

Angel Edmonton

Site Allocations

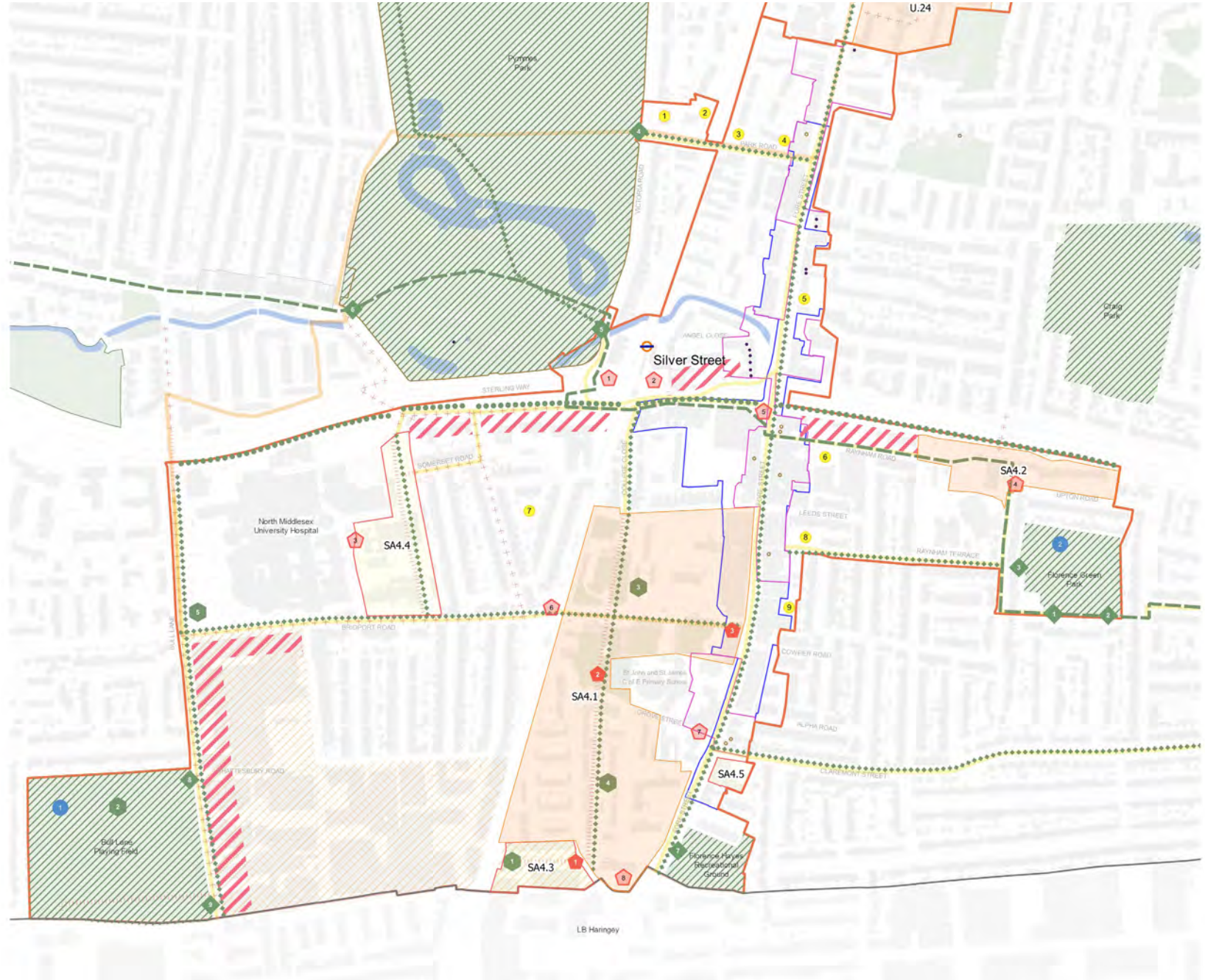
- Housing
- Mixed Use

Placemaking Opportunities

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

Existing Features

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



Note. Refer to table PL04 for details

N 0 50 100 m

Figure 3.5: Angel Edmonton Placemaking Plan

STRATEGIC POLICY

PL4: ANGEL EDMONTON

To realise the place vision set out in **Figure 3.5**, development proposals in Angel Edmonton:

Comprehensively planned approach

1. should contribute to a coordinated process of regeneration that responds positively to the unique context and characteristics of the area. Proposals here must have regard to the Edmonton Vision – and assist with delivery of key objectives set out here.

Diverse and vibrant mix of uses

2. should assist with revitalising the high street and its role as an important district centre. Proposals which provide new spaces for small business, culture and community uses will be encouraged. Proposals in close proximity to the high street must also explore opportunities to provide non-residential spaces for community uses.
3. must contribute to creating a thriving mixed-use place offering a range of housing typologies, which may include dense forms of residential development. Development along the high street should

reinforce and create a coherent route along Fore Street. Proposals elsewhere must respect the predominantly lower-rise character of the area. Tall buildings will only be accepted in appropriate locations as set out in **Policy DM DE6 Tall buildings and Figure 7.4** (and any updating successor).

