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INTRODUCTION

3.1 The NPPF recognises that creating high quality places is fundamental to what the planning and development process should achieve. The London Plan similarly places ‘good growth’ at the heart of its strategy, with the goal of achieving better, more inclusive forms of growth on behalf of all Londoners.

3.2 The Council is committed to meeting its growth requirements, while balancing this with the priority to create high quality, well-functioning places. Enfield is distinguished by its unique qualities and characteristics, ranging from higher density more urban locations with a vibrant mix of uses, to heritage filled town centres, to more rural and natural landscapes. These qualities and characteristics have evolved over many years and constitutes the Borough’s unique identity. Good growth should build on the area’s existing qualities and assets, embedding these into the area’s future identity.

3.3 Enfield is home to a diverse array of communities and the Borough’s cultural character is a product of its neighbourhoods, town centres, green and blue spaces, schools, workplaces, community centres and other important local places.

3.4 There is a real opportunity for planning and development to improve health outcomes and reduce health inequalities. Healthy places foster the mental and physical well-being of residents and workers by encouraging healthy choices, such as active travel and healthy food choices, embracing a healthy streets approach and minimising negative health effects including those arising from air, noise and light pollution.

3.5 New and enhanced green infrastructure also has an important role to play in creating a better place for residents and visitors to Enfield, connecting proposed new developments with their surroundings, promoting biodiversity and creating both private and public spaces of high quality.

3.6 To coordinate the delivery of place appropriate development and to ensure a positive, plan-led approach to placemaking, the ELP includes strategic policies for 11 placemaking areas, as shown in **Figure 3.1**. These are:

- Policy PL1: Enfield Town
- Policy PL2: Southbury
- Policy PL3: Edmonton Green
- Policy PL4: Angel Edmonton
- Policy PL5: Meridian Water

- Policy PL6: Southgate
- Policy PL7: New Southgate
- Policy PL8: Palmers Green
- Policy PL9: Rural Enfield
- Policy PL10: Chase Park
- Policy PL11: Crews Hill

3.7 For each placemaking area the Local Plan sets out the main characteristics of the area, a vision for the area and an overarching strategic policy to realise the placemaking vision.

