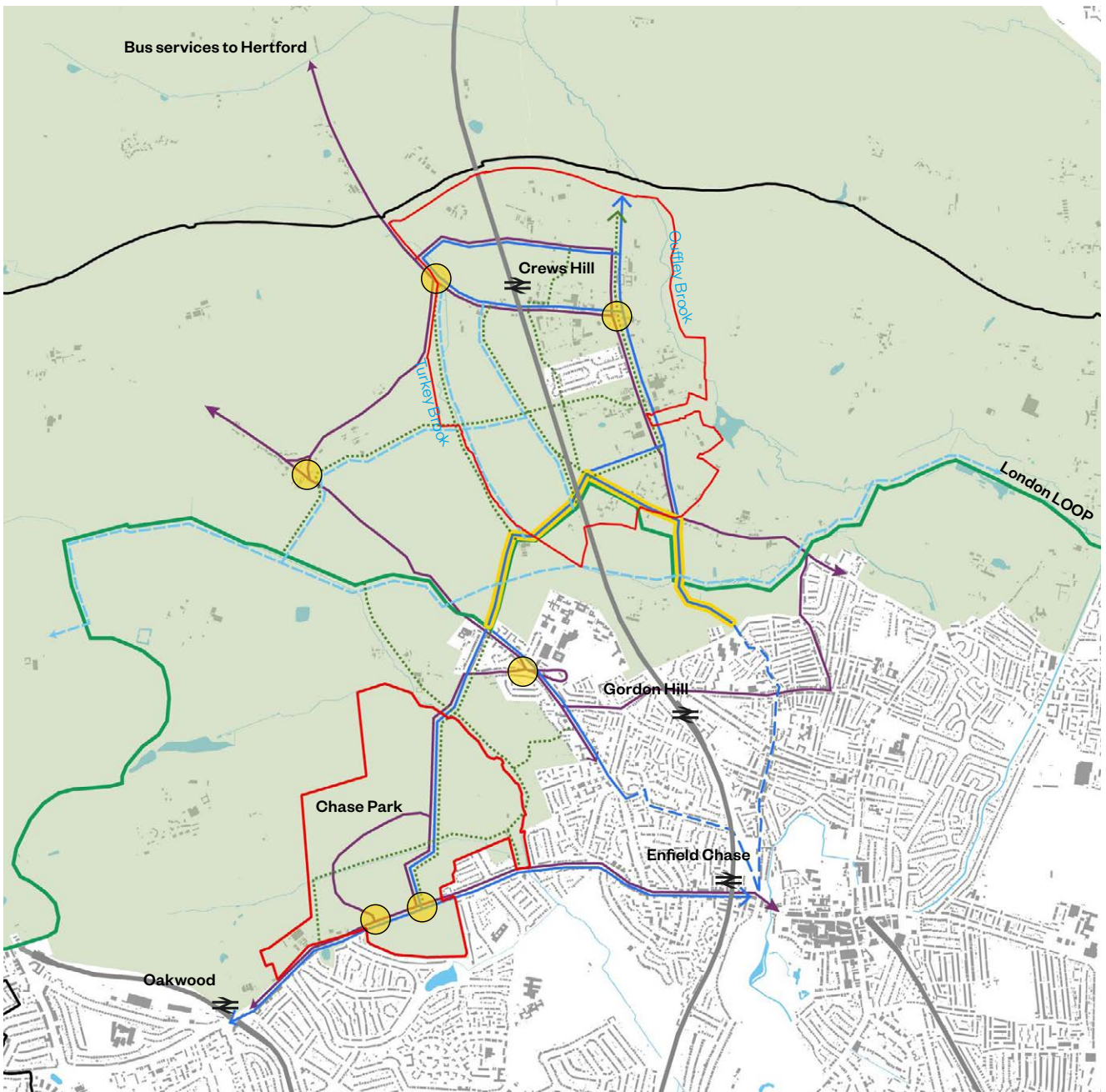
Movement

Wider Connectivity

Wider proposed transport network improvements which feed into the existing movement network are critical in achieving the desired 75% sustainable transport mode share.

Key

-  Bus route
-  Key walking route
-  London LOOP
-  Key cycling route - commuter
-  Potential cycling quietway
-  Key lit cycle route connecting Crews Hill to south
-  Cycling route - leisure
-  Junction improvement
-  Administrative boundary
-  Placemaking Areas boundary



Movement

Wider Connectivity

Shared Sustainable Transport Opportunities with Chase Park

In parallel with Crews Hill, a Spatial Framework, Topic Paper and Policy document are being prepared for the Chase Park development. This is 2-3km to the south of Crews Hill, and could see the delivery of 3,600 homes. In considering both developments, there could be shared sustainable transport opportunities resulting from a critical mass of 9,000+ homes. These are summarised as follows:

- The sustainable transport corridor (STC) from Chase Hill north to Hadley Road could be used for the routing of buses, potentially serving both sites as well as Chase Farm Hospital, and/or Gordon Hill.
- Hertfordshire buses could also be routed via the STC, facilitating routes from Hertfordshire to Enfield Town via Crews Hill, Chase Farm Hospital, and Chase Park.
- Cycle provision along the STC could aid Crews Hill residents in accessing other parts of Enfield such as Oakwood and Southgate. It could similarly help Chase Farm residents in accessing various cycle leisure routes in the Vicinity of Crews Hill, and the National Cycle Network.
- Walking routes in both sites could help build a coherent leisure network for pedestrians within this area of the borough, being alongside various waterways and connecting to the London Loop.

Connections Across the Railway

Two new connections across the railway are proposed at Owls Hall Farm and Kings Oak Equestrian Centre, the rationale for these connections is set out on the following page.

The positions of these two bridge connections are determined by:

- Areas which will have the least impact on the SINC
- Positions that are continuous with onward connections, particularly into large open Provides good public transport provision in northern parcels to support non residential uses
- New crossings well balanced with existing crossings at Strayfield Road and Cattlegate Road.



Brigadier Hill



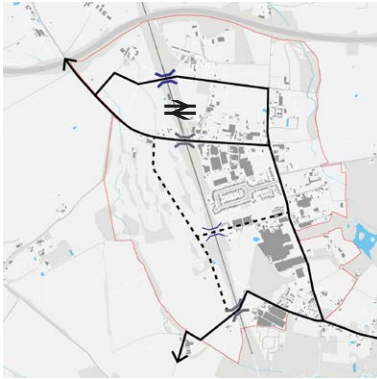
The Ridgeway



Quietway precedent - Rothsay Street, Southwark

Movement

Connections Across the Railway



Pros

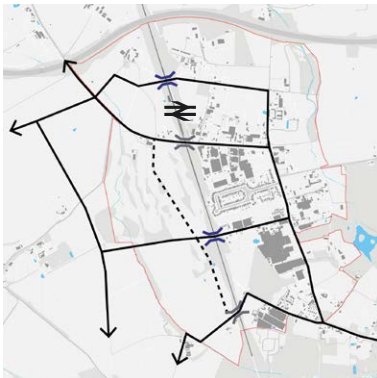
Option A - One road bridge + two active travel bridge

- Provides good public transport provision in northern parcels to support non residential uses
- New crossings well balanced with existing crossings at Strayfield Road and Cattelgate Road

This is the preferred option, offering the best balance of benefits and impacts relative to other options explored.

Cons

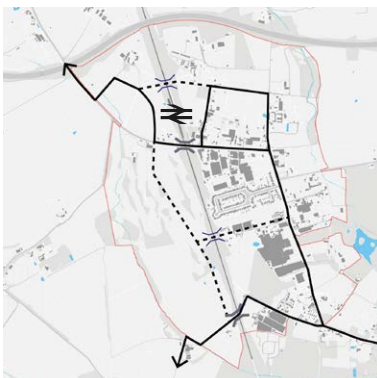
- Limited public transport improvements enabled in southern part of the site



Option B - Two road bridges

- Provides good public transport accessibility across the site
- Provides greater flexibility to new bus routes that can potentially serve a wider placemaking area

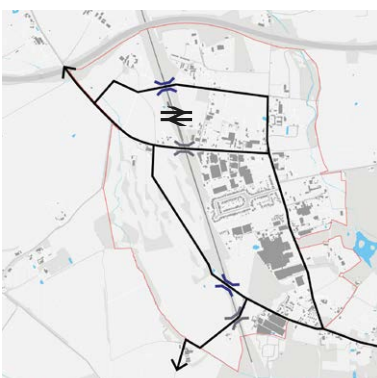
- Higher infrastructure costs with housing additionality only unlocked through a wider placemaking area
- Greater impact on SINCs along the railway and the Golf Course



Option C - One road bridge + two active travel bridges

- Reduced infrastructure costs
- Lower impact on railway SINC in the northern part of the site

- Convoluted public transport routes in the north of the site which may limit viability of new services
- Inefficient potential bus routes that would compromise catchment in northern residential parcels



Option D - Two road bridges with one aligned to Strayfield Road

- Provides good public transport provision in northern parcels to support non residential uses

- Higher infrastructure costs with limited additionality to housing capacity
- No improvements to east-west connectivity in central parts of the site
- Impact on SINC

Movement

Walking and Cycling

A dense active travel network is proposed that would improve Crews Hill's currently challenging pedestrian and cycle connectivity and permeability.

As set out on the previous page option A presents the best balance between positive and negative outcomes of the different bridge alignments, whilst other options may be explored in more detail through masterplanning and individual planning applications.