4. could provide employment uses that contribute towards the creation of a wide range of new jobs. Provision of affordable workspace and creative studios in this area that support entrepreneurship will be encouraged.
5. should demonstrate how they have facilitated enhancements to the fabric and setting of the historic environment. This includes the Fore Street conservation areas.

Green infrastructure

6. must contribute to improvements to the blue and green infrastructure network through linkages to surrounding green spaces and waterways. Access to Pymmes Park should be improved with better security, access arrangement and play space. Contributions will be sought

towards this. Enhanced connections to Bull Lane playing fields should also be delivered.

7. should contribute to Sustainable Urban Drainage enhancements in the wider neighbourhood as part of an overall action plan. Opportunities to de-culvert Pymmes Brook, where present should be explored.

Enhanced movement and connectivity

8. must contribute towards and/or facilitate improving connections between Silver Street Station and Fore Street including markers for intuitive wayfinding, a variety of public realm spaces which are pedestrian and cycle friendly integrated with existing street and movement patterns.
9. must contribute towards delivering improvements to the walking and cycling environment through the implementation of cycleways and enhancing the pedestrian environment to encourage uptake of active travel. New cycle and green routes east and west from North Middlesex University Hospital to Meridian Water will be supported.
10. must contribute to improving the crossing

facilities and arrangements of the North Circular Road to prioritise active travel and to better connect both sides of the road. Any proposals affecting the North Circular Road should be the subject of early discussion with TfL as highway authority to establish feasibility and likely costs.

11. should reduce the reliance on on-street and surface car parks, working towards car-free development in line with public transport improvements.
12. must contribute to improvements to the environment along the North Circular Road through tree planting, wild meadows and other public realm works and appropriately scaled development that directly addresses the road, while protecting the health and wellbeing of intended occupants.

Social and community Infrastructure

13. should contribute towards funding a study to explore opportunities to provide a new integrated health and wellbeing centre led by the Integrated Care Board and the North Middlesex University Hospital Trust.

Explanation

- 3.55 The district centre’s functionality and success should be maintained while simultaneously diversifying and improving its offerings. This includes encouraging a wider range of uses along the high street including community and cultural offerings to enliven the high-street and attract a more diverse range of visitors, all of whom can benefit from its offerings. Introducing some workspace provision, such as a mix of affordable workspace and creative studios, can further contribute to the vitality of the high street.
- 3.56 The Angel Edmonton area has a burgeoning creative and entrepreneurial ethos and any proposals should capitalise on this spirit to foster the growth of this sector, building upon recent initiatives such as the new affordable workspaces at Angel Yard, which will also support broader access to local employment opportunities.
- 3.57 Given the presence of large housing estates planned for renewal, the area possesses the capacity to deliver a substantial number of new homes. The housing mix introduced in this area should seek to serve local need and

complement the existing housing mix and comply with housing policies set out in Chapter 8.

- 3.58 Alongside this, there is a high likelihood of a significant uplift in proposed heights and densities. To maximise the opportunity for growth, well-designed taller buildings situated in the right locations could be acceptable. This stems from the presence of existing tall buildings, the mixed-use nature of the high street, and its strategic location on Fore Street, which serves as a main route linking other important destinations. Furthermore, considering the proximity of the railway station, this location is considered to be an appropriate location for the inclusion of some tall buildings to help with the delivery of housing.

3.59 This placemaking area contains five site allocations:

- SA4.1: Joyce Avenue and Snells Park Estate
- SA4.2: Upton and Raynham Road
- SA4.3: Langhedge Lane Industrial Estate

- SA4.4: South-east corner of North Middlesex University Hospital Trust
- SA4.5: Public House, 50-56 Fore Street

3.60 Currently, Angel Edmonton experiences relatively high crime and anti-social behaviour. To tackle these issues, development should focus on good design principles that encourages passive street surveillance and reduce opportunities for crime in line with NPPF paragraphs 92(b) and 130(f).

3.61 Access to surrounding green spaces and waterways is poor, and it is essential that development contributes to improving these connections, thereby maximising the potential of these assets to enhancing people's quality of life. The Pymmes Brook, is a hidden asset that has potential to contribute to the area's vision for placemaking vision and should be seamlessly integrated and enhanced.

3.62 In general, there is great scope for improving the overall quality of the public realm to improve the pedestrian experience, thereby making walking the preferred choice of travel.

3.63 The combined factors of high levels of deprivation and the specific

demographics of the area have led to poor health outcomes for many residents. Improving connectivity to open space and promoting active travel can assist in fostering healthier lifestyles. This effort must be supported by ensuring that residents have adequate access to healthcare facilities, including those with out-of-hours access. NHS HUDU highlighted the desire to create of a new integrated health and wellbeing facility in this area and all development coming forward in the area should contribute towards this. Plans to transform the Selby Centre into a brand new 'urban village' with state-of-the art sport, and community facilities and enhanced park, which will also support improving local health outcomes.