Places

- Urban place making area
- Rural place making area

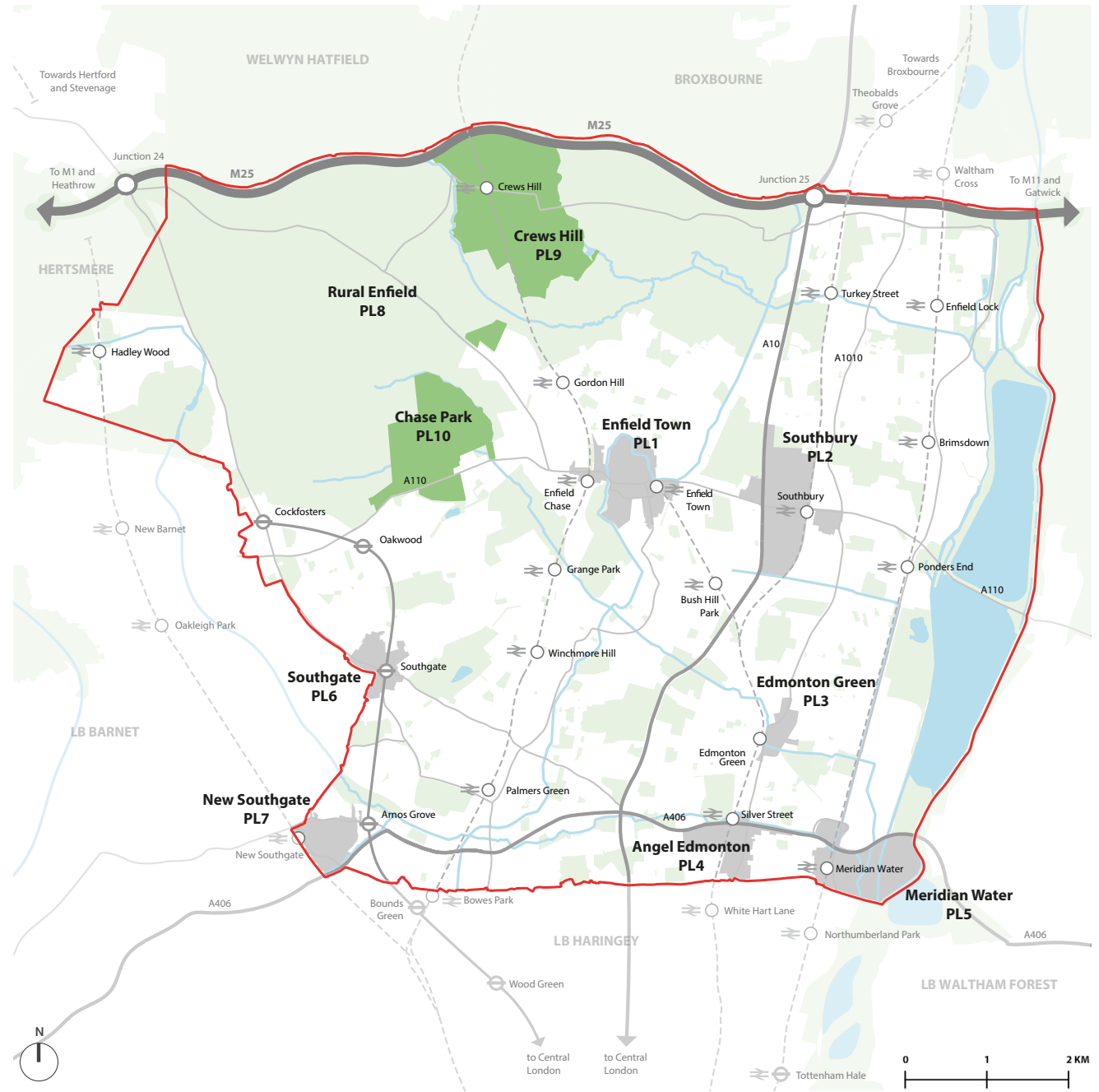


Figure 3.1: Placemaking areas

PL1 ENFIELD TOWN

CONTEXT AND CHARACTERISTICS

3.8 Enfield Town sits in the heart of the Borough and is home to a market that was first established in 1303 (and is still operational today). Enfield Town serves as the cultural hub, and commercial and administrative focal point of the Borough, while retaining its charming market town character. It is designated as one of London's Major Centres in the London Plan, serving the Borough and beyond.

3.9 Much of the town centre is designated as a conservation area with many attractive historic buildings (and structures) and a bustling market square. Enfield Town is characterised by the presence of numerous historic buildings built during the seven centuries since the market was established. Green spaces such as Town Park, Chase Green and the New River Loop permeate through and around the town centre. The heart of the town centre includes a bustling market square, a historic parish church, civic buildings and the attractive historic areas around Gentlemen's Row and Enfield Grammar School to the north. The town centre predominately features retail shops and is well served by banks and other essential services. However,

considering its size, there are fewer pubs, bars and restaurants than one might anticipate. The southern part of the main high street is home to two large multi-storey car parks and retail developments.

3.10 Enfield Town enjoys good strategic connections, with the A110 passing through the town centre providing crucial east-west links to the rest of the Borough. Enfield boasts two train stations, Enfield Town and Enfield Chase, offering access to London's Liverpool Street and Moorgate stations to the south, as well as Welwyn Garden City and Stevenage to the north.

ENFIELD TOWN PLACEMAKING VISION

Enfield Town will be a twenty-first century market town, where its historic character, including the area in and around the central market square, has been enhanced – including the central market square. It will continue to be the focus of the Borough's civic, entertainment, leisure, commercial and retail activity, and the centre will have evolved to also include a wider mix of uses including new homes. New built form will respond positively to the existing context and character. Access to nearby green spaces and watercourses including Enfield Town Park, will have been maintained and enhanced. New street improvements and public realm projects will draw these green qualities into the heart of the Town and improve the attractiveness of active travel to, from and through the area. It will become an attractive destination for culture and entertainment, acting as an inclusive centre with a successful evening economy.

Enfield Town

Site Allocations

- Housing
- Mixed Use

Placemaking Opportunities

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

Existing Features

- National Rail Station
- Overground Stations
- Existing Public Realm
- Conservation Area
- Locally Listed Heritage Assets
- Listed Buildings
- Major Centre
- Local Centre
- Cycle Routes
- Metropolitan Open Land
- Existing Walking Routes
- Water
- Metropolitan Open Land
- Local Open Space