Building upon these new connections, the proposed active travel network addresses the significant existing challenges Crews Hill faces for pedestrians and cyclists. The main movement issues to overcome are:

- General consideration of topography
- East-west severance caused by the railway
- Integration of the railway station with routes within Crews Hill and longer routes into rural Enfield
- Quality of the public realm and cycle infrastructure along the main routes of Theobalds Park Road and Cattlegate Road.

The key structuring principles of the active travel network are:

Activating the valleys

Turkey Brook and Cuffley Brook will become new north-south active travel corridors, connecting important green spaces and linking with onward connections in rural Enfield, London Loop/Enfield Loop and National Cycle Network Route 12.

All routes are proposed to be upgraded to LTN 1-20 standards. Whilst many of the existing and short-term planned pedestrian/cycle routes are leisure in nature, the increased/new usage for a commuting nature is expected to be accommodated through a variety of upgrades including widening, resurfacing, road markings and signage, whilst responding to local context. In terms of commuter connections from the development to destinations south, the provision of lighting on key routes will provide all-year round options (see plan). Furthermore, in terms of onward connections to Enfield Town, for cyclists these are assumed to be Quietways or on street provision.

It is expected that these proposals could be developed in more detail.

Alternatives to Theobalds Park Road

Due to the constrained and heavily trafficked nature of Theobalds Park Road, new north-south connections are also created, linking with locations of proposed new local centres.

In the area north of Cattlegate Road new connections follow green infrastructure in order to create streets that encourage walking and cycling. The quality of these routes are important to supporting higher residential densities in areas to the north of the station and Cattlegate Road.

Cycle parking

Cycle parking would be provided in accordance with the current generous minimums in the London Plan. Cycle parking would include long stay (resident) and short stay (visitor). Long stay typologies could include dedicated bike rooms in higher density blocks of flats, or other solutions such as the Eco Cycle Locker for individual houses. Short stay parking could include the use of Sheffield stands, provided in clusters oriented with expected uses, such as clusters at local centres, schools, and denser residential blocks.

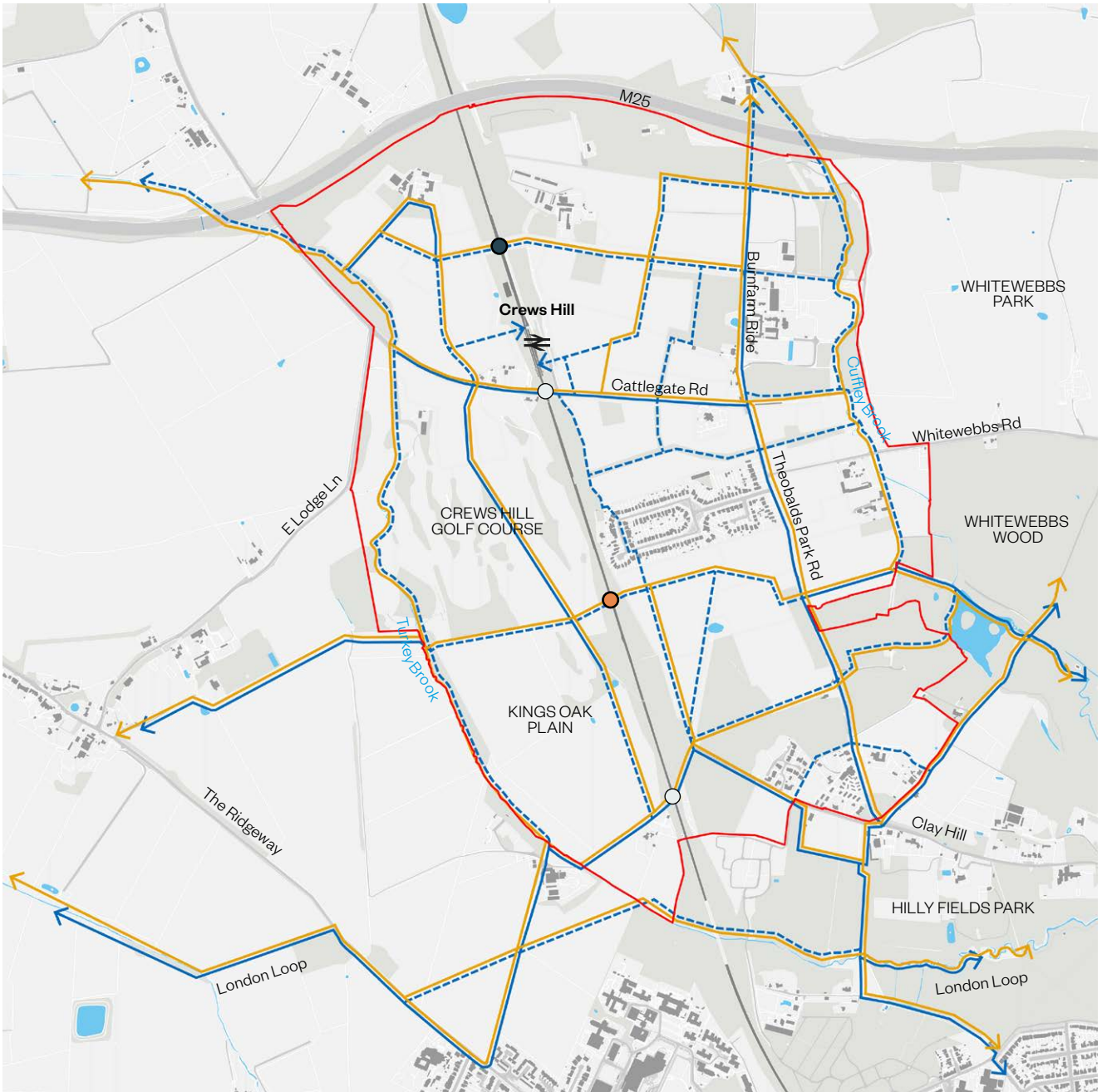
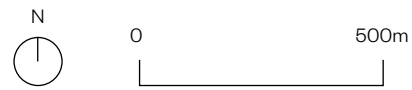
Case study



Segregated cycle lane as part of wider traffic and public realm improvements - Valley Gardens, Brighton

A network of walking and cycling routes is the core of the illustrative sustainable transport network.

- Key**
- Proposed cycling network
 - Proposed walking network
 - Existing walking network
 - Existing link (under bridge)
 - Proposed new bridge
 - Proposed new footbridge
 - Placemaking area boundary



Movement

Public Transport

An improved bus network will support and connect new and existing neighbourhoods, while increased railway services would significantly enhance connectivity of Crews Hill with its immediate and wider surroundings.

Public transport accessibility is currently poor in Crews Hill and limited to the area immediately surrounding the station and along the 456 bus route. Although these services serve some potential development sites, public transport accessibility would need to be expanded to unlock sustainable growth, particularly in the north of the site.

The key structuring principles of the public transport improvements are:

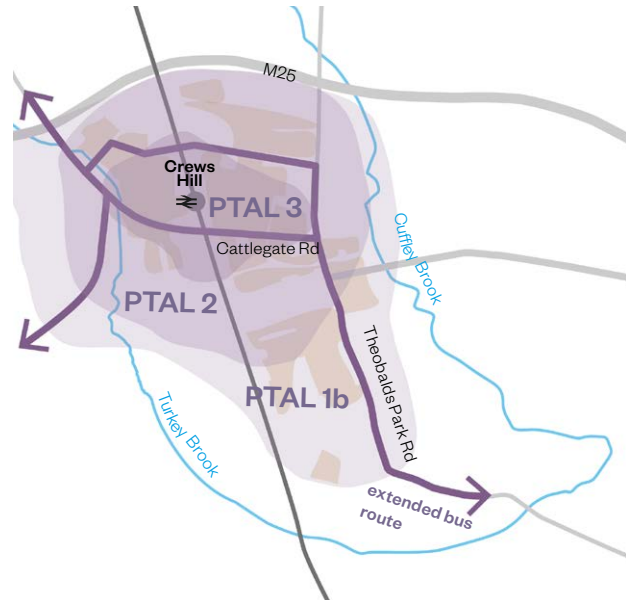
Expanded bus network

Extension to route 456 and Hertfordshire bus services along a loop north of Crews Hill Station would support the delivery of new neighbourhoods north of Cattlegate Road and at Owls Hall Farm.

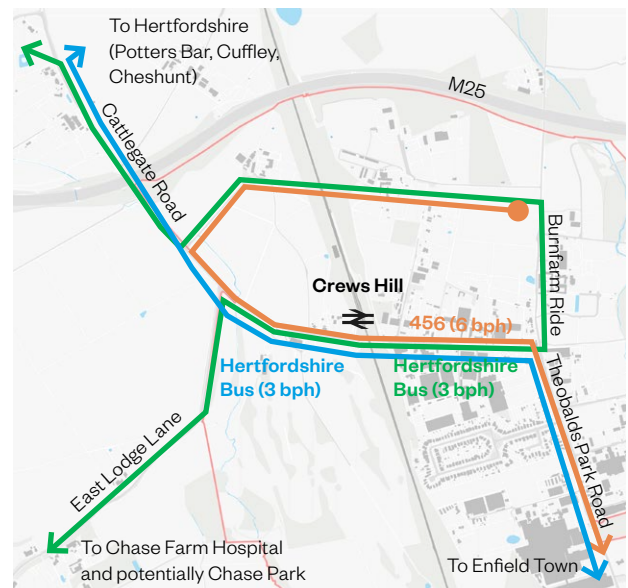
The position of this bus route is determined by the spatial constraints of a bridge across the railway described above, an alignment that ensures all homes are within 400m of the bus route and avoiding the listed heritage assets at Owls Hall Farm and the Paddocks.