PL5 MERIDIAN WATER

Context and Characteristics

3.64 Meridian Water occupies the south-eastern corner of the Borough. It is the Council's flagship regeneration project, plans for which have been underway for a number of years. The first residents moved into the first new homes in 2023. The area is characterised by its under-utilised industrial and retail properties. Situated immediately south of the North Circular Road, it is nestled between the neighbourhoods of Edmonton, Tottenham, and Walthamstow in North London. Its close proximity to the North Circular Road provides it with good road connectivity, not only within London but also to destinations further afield. Whilst the strategic road network is a key factor behind the success of the industrial and retail land uses, the roads also divide the area, reducing connectivity and accessibility, thereby creating navigational challenges. Significant portions of land, including two former gasholder sites, remain inaccessible further contributing to the division. The presence of electricity pylons and the North Circular Road flyover dominates the area's visual landscape.

3.65 The existing character of Meridian Water is predominantly shaped by its industrial heritage. It is nestled within the extensive green expanse of the Lee Valley, and it features several captivating yet currently underutilised waterways, including the River Lee, the Lee River Navigation, Pymmes Brook and Salmons Brook.

3.66 In the summer of 2019, the new Meridian Water railway station opened replacing the former Angel Road station. It is expected that approximately four million people will utilise this station each year, offering step-free access to Meridian Way and providing a publicly accessible connection across the railway from east to west. This area presently accommodates significant large-scale retail outlets and serves as a prominent employment hub. Its eastern boundary abuts the waterways and open spaces of the Lee Valley Regional Park, presenting opportunities for enhanced recreational facilities at Banbury Reservoir by working closely with the London Boroughs of Haringey and Waltham Forest as well as the Lee Valley Regional Park Authority.



Meridian Water

MERIDIAN WATER PLACEMAKING VISION

Meridian Water Meridian Water will be transformed into a highly sustainable mixed-use community. It will set the standard for sustainable neighbourhoods boasting exceptional environmental credentials and embodying a commitment to carbon positivity, environmental excellence and zero waste principles. This vibrant neighbourhood will offer new homes, including affordable housing and employment opportunities that are well served by community infrastructure. Its distinctive character will be drawn from its rich industrial and ecological heritage.

Pymmes Brook and the River Lee Navigation waterways will form the backbone of the new neighbourhood, establishing a network of public walkways that connect with newly created parklands and existing open spaces such as Kenninghall Open Space. These interconnected spaces will seamlessly integrate into the rich surrounding blue and green networks enhancing access to and providing striking views towards the Lee Valley Regional Park.

Meridian Water will enable opportunities to lead active, healthy lifestyles through the development of pedestrian friendly streets and cycle routes. Enhanced public transport, including improved bus services and the introduction of a new train station, will offer residents seamless mobility and accessibility.

Furthermore, Meridian Water is committed to foster a culture of innovation and industry, adapting to contemporary demands by providing significant job opportunities on a transformative scale. The area will attract a diverse range of major employers, start-ups and meanwhile uses therefore cultivating a thriving economy for innovators and creators alike.