Note. Refer to table PL01 for details

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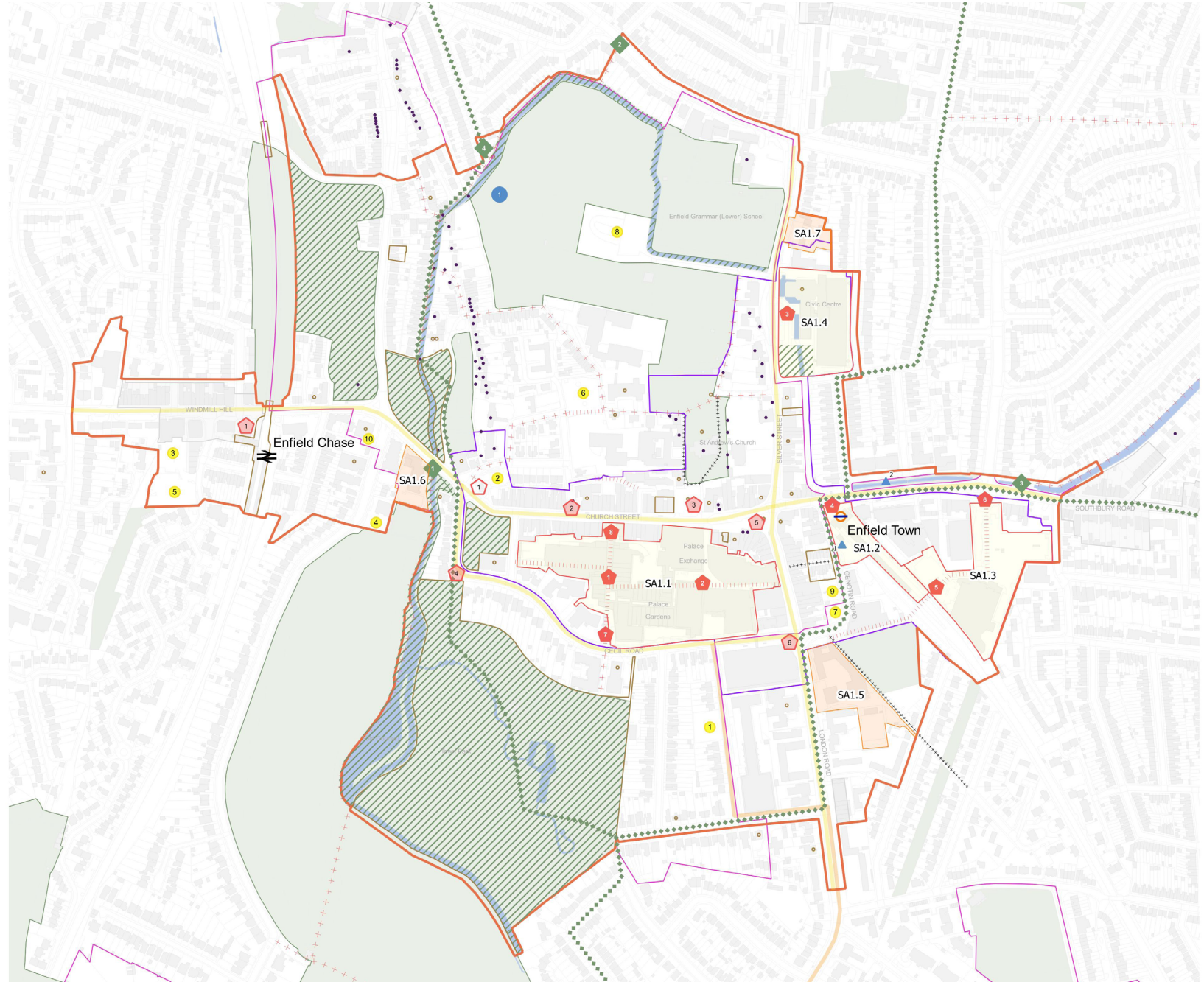


Figure 3.2: Enfield Town Placemaking Plan

STRATEGIC POLICY

PL1 : ENFIELD TOWN

To realise the placemaking vision, development proposals in Enfield Town:

1. must contribute to a coordinated process of town centre regeneration that responds positively to the unique context and characteristics of the area, reinforcing its role as the Borough’s major centre and principal civic and cultural hub. The Council will prepare further guidance which could include an update of the existing Enfield Town masterplan, or the creation of a new Enfield Town design code to support the delivery of the placemaking vision for Enfield Town. Development here should have regard to such guidance.
2. must contribute to delivering a mix of uses, including new housing, varied retail, cultural and community spaces offer alongside office and residential development to diversify the centre and improve resilience, whilst ensuring that the centre’s predominant civic, commercial and cultural role is maintained and enhanced.
3. must demonstrate how they will assist with securing the centre’s long-term vitality and viability. This should include demonstrating how non-residential spaces (Class E) can be flexibly adapted in the long term to respond to changing needs.
4. should demonstrate how they have facilitated enhancements to the fabric and setting of the historic environment. This includes the market square, area around Gentleman’s row and the Parish Church and green and blue features such as Town Park and New River. Any developments adjoining the market square will be required to provide active frontages onto this space.
5. must contribute to enhancing the public realm to make walking and cycling in, around and to the town centre significantly more accessible, safer and more attractive. All major developments in Enfield Town must contribute towards improvements to the public realm surrounding Enfield Town and Enfield Chase stations, as well as towards cycling infrastructure through and around the placemaking area.
6. must facilitate and/or contribute to clear and coordinated green and blue enhancements through street improvements and public realm improvements across the placemaking area, with particular attention to reducing surface water flood risk. They should also contribute to enhancing nearby open spaces and watercourses to create a more attractive environment surrounding the major centre.
7. should retain or re-provide existing workspace and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to office floorspace and flexible workspace. Provision of workspace suitable for small businesses, will be strongly encouraged, particularly where the space is designed to support the cultural and creative industries.
8. should facilitate a reversal of the inward-looking nature in the south of Enfield Town centre by creating new street-based routes through it; increasing the prominence of entrances and reducing the prominence of servicing and inactive frontages.
9. should minimise the negative impacts of car parking and servicing
10. where they involve tall buildings and other high-density developments must follow the requirements set out in Policy DM DE6: Tall buildings and Figure 7.4 (and any successor policies).
11. should demonstrate how safety and lighting of the walking/cycling routes have been designed to create an inclusive environment that can support an evening economy that is welcoming to all.

EXPLANATION

- 3.11 The key role Enfield Town plays within the Borough will continue. It boasts a diverse variety of shopping, cultural and leisure amenities. The existing community and cultural assets will be leveraged to establish an enticing destination.
- 3.12 A number of key development sites have been identified as likely to come forward in the plan period. Consequently, a well-coordinated framework that offers additional guidance may be necessary to guide the overarching strategy in this area.
- 3.13 This placemaking area contains seven site allocations:
- SA1.1: Palace Gardens shopping centre
 - SA1.2: Enfield Town station and the former Enfield Arms, Genotin Road
 - SA1.3: Tesco Southbury Road superstore
 - SA1.4: Enfield Civic Centre
 - SA1.5: St Anne's Catholic High School for girls
 - SA1.6: 100 Church Street
 - SA1.7: Oak House, 43 Baker Street

3.14 Introducing a more diverse mix of uses and functions in the placemaking area is essential to ensure the long term vibrancy of the major centre. There is notable need for a cinema, which is currently absent in Enfield Town, and such a leisure facility would be welcomed. Enhancing the evening economy and cultural offerings is a priority, and any development that encourages this diversification will be supported. Likewise, the introduction of additional employment and housing opportunities will support the vitality of the centre and contribute to the centre's resilience.

3.15 Enfield Town has a unique character. While the centre is expected to evolve to accommodate growth, it must strike a balance by preserving its unique identity, which is rooted in its cultural, heritage and natural assets. Achieving 'good growth', necessitates that developments respond sensitively to these characteristics. This will include revealing, celebrating, restoring and telling Enfield's story, especially ensuring its valued historic environment, such as the market square, the area around Gentleman's Row, the Parish Church, and green and blue features like Town Park and New River are preserved,



Enfield Town Library

protected and enhanced. The open spaces surrounding the town centre provide opportunities for a variety of leisure and recreational activities, all while offering valuable habitats for flora and fauna. Promoting these attributes should be a central aspect of any development proposals that arise.

3.16 All development must contribute towards enhancing public realm and open space. Public realm improvements should include:

- enhancing access between the town centre and Town Park;
- the renewal of the Enfield Town station building and surrounding public realm;
- creation of a positive sense of arrival at Enfield Town and Enfield Chase stations;
- enhancing the public realm and overall pedestrian environment in the placemaking area; and
- investigating feasibility of enhancing road junctions and circulation, including potential modifications to the gyratory system, along with improving facilities and the environment at all crossing

points.

3.17 Improvements to open space will include:

- enhancements to Enfield Town Park, Library Green and Chase Green;
- upgrading existing entrances to Enfield Town Park;
- strengthening the prominence of the New River Walk;
- enhancing and increasing the significance of the Enfield Loop including the incorporation of east-west cycling links;
- expanding and interconnecting wildlife corridors and/or creating green connections between open spaces to establish wildlife corridors; and
- introducing grey to green corridors along key gateways into the town centre through the use of meadows, and Sustainable Urban Drainage Systems.