Increased services from Crews Hill

Along with better bus coverage, additional rail frequencies from Crews Hill will significantly improve PTAL in the central part of the site and support sustainable residential densities. A new station access to the west is required to provide new neighbourhoods with good access to rail services. Public realm will be improved around this new entrance, as well as the existing entrance to the east in order to increase patronage of rail services and be embedded in a network of walking and cycling routes. Improved facilities will include wider staircases, lifts, and improvements to the subways and concourses.










Proposed PTAL, accounting for improved connectivity from proposed bus route and improved rail services

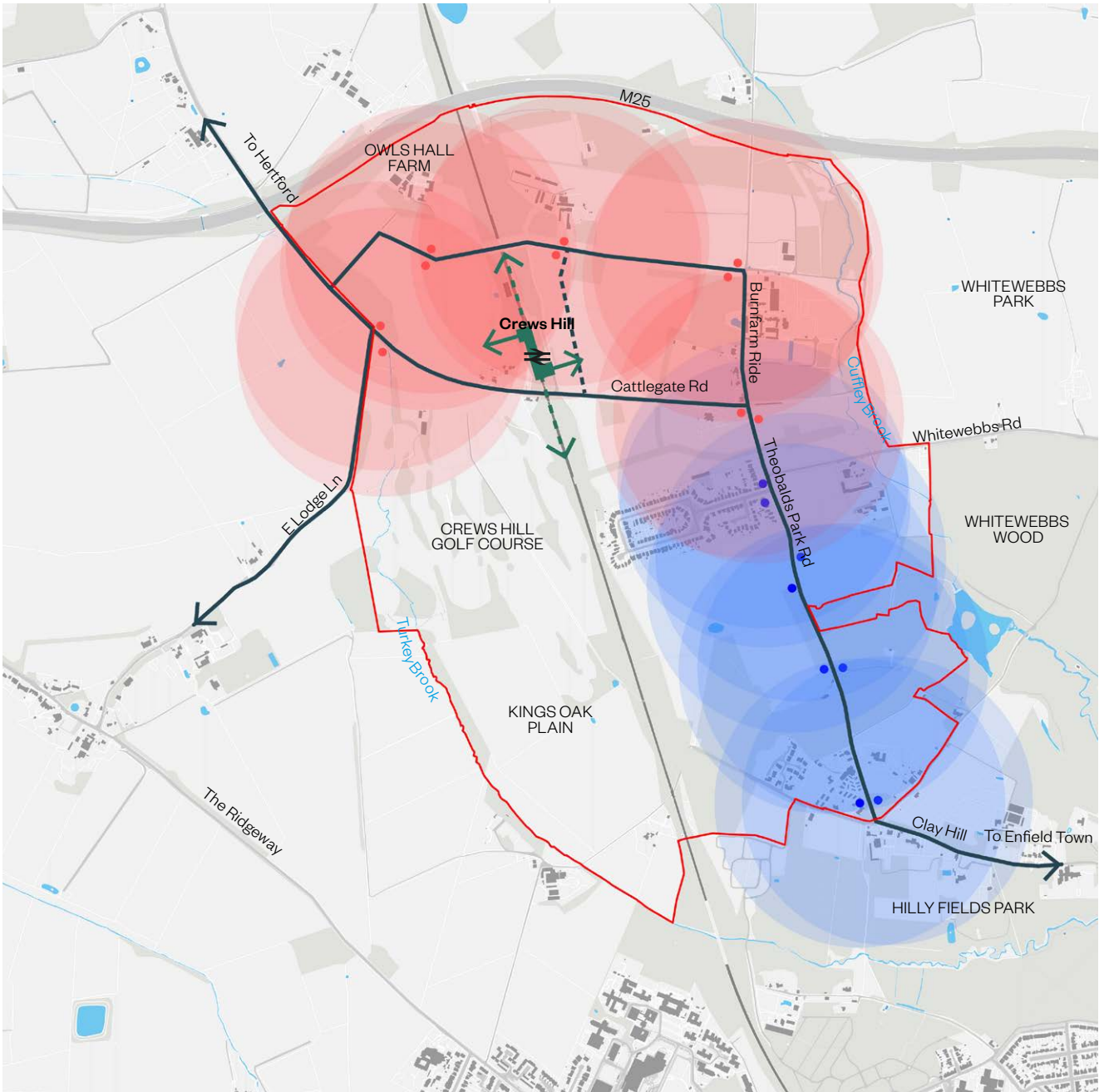


Bus routing diagram

Main illustrative public transport routes ensure that all residents are within a five-minute walk from a bus station.

Key

-  Expanded bus network
-  Alternate bus route
-  Proposed bus stop (400m catchment)
-  Existing bus stop (400m catchment)
-  Improved access to rail station
-  Increased train services
-  Placemaking area boundary



Movement

Vehicular Movement

Vehicle access to the various land parcels would be via the existing key highways in the area, being Theobalds Park Road, Cattlegate Road, Whitewebbs Road, Burnt Farm Ride, and E Lodge Lane.

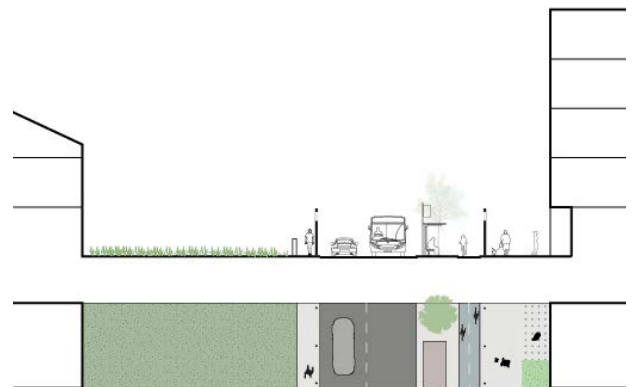
Additionally, the new east-west link, provided via Owls Hall Farm to enable the bus loop, would provide vehicular access to plots to the north. Various new junctions would be created along Cattlegate Road and Theobalds Park Road. These are expected to be priority junctions with a major road central treatment i.e. right turn lane with a ghost island, and therefore accommodated in widened street sections. It is also anticipated that more broadly, the key junctions of Northaw Road/ Cattlegate Road, Theobald's Road/ Whitewebbs Road, Cattlegate Road/East Lodge Lane, and East Lodge Lane/The Ridgeway would be upgraded to accommodate increased traffic volumes. The junction analysis would be subject to more detailed modelling as part of future work.

Pedestrian priority

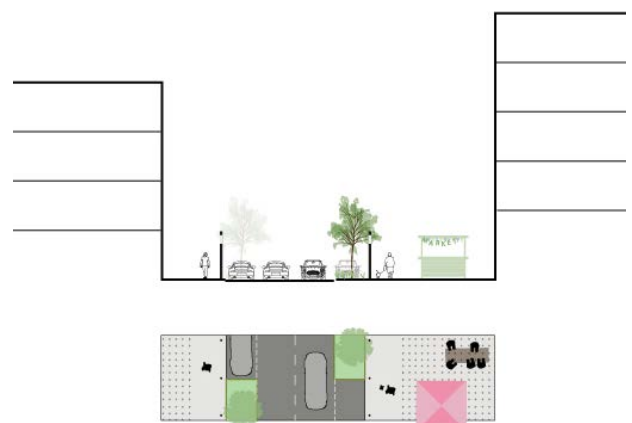
Within the various development areas themselves, a highway network of residential streets would provide local vehicular access to the various plots. These are proposed to be traffic calmed, in order to encourage pedestrian priority and sustainable movement. Modal filters would also be used, to avoid rat running and encourage sustainable movement. The use of loops would be used where possible for residential streets, to enable access by servicing and refuse vehicles, for example.

Car parking

Car parking is proposed in keeping with the maximums in accordance with the London Plan. This is categorised by general area of London (inner, outer, or CAZ), PTAL level, and the number of beds per unit. Dependent on mix, this is expected to be roughly ~1 car parking spaces/unit, which could translate to approximately ~0.4 cars/person (dependent on number of people living within each unit size category). Other land use categories e.g. retail, school require different levels of car parking provision and could include visitor spaces.