Meridian Water

Site Allocations

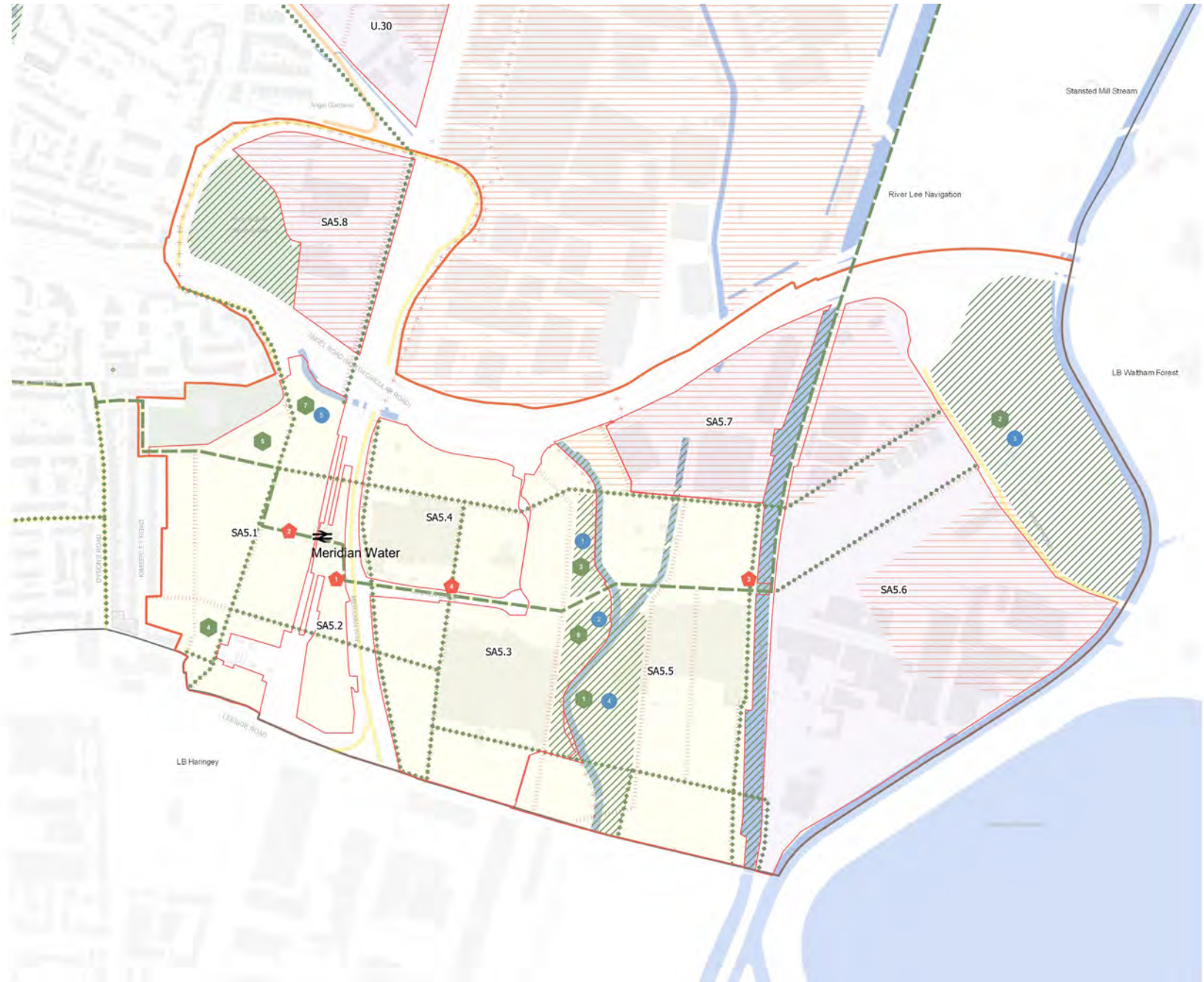
- Mixed Use
- Industrial

Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- New Open Space Opportunities
- New Wetlands Opportunities
- Enfield Green Loop
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Blue and Green Space Improvements
- Streetscape Improvements

Existing Features

- National Rail Station
- Locally Listed Heritage Assets
- Local Centre
- Cycle Routes
- Water
- Local Open Space
- Borough Boundary



Note. Refer to table PL05 for details

N 0 50 100 m

Figure 3.6: Meridian Water Placemaking Plan

STRATEGIC POLICY

PL5: MERIDIAN WATER

To realise the place vision set out in **Figure 3.6**, development proposals in Meridian Water:

Comprehensively planned approach

1. must deliver comprehensive, residential-led mixed-use development that optimises the site’s potential. To ensure that development in the Meridian Water placemaking area comes forward in a strategic and comprehensive manner, planning permission for individual phases must conform with a masterplan for the whole placemaking area that is supported by the Council.

Diverse and vibrant mix of uses

2. should facilitate creation of a new large local centre for the Borough in line with **Table 10.1: Hierarchy of Town Centres**. This will be supported by a wide range of complementary uses. Retail uses will be strongly encouraged fronting on to the Central Spine (Glover Drive/Main Street), around the station and in adjoining public squares; and fronting on to the River Lee Valley Navigation. This should be connected to a variety of public realm spaces including

pocket gardens and squares, which are pedestrian friendly. Development within the new local centre must also create new space for small business, indoor leisure, culture and community uses.

3. should seek to deliver office floorspace within the town centre, including as part of mixed use developments. The provision of flexible, co-working and maker spaces as part of a diverse employment offer will be welcomed.
4. should maximise the potential for industrial development at the Northern Band, including through the development of innovative multilevel formats.
5. should actively explore delivering a range of alternative housing products to increase the quantum and pace of delivery. The Council will support appropriate and high quality ‘build to rent’ schemes as an element of the provision of private housing in line with Policy H7: Build to Rent. The need for co-living, older person’s accommodation and student accommodation should also be explored.

Green Infrastructure

6. must deliver a sufficient quantum of high-quality, multifunctional open space to support dense development, through the provision of a network of green corridors and public open spaces. Development proposals should deliver, facilitate, or contribute to the delivery of:
 - a. Brooks Park, including its westward extension
 - b. Green Loop
 - c. Lee Navigation Linear Open Space
 - d. Node located at the confluence of Pymmes and Salmons Brooks.
7. should incorporate spaces designed for a variety of physical activities to take place. Each phase of development must meet the 30% of the area delivered as open public space target as a minimum and seek to deliver the maximum open space possible. Where this is not possible acceptable justification should be provided.
8. should maximise the experience, activation and ecological potential of the existing waterways through naturalisation

and ecological enhancements. Development should contribute towards river restoration works, including naturalisation of the riverbanks and off-site flood attenuation basins/conveyance channels to divert surface water run-off where this cannot be delivered on site.

9. should deliver a net gain in biodiversity in line with **Policy BG3**. Planting must be consistent with the habitats and character of the Lee Valley Regional Park and must be composed of a diverse range of native species in accordance with the Lee Valley Biodiversity Action Plan (and any updating successor), whilst also ensuring species choice is resilient to climate change.
10. should deliver new open spaces on either side of the North Circular Road (A406), A1055 and roadside improvements (e.g. underpass treatment and bridges).
11. could explore opportunities for delivery of water sports facilities along the Lee Valley Navigation canal and at Banbury Reservoir (in partnership with the London boroughs of Haringey and Waltham Forest) which will be encouraged where it would not have an unacceptable level of harm to ecology and wildlife.
12. should deliver high quality, varied play

spaces, which reinforces the local character. This should be provided through a combination of designated and informal playable space that are supported by suitable infrastructure including supportive seating. Doorstep play must be provided within individual plots.