3.18 Connectivity to central London is a valuable asset for Enfield Town. As gateways to this area, both railway stations contribute to a welcoming experience for visitors. The current

environment surrounding Enfield Town station is lacking, and it will benefit from enhancement. These areas will be a focal point to create a safer, more accessible, inclusive and pleasing pedestrian environment.

3.19 Traffic dominates the appearance of the town centre and the gyratory creates the impression of an isolated island site. Improvements to the gyratory system and widening pavements are necessary to address safety concerns and create a more pleasant, pedestrian-focussed environment. This will contribute to the creation of a healthy and liveable place that prioritises well-being.

3.20 To accommodate growth, an increased number of tall buildings will be incorporated (in line with the approach set out in London Plan Policy D9 and the Local Plan policy DE6). The appropriateness of their siting will be assessed taking into consideration the findings of the Character of Growth Study, and any updated successor. Design responses will be assessed based on how well proposals recognise the historic quality of the area and realise the potential to create a gateway into the town centre and the Borough as a whole.

PL2 SOUTHBURY

CONTEXT AND CHARACTERISTICS

- 3.21 Southbury is situated approximately one mile east of Enfield Town, on the western side of the A10 known as the Great Cambridge Road. It occupies a strategic east-west position in the Borough, connecting Enfield Town to the Lee Valley.
- 3.22 The Southbury area is currently home to retail parks and industrial parks. The retail park serves a broad catchment area covering most of the Borough and extending beyond its boundaries. The Great Cambridge Road frontages provide a high degree of visibility, therefore attracting high land values for retail purposes. The industrial park covers approximately 50 hectares and caters to a very large catchment that extends across much of London.
- 3.23 The area is characterised by large format retail and industrial warehousing/shed facilities. It features a mix of employment uses including warehouses, manufacturing spaces, and some office facilities. The majority of these are in good condition. The quality of the public realm is generally poor, offering opportunities for improvement. Surrounding the area are suburban terraced and semi-detached housing.

- 3.24 Southbury has good transport connections. Southbury station provides train services towards London Liverpool Street and Cheshunt. The A10 offers good north-south road connectivity and has a number of bus routes connecting to Waltham Cross and Turnpike Lane. Southbury Road is well served by bus routes connecting to various parts of the Borough including towards the Lee Valley. However, cycling routes in the area are either incomplete or of poor quality and the vehicle dominated nature of the area creates an unappealing pedestrian environment along key routes.
- 3.25 Within Southbury, there is limited green space, and residents have limited access to such areas. The area faces challenges related to accessibility to nearby green spaces, which are hindered by various physical barriers and obstacles.

SOUTHBURY PLACEMAKING VISION

Southbury will be a cohesive, exemplary, high-density, mixed-use quarter with pocket parks and high quality public realm with new street trees and planting. It will be an exceptionally appealing environment for residents and professionals to live and work in. The area will be connected to surrounding open spaces, with enhancements planned for places like the Enfield Playing Fields. Growth here will offer a mix of uses with a residential focus, including some taller buildings that will serve as distinctive landmarks. Additionally, Southbury will play a pivotal role as a gateway to the Lee Valley, Ponders End and Enfield Town. Carefully integrated building and landscape design will be employed to help improve air quality and mitigate noise pollution from the A10. Through intensification and co-location within the Great Cambridge Road Industrial Estate, Southbury will generate valuable local employment opportunities and renewed employment spaces.

Southbury

Site Allocations

- Housing
- Mixed Use
- Industrial

Placemaking Opportunities

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

Existing Features

- Overground Stations
- Conservation Area
- Locally Listed Heritage Assets
- Listed Buildings
- Local Centre
- Cycle Routes
- Strategic Industrial Land
- Locally Significant Industrial Site
- Metropolitan Open Land
- Water
- Metropolitan Open Land
- Local Open Space