1. Street section at new public park along Theobalds Park Road

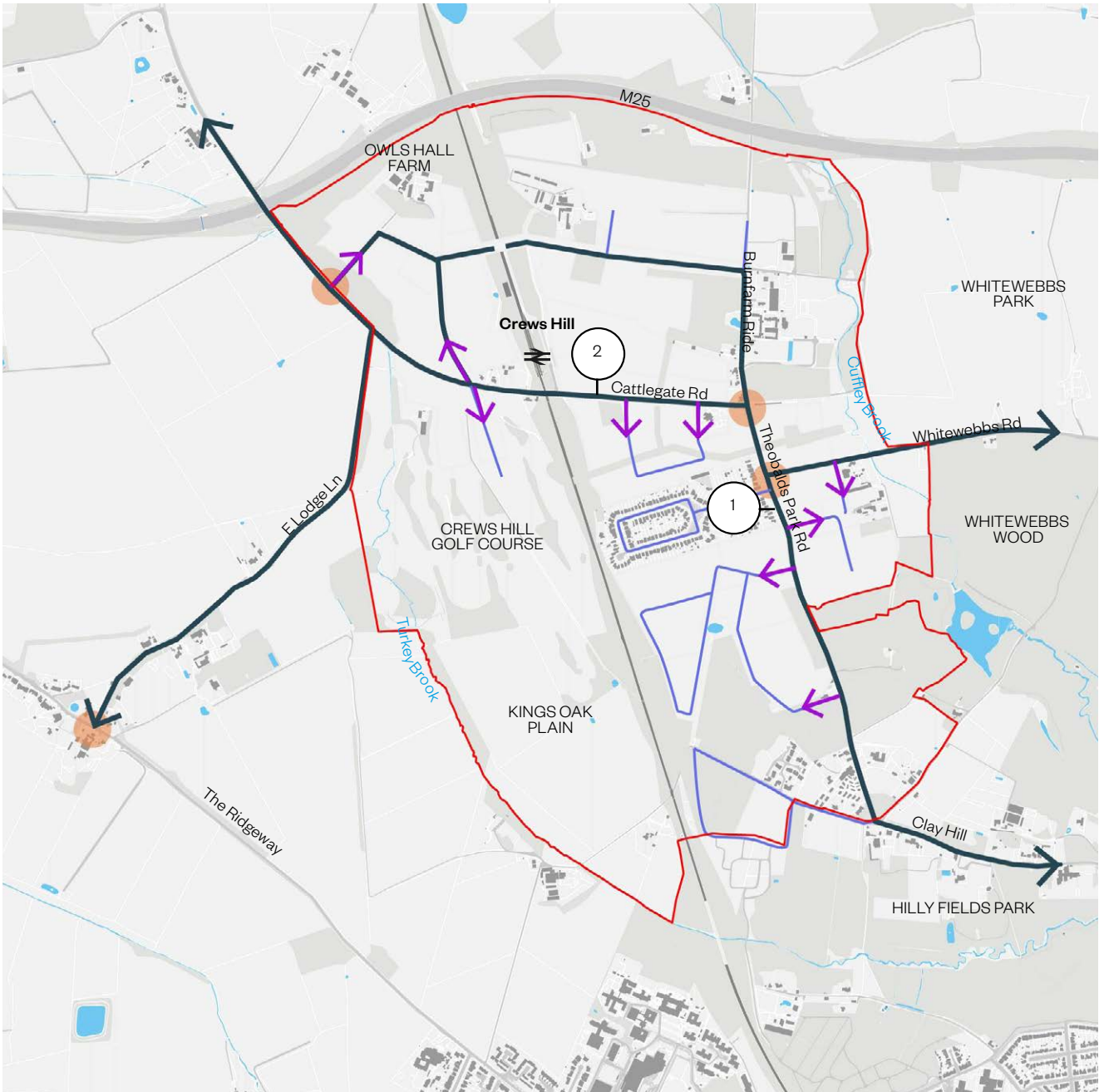


2. Street section at western end of Cattlegate Road

A illustrative network of primary and secondary routes contribute to improved navigation and spatial hierarchy.

Key

-  Primary road
-  Secondary road
-  Proposed new access
-  Junction improvements
-  Placemaking area boundary



Land Use

Patterns of land use within Crews Hill need to take account of the opportunities for clustering of complementary uses and ensuring a sustainable network of local services.

Local Centres

The driving principle for the locations of local centres is to:

- Develop a mixed use centre around existing non-residential uses along Cattlegate Road
- Provide new local centres in locations that optimise their catchments, ensuring sufficient number of people live within walking distance to support a range of services
- Locate new local centres along routes where public transport can be improved

Should the relocation of existing garden centres be viable an appropriate location is along the eastern site boundary. Here garden centres will have a stronger relationship to landscape and other uses to attract visitors, and associated vehicular movements will be removed from Cattlegate Road.

Education

Schools play an important role in large new settlements of this type. They generate activity throughout the day and week, and as such have been located in close proximity to smaller local centres to enhance their vitality and viability. The diagram in the next page illustrates potential locations for:

1. A 2FE Primary School which sufficient capacity to co-locate early years/nursery
2. A 6FE secondary school collocated with a 2FE primary school

The existing waste site is retained and buffered by green infrastructure, but the relocation of the waste site, in line with the requirements and hierarchy set out in the North London Waste Plan, would be strongly encouraged.

Social Infrastructure

The prominence of the existing museum on Whitewebbs Road is enhanced through expanding a new public park around it. The museum will sit at an important junction between a new green link running from the station to Cuffley Park.

The re-use of farm buildings at Owls Hall Farm to provide cultural or community spaces should be explored. Visitor centres linked to the wider rural areas should also be incorporated where appropriate.



Proposed location of local centres

Case study

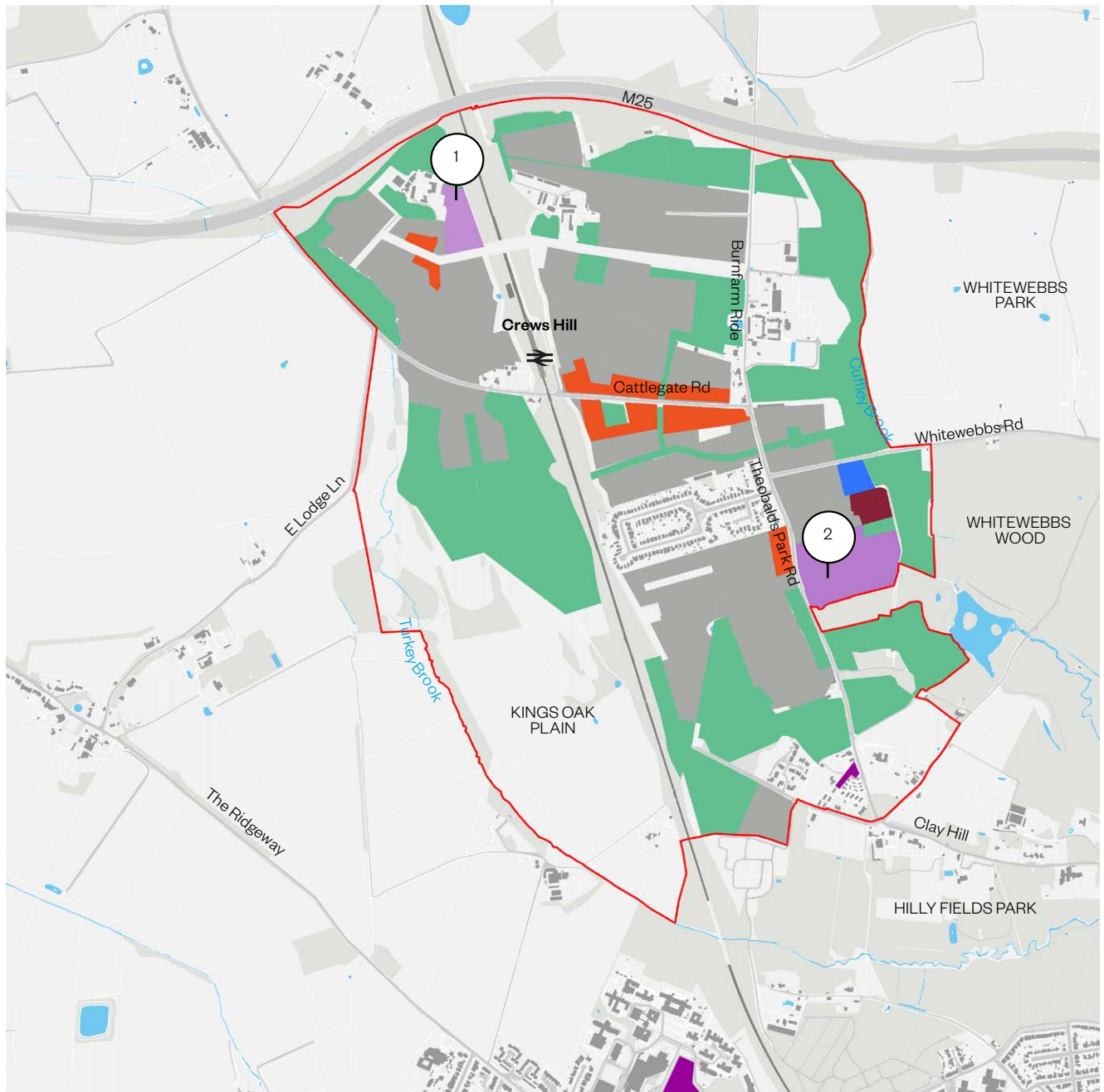


A new public space at the heart of a local centre stepped back from a trafficked public transport route - Eddington Square, Cambridge

The illustrative distribution of land uses will form a series of compact new neighbourhoods with local amenities within easy reach of all homes.

Key

- Local Centre uses (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 space infrastructure
- Residential
- Existing schools
- Site boundary



Urban Form Density

The existing landscape and urban fabric at Crews Hill creates a number of sensitive areas but also presents opportunities to create a strong settlement form.

The main areas of sensitivity are to the south around Clay Hill Conservation Area, around the listed structures at Owls Hall Farm and the Paddocks. The open landscape to the west also makes development west of the railway more sensitive, whereas the land to the east of the railway sits below the ridge line.

The key structuring principles of the urban form strategy are:

A strong hill-top settlement

A compact new place with clearly defined boundary conditions is centred on and to the east of Crews Hill Station. To the south this is consolidated by a clear green band separating Clay Hill from the new settlement at Crews Hill.