Urban Design

13. should create development that is seamlessly woven into the surrounding context of a predominantly suburban low-rise character of the area, with an appropriate massing strategy that the planned transformation of the area will bring.

Movement and Connectivity

14. must facilitate and contribute towards enhancement of the existing network of routes, in particular Leaside Road, Glover Drive and Angel Edmonton Road, all of which will provide primary connections. Development should also deliver new strategic connections from Meridian Water to key destinations (such as Edmonton Green, North Middlesex Hospital, Angel Edmonton, Picketts Lock to the north and Tottenham Marshes to the south) and neighbouring Boroughs (via the Lee Valley Regional Park) to

overcome physical severance and provide attractive and safe walking and cycling links.

15. must contribute to improving and enhancing physical infrastructure, including improvements to rail and bus provision, active travel, new routes across the site to improve accessibility and connectivity (e.g. east-west routes to Banbury Reservoir) and flood mitigation infrastructure. Developments should contribute to delivering sustainable transport connections to the Lee Valley given its importance as a north-south corridor and green space.
16. must provide a key route for essential infrastructure along primary routes. This may include high speed broadband, decentralised energy, gas and electricity networks and other infrastructure. Development proposals that include land within the central spine corridor must demonstrate how the central spine will act as the trunk route for servicing and subterranean infrastructure and show how the design will minimise disruption from future maintenance and road works.
17. must make a significant, positive

Infrastructure

contribution to both physical and social infrastructure. This will include delivery of a new primary school and a new health centre as a minimum.

Employment

18. should contribute towards generating a mix of high-quality permanent jobs, jobs through meanwhile uses, and construction jobs. No less than 25% will be from local labour. To deliver the permanent jobs development should provide a mix of employment spaces in appropriate locations. Meanwhile uses, particularly those which contribute to the socio-economic and cultural vision for the placemaking area will be encouraged.

Meridian Hinterlands

19. 1 should deliver employment-led regeneration at Meridian Hinterlands in line with Policy E12 by:
 - a. delivering a net increase in employment floorspace through intensification and mixed use redevelopment.
 - b. consolidating SIL to deliver new homes and jobs and successfully manage interfaces to ensure that businesses can thrive.

Explanation

3.67 Meridian Water offers an immense opportunity for transformational change and is uniquely positioned as the gateway into the Lee Valley Regional Park. This expansive regeneration project aspires to set the highest standards in placemaking, and place sustainability at its heart. The scale of development envisaged will enable Meridian Water to define its own character and density, while ensuring the creation of high quality residential environments and public spaces. The Council has already been successful in securing substantial sums of funding from government in order to aid delivery of this expansive regeneration project.

3.68 To overcome existing constraints and unlock Meridian Water’s growth potential, a comprehensive master-planned approach is imperative for the entire placemaking area, emphasising the creation of high quality places. Development here has the potential to establish an exciting new neighbourhood within the plan period and beyond. The longer-term goal is for the entire Meridian Water placemaking area to accommodate 10,000 homes and 6,000 permanent jobs, with an additional 1,000 jobs from meanwhile

uses and 1,000 jobs from construction over a span of 25 years. The quantum of development which could be attained in the placemaking area is dependent on a range of factors, not least public transport accessibility.

3.69 As the primary landowner, the Council has set ambitious targets for the establishment of a new local centre, new homes and employment opportunities across a broad range of industries. Proposals will evolve around a progressive approach to sustainability, emphasising low carbon, circular economy principles, biodiversity enhancement, revitalisation of waterways, and the creation of exceptional open spaces that connect the site to the Lee Valley Regional Park (LVRP) as a central focal point.

3.70 Directing some non-residential uses to specific locations within Meridian Water will help to shape the hierarchy of the new neighbourhood. Promoting a blend of retail, commercial and community activities will help to sustain a vibrant new centre. Given the challenges faced by traditional town centres and high streets, the development should encompass workspace, maker spaces, leisure facilities, civic functions, as well as retail food and beverage establishments to generate