Note. Refer to table PL02 for details

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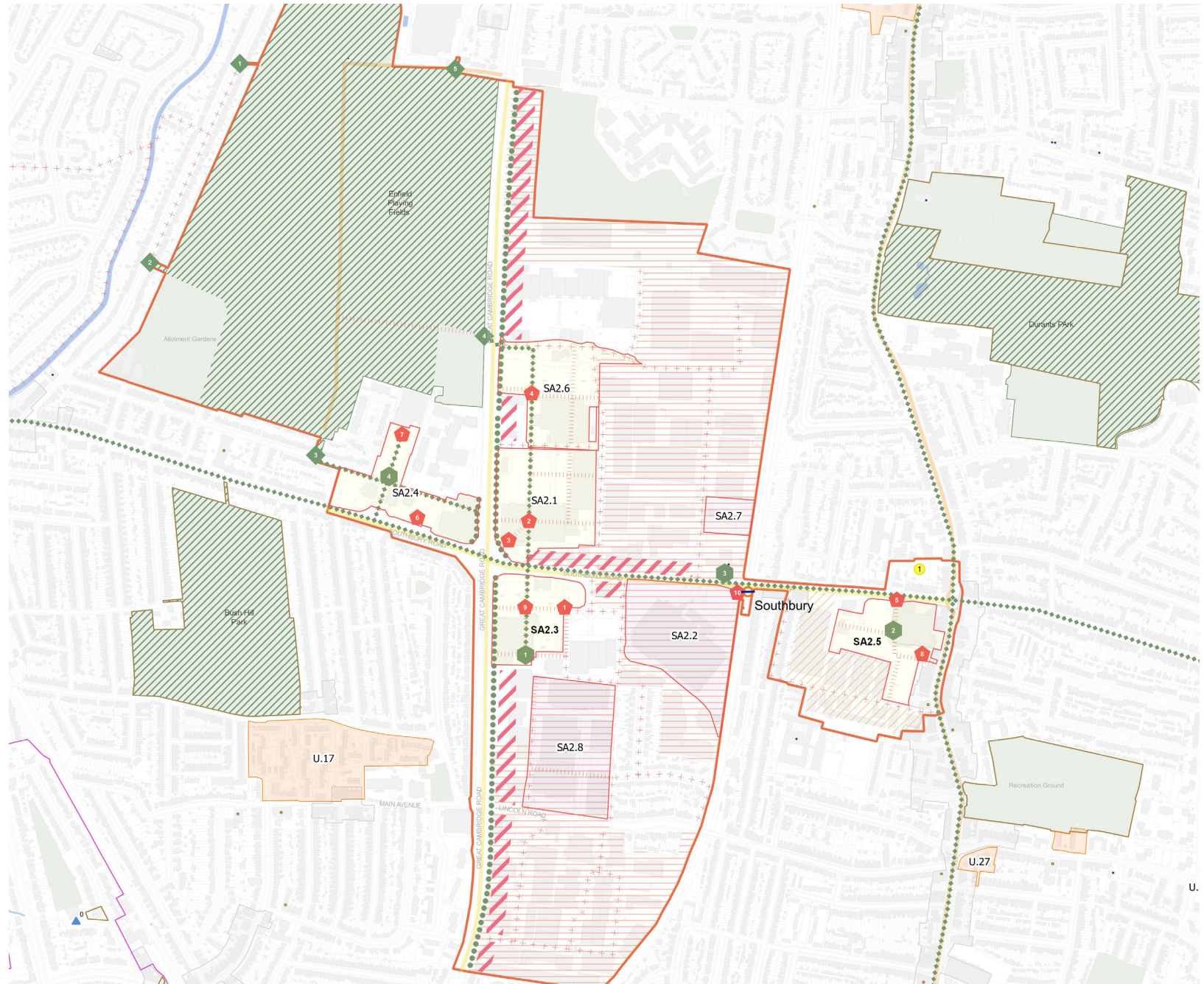


Figure 3.3: Southbury Placemaking Plan

STRATEGIC POLICY

PL2: SOUTHBURY

To realise the placemaking vision set out in **Figure 3.3**, development proposals in Southbury:

Comprehensive Approach and Masterplanning

1. must demonstrate how individual developments will contribute to making a good place (in line with Policy SP SS2: Making good places), including how they will:
 - a. lead to an appropriate phased release of the retail parks;
 - b. create a coherently planned and appropriate distribution of scale and massing of built form;
 - c. create urban residential blocks that provide a street network (now and in the future) that will integrate well with surrounding residential areas;
 - d. ensure active frontages are located along key routes through and around the site (such as Southbury Road and the A10) to promote active travel;
 - e. orientate residential blocks to minimise the negative noise and air quality impacts of the A10 on the public realm as well as

within buildings themselves. Single aspect homes or balconies facing the A10 will be resisted; and

- f. ensure tall building aid legibility and the heights of new buildings relate appropriately to existing and future surrounding development.
2. should provide an appropriate mix of uses with potential for creating a new local centre. The quantum of non-residential (Class E) floorspace delivered by proposals should assist with growing and sustaining the vitality of the neighbourhood through provision of appropriate employment, leisure uses, community and cultural facilities.
3. must demonstrate how the integration of vital social infrastructure to support the wider placemaking area, such as health or early years' facilities has been considered and addressed. The siting and location of these should be informed by a comprehensive placemaking approach.