Taller buildings up to six storeys are concentrated to the east of the railway and limited in height to minimise impact on long views towards Crews Hill from the west.

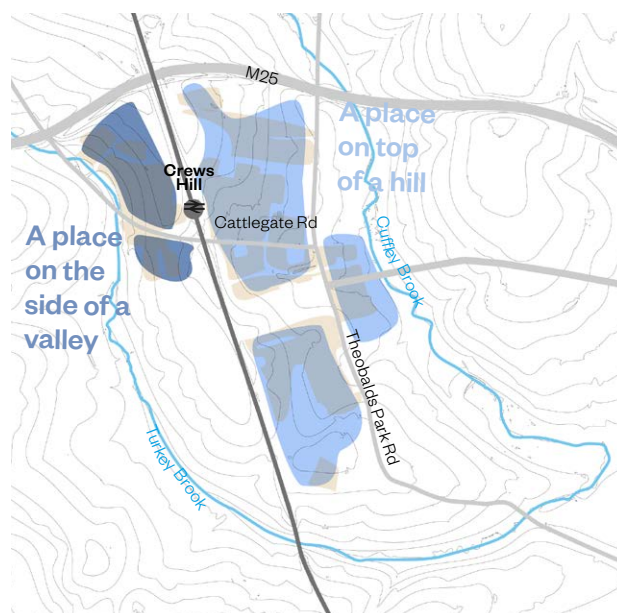
The existing threshold of the railway bridge at Crews Hill is used to enable a change in character along Cattlegate Road.

Compact local and neighbourhood centres

Density is increased around mixed use local centres at Owl's Hall Farm, Cattlegate Road and Theobalds Park Road. Higher residential densities are focused in areas with better access to public transport and local services. The form of the new local centre along Cattlegate Road can take the form of small yards stepped back from the road, fronted by ground floor town centre uses. This form mitigates against the potential high levels of traffic, particularly HGVs from existing uses.

Using topography

Street alignments follow the contours of the hills to allow building forms to reflect the natural landscape. The flatter areas of the site around Cattlegate Road support higher densities, whereas steeper sites are limited to lower densities to reflect the technical challenges of building on these gradients and allowing landscape to play a stronger role in the character of those neighbourhoods.

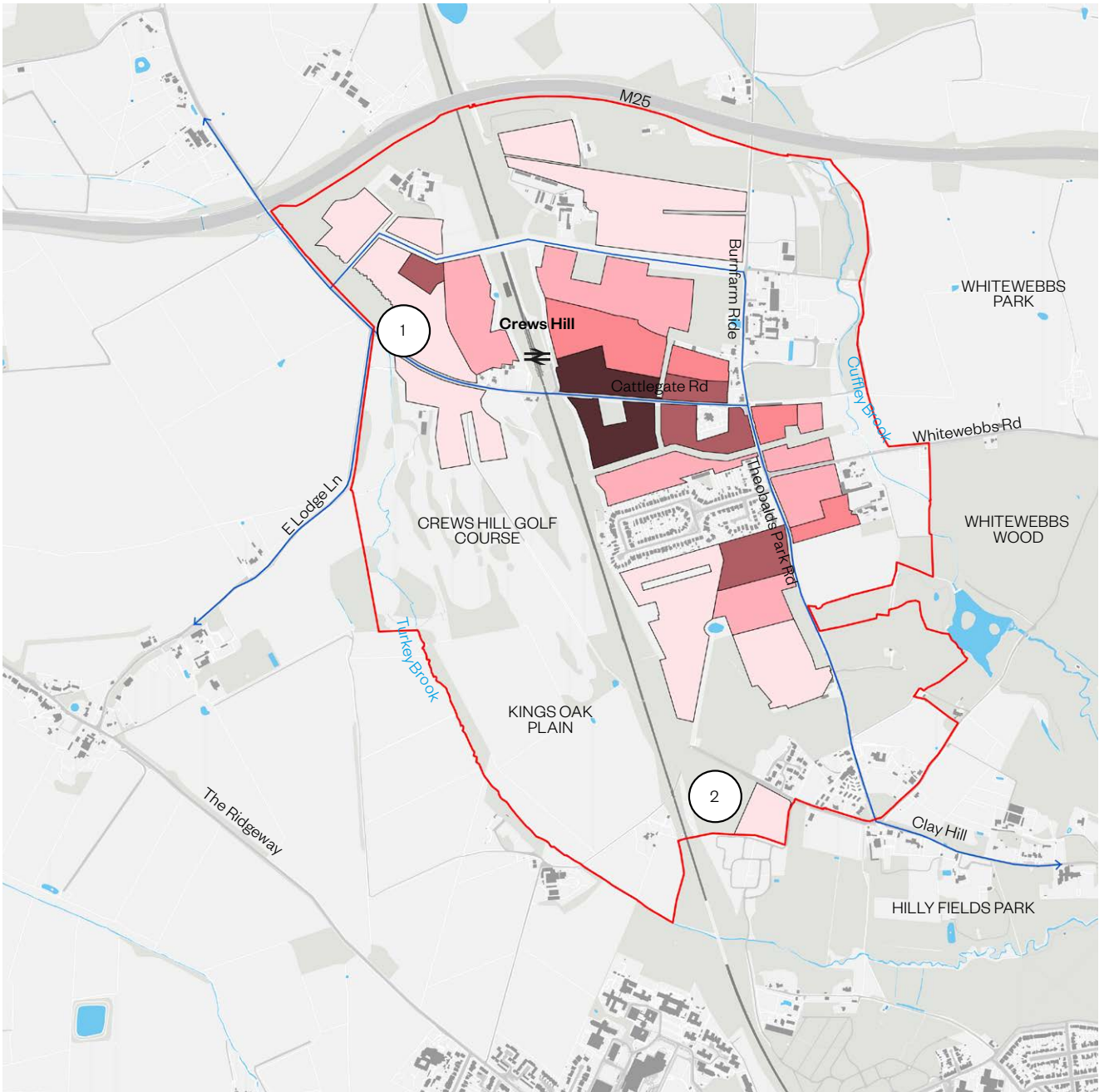


Distinct character based on the topography

The illustrative urban form strategy sets out how densities will make best use of land, creating the critical mass to create a diverse and lively new place whilst protecting the spatial quality of the existing landscape.

Key (net densities)

- 50dph, residential
- 75dph, residential
- 125dph, residential
- 100dph, mixed-use
- 150dph, mixed-use
- Expanded bus network
- Placemaking Area



Heritage

Historic Landscape Character Areas

The spatial strategy has sought to positively respond to the designated and non-designated assets on the site, as well as the four identified Historic Landscape Character Areas.

At Crews Hill, there are nine designated historic assets within or surrounding the proposed placemaking area boundary. Where designated assets do exist, they are often isolated, detached properties. The Clay Hill Conservation Area is situated on the southern boundary of the site. Additionally, there are 10 non-designated heritage assets that fall within the site or within 500m from its boundary.

The architectural quality of buildings in the area is generally poor and is predominantly industrial sheds and modern greenhouses. Due to the lack of development, there are few active civic buildings within the placemaking area boundary, though a church exists just within the placemaking boundary and also within the Clay Hill Conservation Area.

Contributions and distinctiveness

Positive contributions made to the area's historic character and distinctiveness are principally:

- The designated assets that do exist
- The historic road pattern that is still discernible today
- The surviving agricultural field boundaries which have altered little since post-1800 enclosure
- The area's horticultural heritage, which has characterised its use throughout the twentieth century and remains today.
- Long-range views from the tongue of higher ground (roughly either side of the railway line) south towards historic landscapes, such as that of Trent Park.

Green and blue infrastructure

The area's long historic association with horticulture will be augmented in the spatial strategy to provide access to interconnected green spaces and valley parks for the Borough's residents. These respond to the topography of the area and the boundary presence of the Turkey and Cuffley Brook.

The valley parks propose ecological enhancement and outdoor use. Indeed, rather than proposing another encroaching form of monotonous suburbanisation, the strategy acknowledges the existing rural character of the Crews Hill area and its role as serving as a series of important, linked green and blue spaces that define the greenbelt where it borders suburban Enfield to the south and east.

Movement

The historic road pattern, which has existed since at least the 1600s, will be retained, with Cattlegate Road and Theobalds Park Road serving as the primary, strategic routes through the site. The enduring use of Cattlegate Road is also upheld through a proposal to create a local parade along Theobalds Park Road, close to the border with Clay Hill.

Urban form

The spatial strategy respects the site's existing natural environment and its historic agricultural use, such as its post-1800 field boundaries, which remain today. Most importantly, the density of development responds to the historic landscape character areas. For example, the agricultural character area surrounding the Glasgow Stud Farmhouse has little to no development to respect its setting, whilst a higher density is proposed in place of existing commercial land along Cattlegate Road.