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

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

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

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

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

3.75 This placemaking area contains eight site allocations:

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



Meridian Water station, entrance

PL6 SOUTHGATE

Context and Characteristics

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

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

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

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

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

SOUTHGATE PLACEMAKING VISION

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

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

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

Southgate

Site Allocations

- Housing
- Mixed Use

Placemaking Opportunities

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

Existing Features

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

Note. Refer to table PL06 for details

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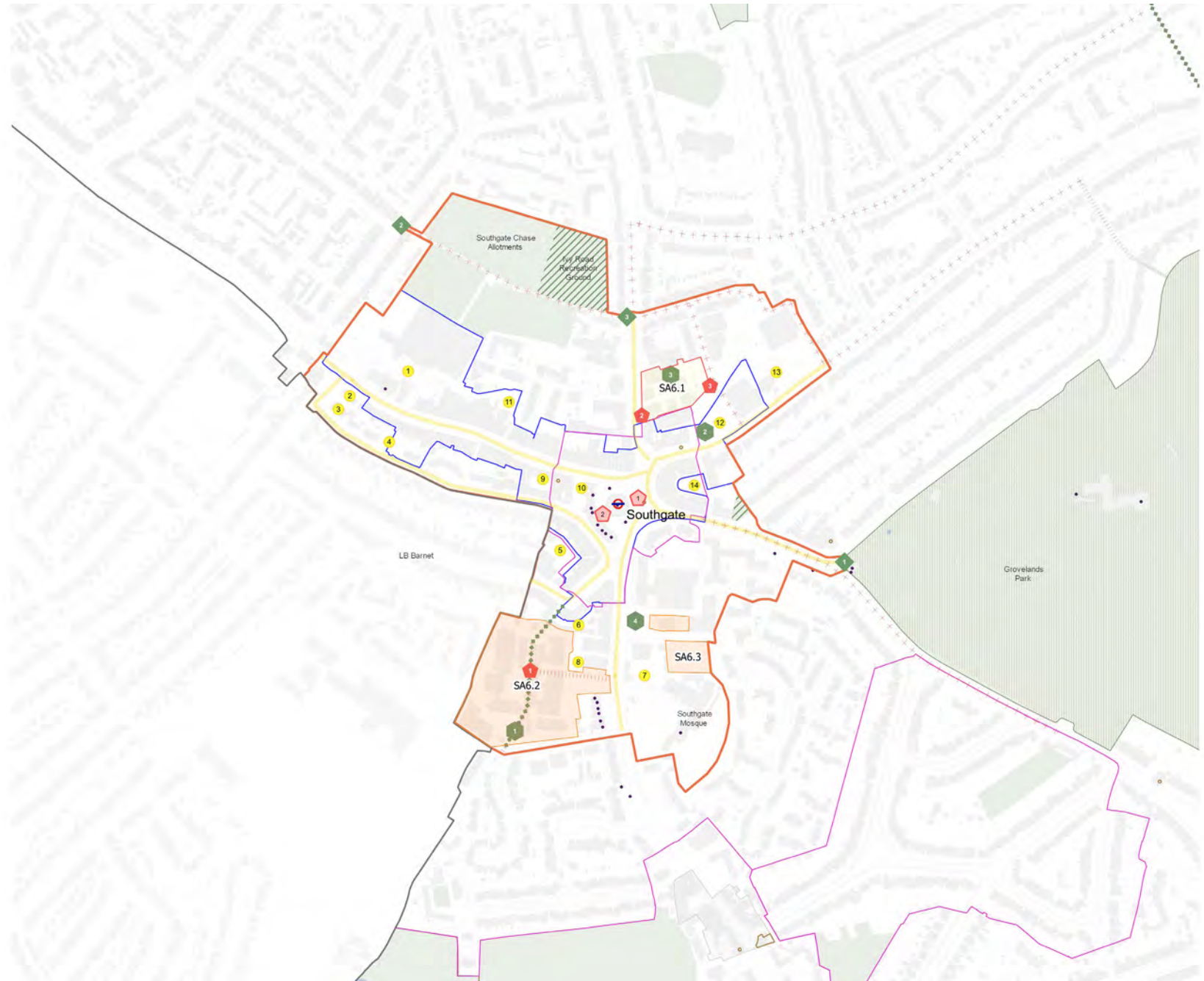