Enhanced Movement and Connectivity

4. must reduce severance created by the A10/A110 and improve safety at the key junction between these to ensure it is

better utilised.

5. must deliver improvements to the pedestrian environment along the A10 through provision of a green buffer. Improvements along Southbury Road should be delivered through provision of urban greening along this route, which could be in the form of street tree planting. Improvements to support cycling should be delivered by facilitating and/or contributing towards delivery of a new east-west cycle lane along Southbury Road and delivery of a new cycle lane in both directions of the A10 Great Cambridge Road.
6. must contribute to improvements to the public realm and townscape along Great Cambridge Road and Southbury Road. Priorities include improving pedestrian/ cycle routes and signage, installing a new crossing point, planting new street trees and upgrading existing station entrance / forecourt as well as improving safety and security of the station environment. Contributions will also be sought to increase station capacity and to improve station access. Developments in the direct vicinity of the station should assist with

enhancing the visual presence of the station within the wider area.

Securing High Quality Design

7. must demonstrate that the design of high-density development is of exemplary quality in order to be considered acceptable. The principle of appropriately sited tall buildings - of a suitable scale - in this location will be acceptable to help accommodate growth in line with Policy DE6: Tall buildings and Figure 7.4 and any updating successors.
8. must protect the existing operation and future intensification capacity of designated Strategic Industrial Location (SIL) in line with **Policy E3: Strategic Industrial Locations**. Redevelopment within SIL should support its ongoing productivity by increasing employment floorspace and job density within designated SIL areas and ensuring that proposals for residential uses adjacent to SIL do not compromise the continued integrity and effectiveness of the operation of industrial uses. Proposals for residential uses adjacent to SIL should adhere to the agent of change principle.

Green Space and Public Realm

9. must deliver or contribute towards the development of new pocket parks, along with contributing to the improved accessibility and enhancements to nearby open spaces, including Enfield Playing Fields, Durants Park and St George's Playing Fields.
10. must incorporate Sustainable Urban Drainage Systems (SUDS) and street tree planting within the public realm, in particular in parts of the placemaking area within Source Protection Zones (SPZ).

EXPLANATION

- 3.26 The out-of-town retail park in Southbury, presents an opportunity for modernisation to align with contemporary needs and deliver appropriately intensified use of the land. Furthermore, introducing additional employment and housing will bolster the vibrancy of non-residential functions, creating a new local centre and broadening the diversity of available uses.
- 3.27 The substantial growth anticipated in this area necessitates the support of social infrastructure including healthcare facilities such as a GP surgery or health centre, and early years provision like nurseries. While a masterplan or similar is to be prepared to identify the optimal locations for these facilities, developments that proceed ahead of supplementary planning guidance must demonstrate how on-site integration of uses has been considered and will be implemented, where suitable.
- 3.28 Currently, connectivity between Ponders End and Enfield Town is poor. Southbury Road serves as a key route between these areas. Development within the placemaking area can play a pivotal role in enhancing the road junction with the A10, offering a better experience for pedestrians and cyclists. Sites have the potential to facilitate

public realm improvements within the placemaking area through direct provision as part of a development (e.g. to widen footpaths and create new cycling routes) or contributing towards creation of these with financial contributions.

3.31 Several key development sites have been identified for potential development during the plan period. Therefore, the Council will lead on the preparation of a coordinated framework/masterplan to ensure a coordinated and comprehensive approach to future development.

opportunity to increase densities exists in the area around Southbury Station exists and should be explored. Additionally, the potential impact on heritage assets, such as Forty Hall would need to be evaluated.

3.29 The surrounding residential areas face challenges in terms of accessing high quality open spaces. Consequently, new developments should address the deficiency in open space access by enhancing access to nearby open spaces (e.g. Enfield Playing Fields, Durants Park and St Georges Field) and improving their overall quality. The A10 road acts as a significant barrier in accessing Enfield Playing Fields and therefore contributions will be sought towards new crossings where feasible, and the enhancement of existing crossings.