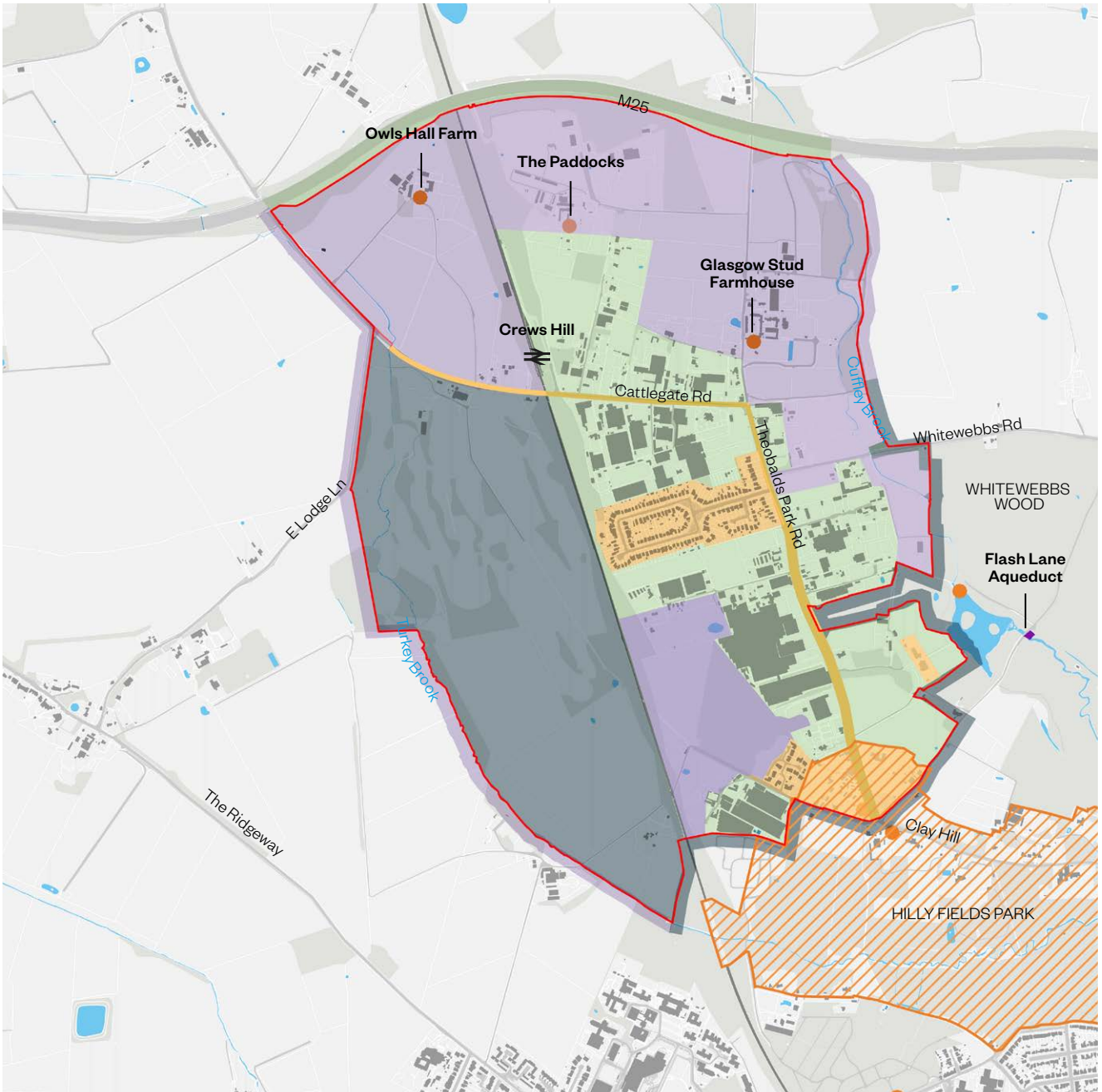
Land use

The area has long been associated with agriculture, which has evolved within the last century to become closely associated with horticulture and commercial nurseries. Most of the designated historic assets at Crews Hill are isolated and remnants of the area's agricultural history. The proposals conceive of these significant historic buildings as serving as prominent, retained buildings within redevelopment. This is in contrast to the majority of the commercial buildings within the study area, none of which are designated or non-designated assets. These are of a poor quality and will benefit from redevelopment to improve the spatial quality of the area and allow for a diverse mix of land uses. The strategy also acknowledges the historic linear evolution of Clay Hill to the south. Here, the setting and presence of the Clay Hill Conservation Area to the south will be respected by respecting the presence of important green and blue open spaces.

Landscape character areas have informed the approach to urban form. The lower density development in areas with a stronger agricultural character will retain a distinct character.

Key

- Historic Landscape Character Area: Residential development
- Historic Landscape Character Area: Agricultural
- Historic Landscape Character Area: Commercial landscapes
- Historic Landscape Character Area: Managed parkland
- Conservation area
- Listed building
- Scheduled monument
- Placemaking area boundary



Heritage

Impact on Heritage Assets and Their Setting

The Grade II* listed The Paddocks and Grade II listed barns northwest of the farmhouse on Cattlegate Road require a sensitive approach to their setting.

Regarding the proposed residential development around it, as a minimum, the following features should be upheld:

- The sense of approach to the main house from the south, such as the driveway north of the line of trees where it curves to the northeast
- The line of trees running east-west to the south that serve as a screen
- The formal gardens south of the farmhouse
- A sense of greenspace around the building/s. There is no hard rule of thumb about distance, but just a sense of breathing space commensurate with a significant building in a historic agricultural setting is advised.
- The modern farmsheds to the north that seem to 'hug' the older buildings detract from these heritage assets. They appear to have been constructed in the last 10-15 years, perhaps under an agricultural development right that did not require listed building consent. Their removal can be argued to be a heritage benefit, assuming their architectural replacements are more sympathetic in scale and promote more gardens and softscape to replace detracting features such as the mass of concrete.

The building may remain as a detached, private residential dwelling. However, beyond the approach described above, there is an opportunity for the building to serve as a civic space. Its gardens may serve as a community orchard or herb garden, especially in the spirit of Crews Hill's 'horticultural heritage' referred to in the report.



Images of The Paddocks

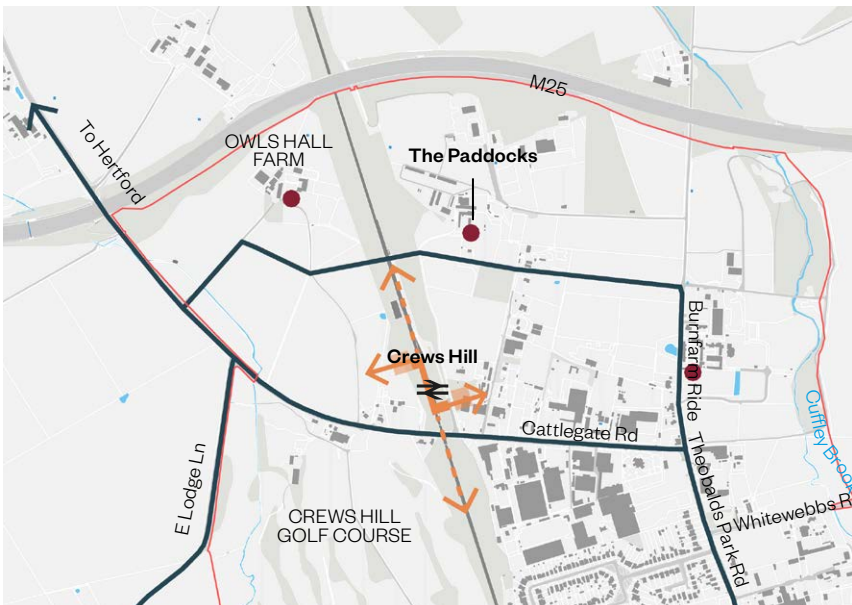
Heritage

Options on Alignment of New Road Corridor

Two options have been tested for the new road bridge to balance between heritage, ecological impacts and sustainable urban form.

Key

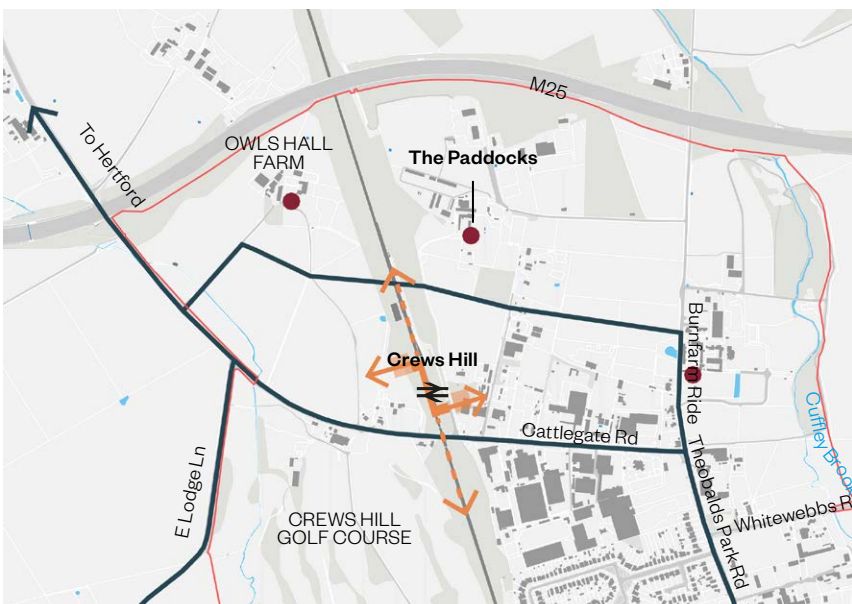
- Listed building
- Expanded bus network
- Station improvements
- Placemaking Area boundary



Option 1 - preferred option

A route alignment that is located closer to the Paddocks:

- Optimises the catchment of a new bus route, enabling higher densities in the flatter ground to the north of the site
- Minimises the visual impact of the bridge by crossing where the railway is in a cutting
- Minimises the impact on the railway SINC through aligning a bridge to the narrowest point



Option 2

A route alignment that is located further south of the Paddocks:

- Has a reduced impact on the listed farmstead
- Reduces the potential capacity of northern parcels through a less efficient bus corridor
- Increased visual impact of the bridge due to a less elevated crossing point
- Slightly higher impact on the railway SINC through aligning a longer crossing point

Phasing

Given the complexity of land ownership, the types of existing uses and the requirement for supporting infrastructure to make development at Crews Hill sustainable phasing will be fundamental to placemaking and housing delivery.