Figure 3.7: Southgate Placemaking Plan

STRATEGIC POLICY

PL6: SOUTHGATE

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

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

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

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

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

Explanation

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

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

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

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

3.83 This placemaking area contains three site allocations:

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

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

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

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

PL7 NEW SOUTHGATE

Context and Characteristics

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

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

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

NEW SOUTHGATE PLACEMAKING VISION

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

New Southgate

Site Allocations

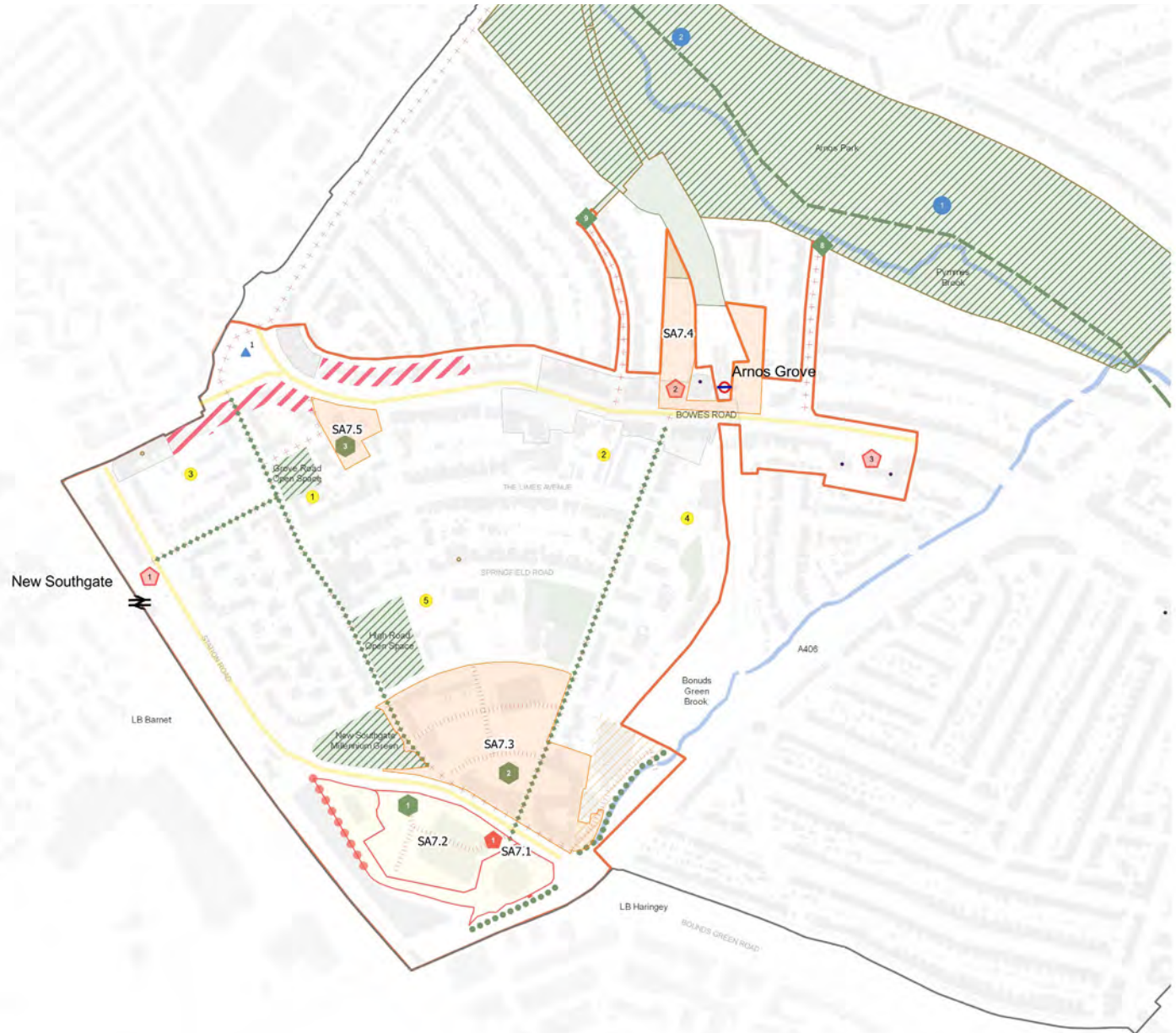
- Housing
- Mixed Use

Placemaking Opportunities

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

Existing Features

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



Note. Refer to table PL07 for details

N 0 50 100 m

Figure 3.8: New Southgate Placemaking Plan

STRATEGIC POLICY

PL7: NEW SOUTHGATE

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

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

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

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

Explanation

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

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

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

- SA7.3: Ladderswood Estate
- SA7.4: Arnos Grove Station Car Park
- SA7.5: Coppice Wood Lodge.



Southgate fingerpost

PL8 PALMERS GREEN

Context and Characteristics

- 3.95 Palmers Green is located in the southern part of the Borough and serves as one of the four district centres. Its high street features twentieth century parades, and the urban centre is located at the junction between Green Lanes and Aldermans Hill, The area is surrounded by classic suburban and urban terraces
- 3.96 To the north, Green Lanes extends toward Enfield Town, the Borough's major town centre. The development gradually intensifies as it approaches Enfield Town, visible in the more urban nature of the town centre, with a strong mixture of uses and greater density of activity.
- 3.97 The eastern part of this area is primarily comprised of residential neighbourhoods. The effective eastern boundary of the area is the curve of the New River which wraps around the eastern and southern sides of Palmers Green and effectively breaks the urban form a short distance north of the North Circular. Constructed in the seventeenth century to supply London with drinking water from Hertfordshire, the New River is an important landscape resource of considerable heritage significance. It is widely accepted as one of the most significant and ambitious developments in water supply in England.
- 3.98 On the western side lies Broomfield Park, a Grade II Registered Park and Garden. At its core lies Broomfield House together with its associated Stable Block and Walled Garden, (which are Grade II and II* listed). Broomfield house, the stable block and Registered Park and Garden, are all listed on Historic England's Heritage at Risk Register. While the garden is available for public enjoyment as a park, the house remains inaccessible due to extensive fire damage.
- 3.99 An experimental low traffic neighbourhood was also introduced (Fox Lane) during the Covid-19 pandemic, with the aim of reducing traffic congestion on local roads, and promoting active travel. However, this initiative has sparked controversy and undergone adjustments to ensure that the proposals are inclusive.
- 3.100 At the southern end of the area, several notable community facilities are located. Palmers Green Library, situated across from Broomfield Lane, is one of the Borough's flagship libraries. It re-opened after refurbishment in 2015 integrating a range of technologies and designed to suit users of all age groups. To the southeast, on Oakthorpe Road, Palmers Green Mosque and the adjacent community centre known as the Darji Pavilion were constructed in the early 2000s in a corner of Oakthorpe Sports Ground. Across from this is St. Anne's High School for girls, which houses its upper school and contains its sixth form centre. The Lower school is currently situated in Enfield Town.
- 3.101 Palmers Green is particularly well connected, benefiting from a well-served railway station with links to Finsbury Park and Moorgate stations in inner London. Green Lanes, which runs through the heart of the area connects the area to Haringey to the south and Enfield Town to the north. This route is serviced by frequent bus services, promoting sustainable travel patterns. Additionally, the C20 cycleway runs alongside Green Lanes.
- 3.102 This ward has the highest proportion of 'other white' residents in the Borough, primarily comprised of people of Turkish or Greek descent. A notable range of facilities and retailers serve this