3.32 This placemaking area contains eight site allocations:

- SA2.1: Colosseum Retail Park
- SA2.2: Heritage House
- SA.2.3: Morrisons, Southbury Road
- SA2.4: Southbury Leisure Park
- SA2.5: Tesco Superstore, Ponders End
- SA2.6: Sainsburys Crown Road
- SA2.7: Crown Road Lorry Park
- SA2.8: Land and buildings north of Lincoln Road

3.34 While the area enjoys good connectivity to central London, enhancing the frequency of train services could make it more desirable as a place to live and work, with an enhanced bus offering also helping to improve connectivity within the Borough. Potential to deliver this will be explored in close collaboration with TfL. Furthermore, the area immediately surrounding Southbury station will benefit from enhancement aimed at creating a welcoming entrance environment to Southbury.

3.30 Enhancement to existing green spaces will be supplemented by the establishment of new pocket parks within the placemaking area itself. Residential and employment uses should both contribute to the creation of these pocket parks, which offer valuable spaces for enhancing the wellbeing of both residents and employees, with a greater demand anticipated from high-density residential developments.

3.33 A considerable increase in the number of tall buildings is anticipated. The appropriateness of siting of proposed tall buildings will need to be assessed taking into consideration the findings of the Borough's Character of Growth study, as well as any subsequent updates. However, significant

PL3 EDMONTON GREEN

Context and Characteristics

3.35 Edmonton Green, situated in the south-eastern part of the Borough, is one of the four district centres and has a large draw. It features a diverse range of vibrant shopping, community and leisure facilities, including the Council’s Leisure Centre and Library as well as a bustling market. A significant portion of the centre’s space is designated for surface car parking. Moving westwards and further south along Fore Street, there is also a row of independent shops, cafes and amenities that cater to the local community.

3.36 The area boasts a diverse character, with buildings from a range of periods but is currently defined by the late 1960s and early 1970s shopping centre and its three tall buildings. The inward facing shopping centre creates a sense of disconnection from the surrounding areas. The presence of ‘The Green’ along Fore Street and the mature trees here, contribute positively to the local character, but it is an asset that could be better used. Salmon’s Brook, which runs through the centre is a key asset, with the Salmon’s brook path starting at Plevna Road to the rear of the shopping centre, enabling connection from here

along this key leisure route. Just south of this is the newly formed Angel Way cycling and pedestrian route – another key leisure route in the area. To the rear of the shopping centre is an open space between Menon Drive and Colhurst Drive which could be better connected to the town centre.

3.37 Some of the most prominent buildings in Edmonton are the tall buildings that rise above the shopping centre. While they appear out of scale in comparison to the rest of the area, they serve as useful landmarks for the district centre. There are also a number of heritage assets in the centre including the war memorial on the roundabout, the Crescent to the north of the area and a number of listed assets along Church Street.

3.38 The area is centred around the junction between Fore Street, Hertford Road and Church Street, where the overground station (Edmonton Green station) is located. The station provides Overground services, with routes extending to London Liverpool Street station in the south and Enfield Town and Hertford North in the north. The large bus station is also situated at this junction, offering excellent bus connections to various parts of the

Borough and beyond. The environment around the train and bus station can feel dominated by traffic, due to its proximity to major roads.

3.39 Due to the low lying nature of the area, and its location near the confluence of many of the Boroughs main watercourses such as Pymmes Brook and Salmons Brook, the area currently suffers from high levels of flood risk.

3.40 This area includes communities with some of the highest levels of deprivation in the borough and reducing health inequalities is a priority.



Monmouth Green, Enfield

EDMONTON GREEN PLACEMAKING VISION

Edmonton Green will continue to thrive as a vibrant centre. The redevelopment of the shopping centre will seamlessly integrate into its surroundings, creating a cohesive and inviting space. The bustling market, complemented by the adjoining public realm will become an attractive focal point of the renewed district centre. Activities will extend along Church Street and Fore Street, fostering increased activity in these areas. The design of roads will prioritise pedestrians, offering an attractive and easily navigable environment with well-placed crossings at the War Memorial junction.

The renewed district centre will host a diverse mix of commercial, cultural, leisure and evening activities around the market. Additionally, a substantial number of new homes will be introduced, supported by community-led facilities and public spaces. The area's distinctive natural features such as 'The Green' will be enhanced, while connectivity will be improved along Salmons Brook and the pedestrian and cycle path to Angel Gardens. Edmonton Green station will undergo enhancements to improve its services and the area will establish stronger connections to Angel Edmonton, Meridian Water and the Lee Valley Regional Park.