The key principles of the phasing strategy are:

- Take account of existing developer and landowner interest to demonstrate deliverability within the plan period
- Early phases should take advantage of existing infrastructure such as the bus route, rail station and existing primary school
- Sites with simpler land ownership patterns should come forward earlier.

As such the phasing strategy is based around sites to the south along Theobalds Park Road and the site at Owls Hall Farm delivered within the plan period.

More complex sites that could support higher densities along Cattlegate Road should come forward towards the end of the plan period to allow for landowner cooperation and the delivery of supporting infrastructure.

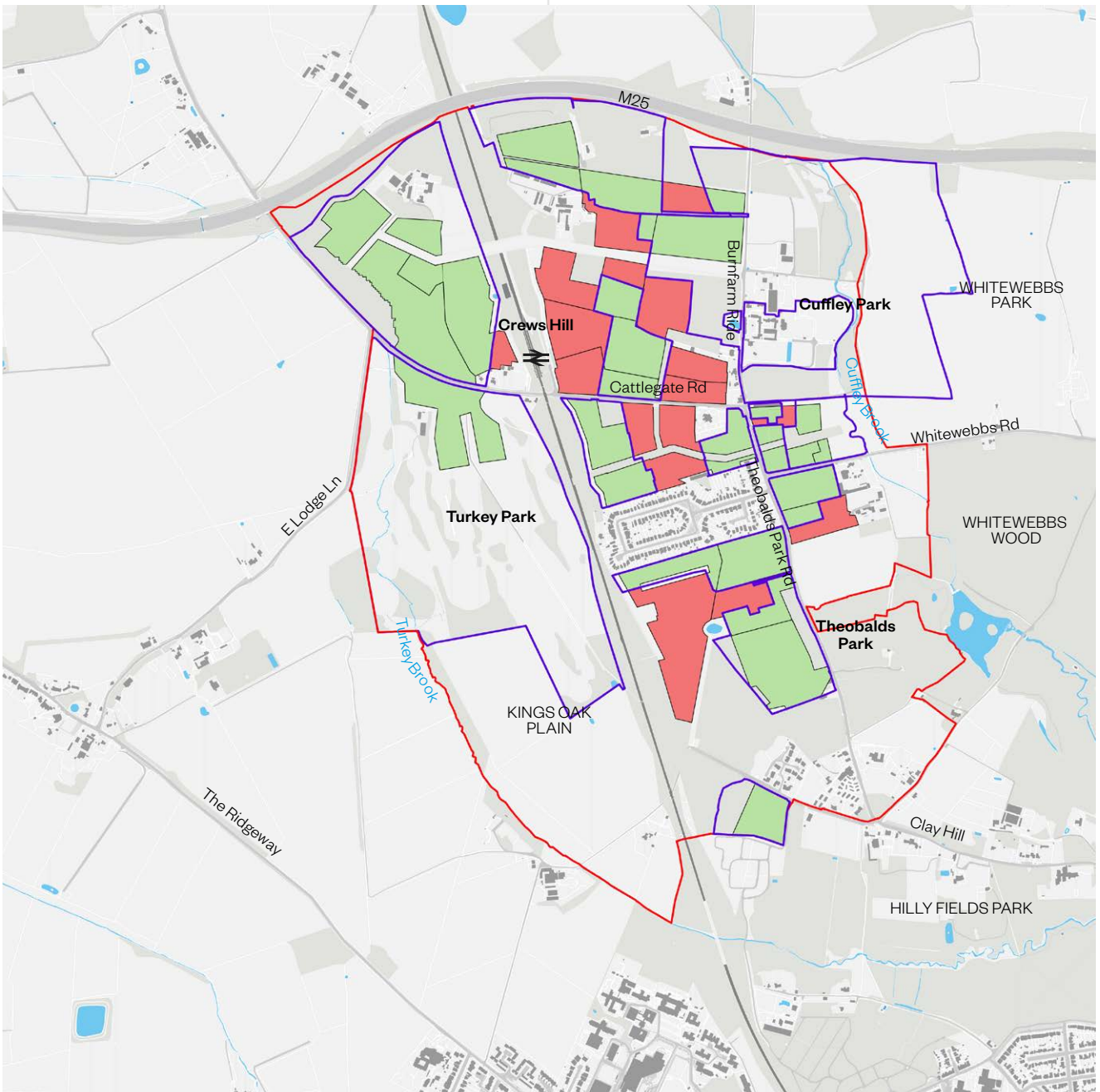
Other sites that have not yet been put forward by landowners are assumed to be developed beyond the plan period.

Whilst different areas across the site could come forward at different times there will need to be a coherent and coordinated approach in the Local Plan and by landowners/developers.

An illustrative phasing strategy has been informed by the availability of land and a clustering of development sites to enable the efficient delivery of infrastructure.

Key

- Sites assumed to be delivered within the Plan Period
- Sites assumed to be delivered beyond the Plan Period
- Land submitted through call for sites and considered 'available' for development.
- Placemaking Area boundary



06

Development Capacity

- Demonstrators of Development
- Capacity Trajectory

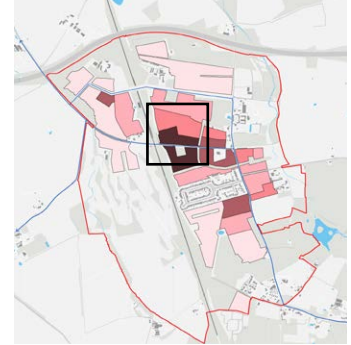


The existing pub on Cattlegate Road

Demonstrators of Development

Cattlegate Road Sample Area

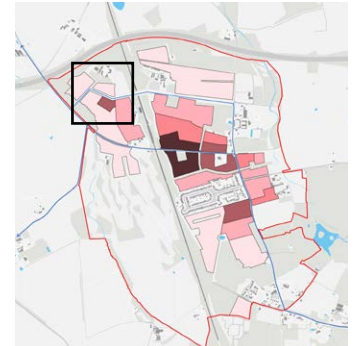
The diagram below illustrates how the strategies in the framework could inform building typology, landscape and block structure.



Demonstrators of Development

Owls Hall Sample Area

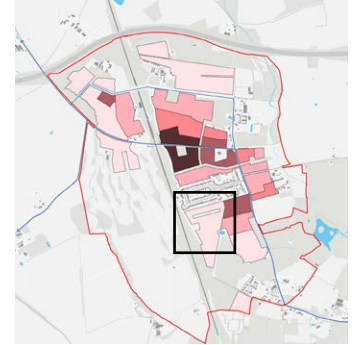
The diagram below illustrates how the strategies in the framework could inform building typology, landscape and block structure.



Demonstrators of Development

Kings Oak Sample Area

The diagram below illustrates how the strategies in the framework could inform building typology, landscape and block structure.



Capacity Trajectory

Housing

The tables opposite set out an estimate for the capacities within and beyond the plan period based upon the illustrative framework.

These figures are indicative and subject to further site specific testing through further masterplanning and future planning applications.

The housing mix has been aggregated from all sites delivered within that period based on the housing mix associated with each typology set out on page 61.

Plan Period

1 bed	2 bed	3 bed	4 bed	
15%	28%	39%	18%	
513	976	1,370	611	3,470

Post Plan Period

1 bed	2 bed	3 bed	4 bed	
21%	32%	34%	13%	
445	680	714	274	2,113

Total

1 bed	2 bed	3 bed	4 bed	
17%	30%	37%	16%	
958	1,655	2,084	885	5,583

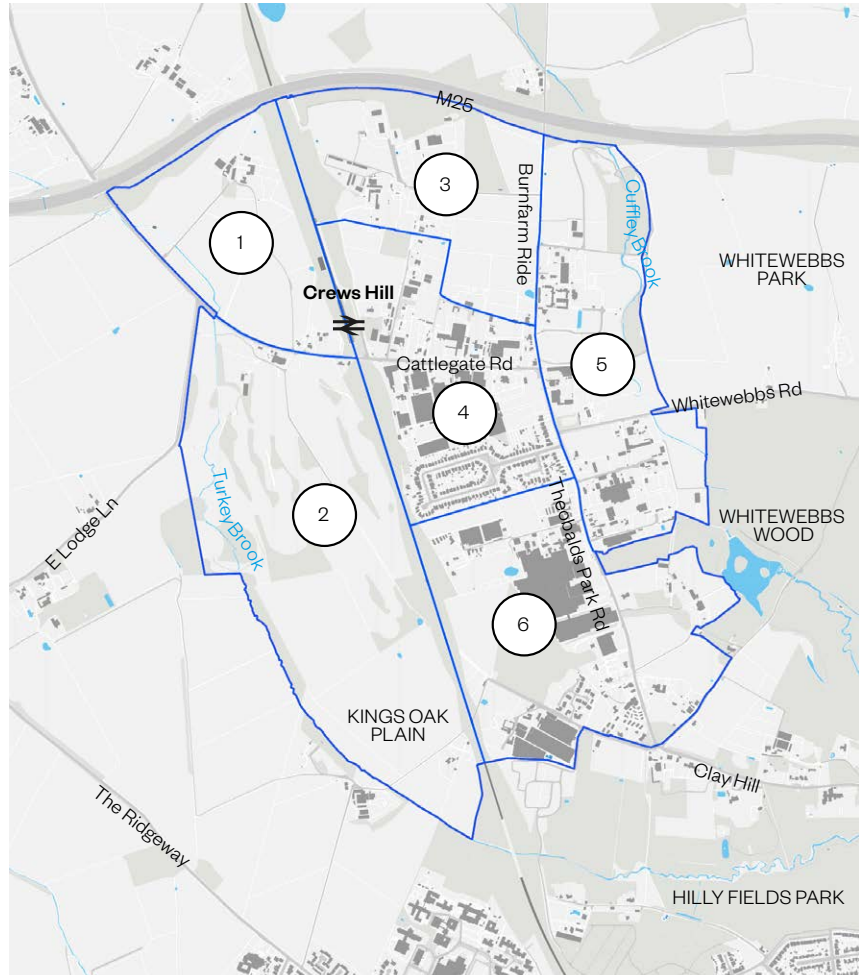
Capacity Trajectory

Site Allocations

The site allocation boundaries are defined by areas of the spatial framework that have a spatial definition and deliver key pieces of infrastructure

Site allocations:

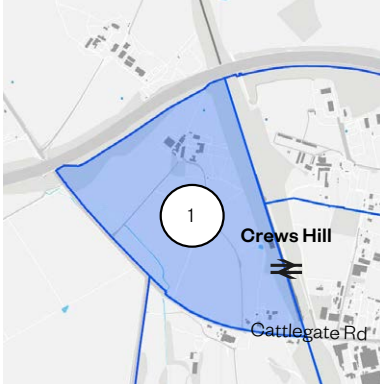
1. Land North of Cattlegate Road, Crews Hill
2. Land South of Cattlegate Road, Crews Hill
3. Land South of M25, Crews Hill
4. Land North and South of Cattlegate Road, Crews Hill
5. Land East of Theobalds Park Road, Crews Hill
6. Land South West of Theobalds Park Road, Crews Hill



Key

- Proposed site allocation boundaries

Capacity Trajectory



Location plan

Land North of Cattlegate Road

Total

1 bed	2 bed	3 bed	4 bed	
8%	26%	46%	20%	
~70	~205	~365	~160	800

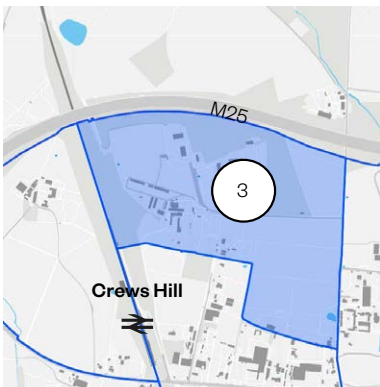


Location plan

Land South of Cattlegate Road

Total

1 bed	2 bed	3 bed	4 bed	
5%	20%	45%	30%	
~10	~40	~90	~60	200



Location plan

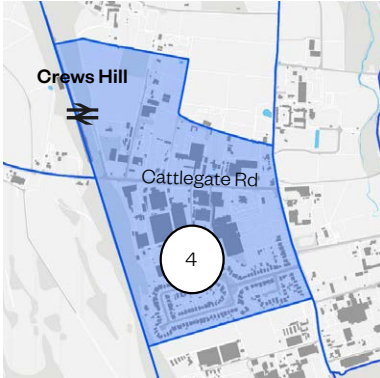
Land South of M25

Total

1 bed	2 bed	3 bed	4 bed	
6%	22%	46%	26%	
~ 65	~ 150	~ 320	~ 180	715

Note: Housing mix is determined by blending the urban typologies shown on page 61.

Capacity Trajectory

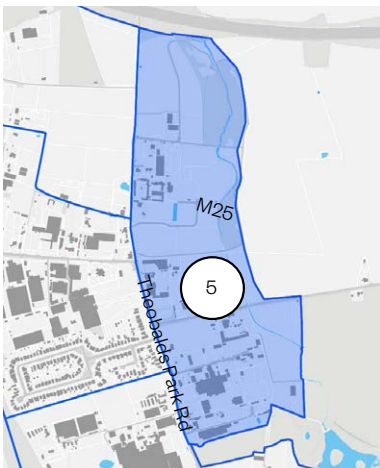


Location plan

Land North and South of Cattlegate Road

Total

1 bed	2 bed	3 bed	4 bed	
28%	34%	29%	9%	
~ 630	~ 785	~ 650	~ 210	2,275

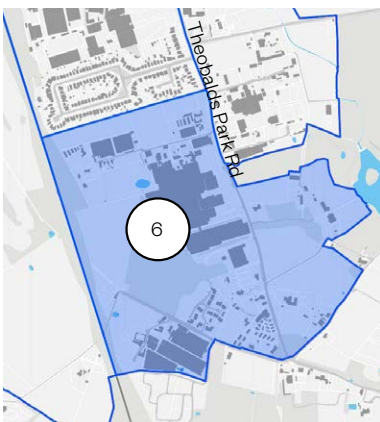


Location plan

Land East of Theobalds Park Road

Total

1 bed	2 bed	3 bed	4 bed	
20%	35%	35%	10%	
~ 110	~ 195	~ 200	~ 55	560



Location plan

Land South West of Theobalds Park Road

Total

1 bed	2 bed	3 bed	4 bed	
9%	26%	44%	21%	
~ 70	~ 275	~ 450	~ 210	1,005

Note: Housing mix is determined by blending the urban typologies shown on page 61.



Commercial uses along Cattlegate Road

Appendix

- Placemaking Principles Matrix



Existing horticultural activity on Theobalds Park Road

Placemaking Principles Matrix

The table below sets out how the site specific Placemaking Principles relate to the key characteristics defined in the National Design Guide.

	Placemaking Principles (see p.46-54, 03 Design Approach)	Key characteristics (source: National Design Guide)
A. The Home and Street	<ul style="list-style-type: none"> - A.1. Ensure Safe, Quiet and Healthy Residential Streets 	<ul style="list-style-type: none"> - B2. Appropriate building types and forms - C1. Understand and relate well to the site, its local and wider context - - H1. Healthy, comfortable and safe internal and external environment - H2. Well-related to external amenity and public spaces - M1. A connected network of routes for all modes of transport - M2. Active travel - M3. Well-considered parking, servicing and utilities infrastructure for all users - N1. Provide a network of high quality, green open spaces with a variety of landscapes - P1. Create well-located, high quality and attractive public spaces - P2. Provide well-designed spaces that are safe
	<ul style="list-style-type: none"> - A.2. Offer Quality, Comfortable, Diverse Housing 	<ul style="list-style-type: none"> - H1. Healthy, comfortable and safe internal and external environment - H2. Well-related to external amenity and public spaces - L2. Adaptable to changing needs and evolving technologies - L3. A sense of ownership - P2. Provide well-designed spaces that are safe - P1. Create well-located, high quality and attractive public spaces - P3. Make sure public spaces support social interaction

	Placemaking Principles (see p.46-54, 03 Design Approach)	Key characteristics (source: National Design Guide)
B. The Block	– B.1. Easy Access to Sustainable Transport Options	<ul style="list-style-type: none"> – B1. Compact form of development – H2. Well-related to external amenity and public spaces – M1. A connected network of routes for all modes of transport – M2. Active travel – M3. Well-considered parking, servicing and utilities infrastructure for all users – N1. Provide a network of high quality, green open spaces with a variety of landscapes – P1. Create well-located, high quality and attractive public spaces – P3 Make sure public spaces support social interaction
	– B.2. A Compact Urban Form That Supports a Sustainable, Low Carbon Lifestyle	<ul style="list-style-type: none"> – B1. Compact form of development – B2. Appropriate building types and forms – L3. A sense of ownership – N3. Support rich and varied biodiversity – P1. Create well-located, high quality and attractive public spaces – R3. Maximise resilience
C. The Neighbourhood	– C.1. Local Amenities Within Walking Distance of All Homes	<ul style="list-style-type: none"> – B1. Compact form of development – C1. Understand and relate well to the site, its local and wider context – I1. Respond to existing local character and identity – I3. Create character and identity – L2. Adaptable to changing needs and evolving technologies – M1. A connected network of routes for all modes of transport – M2. Active travel – P1. Create well-located, high quality and attractive public spaces – U1. A mix of uses
	– C.2. Densities That Support a Diverse Offer of Local Services	<ul style="list-style-type: none"> – I1. Respond to existing local character and identity – I3. Create character and identity – U1. A mix of uses – U3. Socially inclusive
D. The City	– D.1. Benefits of Improved Public Transport Network	<ul style="list-style-type: none"> – M1. A connected network of routes for all modes of transport – U1. A mix of uses – U3. Socially inclusive
	– D.2. Regional Attraction of Uses and Access to the Countryside	<ul style="list-style-type: none"> – B3. Destinations – M1. A connected network of routes for all modes of transport – U1. A mix of uses – U3. Socially inclusive

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