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

PALMERS GREEN PLACEMAKING VISION

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

Palmers Green

Site Allocations

- Housing
- Mixed Use

Placemaking Opportunities

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

Existing Features

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



Note. Refer to table PL08 for details

N 0 50 100 m

Figure 3.9: Palmers Green placemaking vision

STRATEGIC POLICY

PL8: PALMERS GREEN

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

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

Explanation

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

PL9 RURAL ENFIELD

Context and Characteristics

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

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

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

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



Sunset in Trent Park

RURAL ENFIELD PLACEMAKING VISION

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

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

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



Broomfield Park tree planting day

Emerging Enfield Chase - Landscape Recovery Vision 2023 - 2043

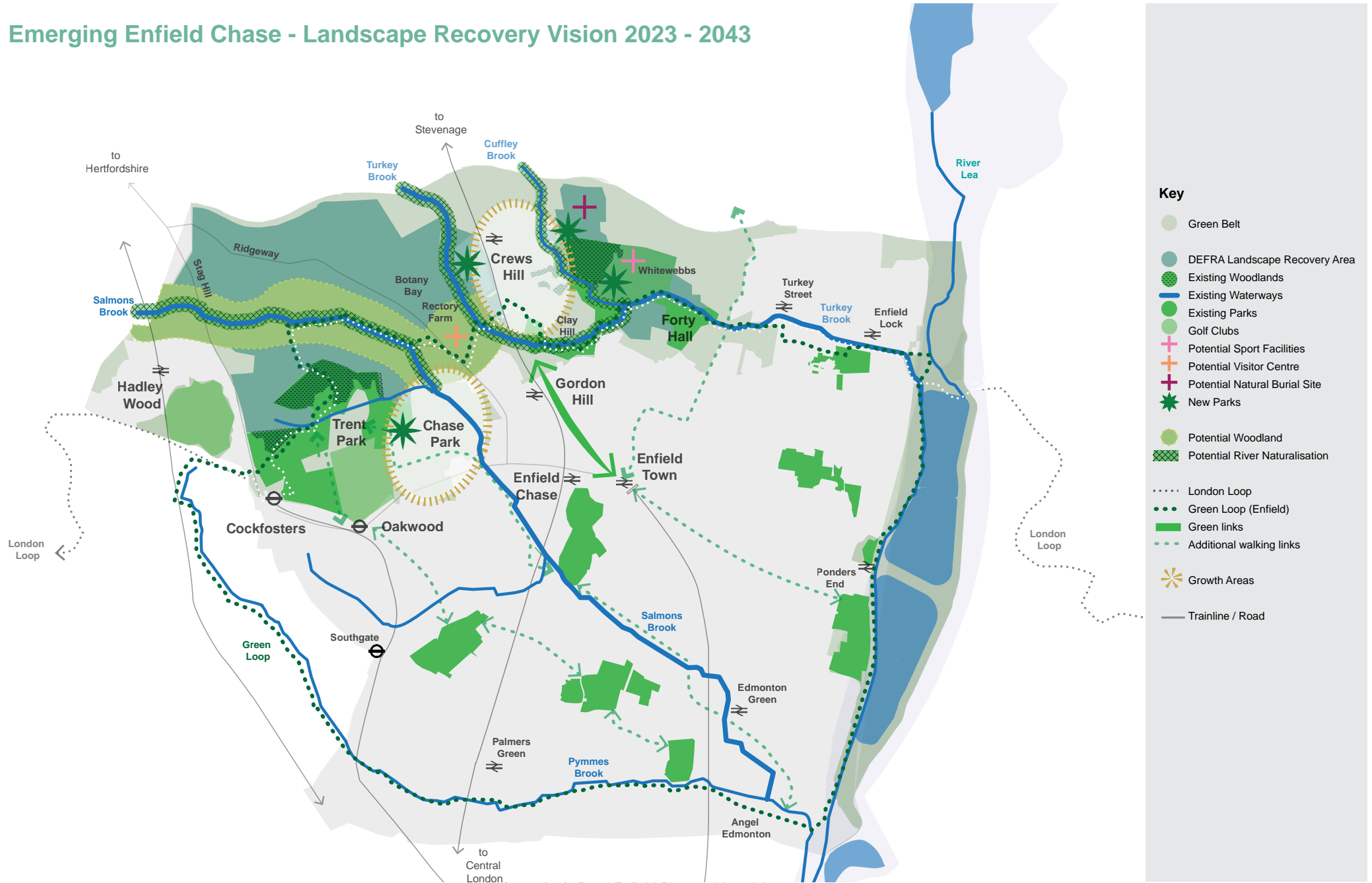


Figure 3.10: Rural Enfield Placemaking vision

STRATEGIC POLICY

PL9: RURAL ENFIELD

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

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

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

Explanation

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

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

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

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

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

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

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

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

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

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

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



Firs Farm

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

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

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

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

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

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

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

PL10 CHASE PARK

Context and Characteristics

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

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

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

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

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

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

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

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

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

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

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

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

CHASE PARK PLACEMAKING VISION

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

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

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

Chase Park

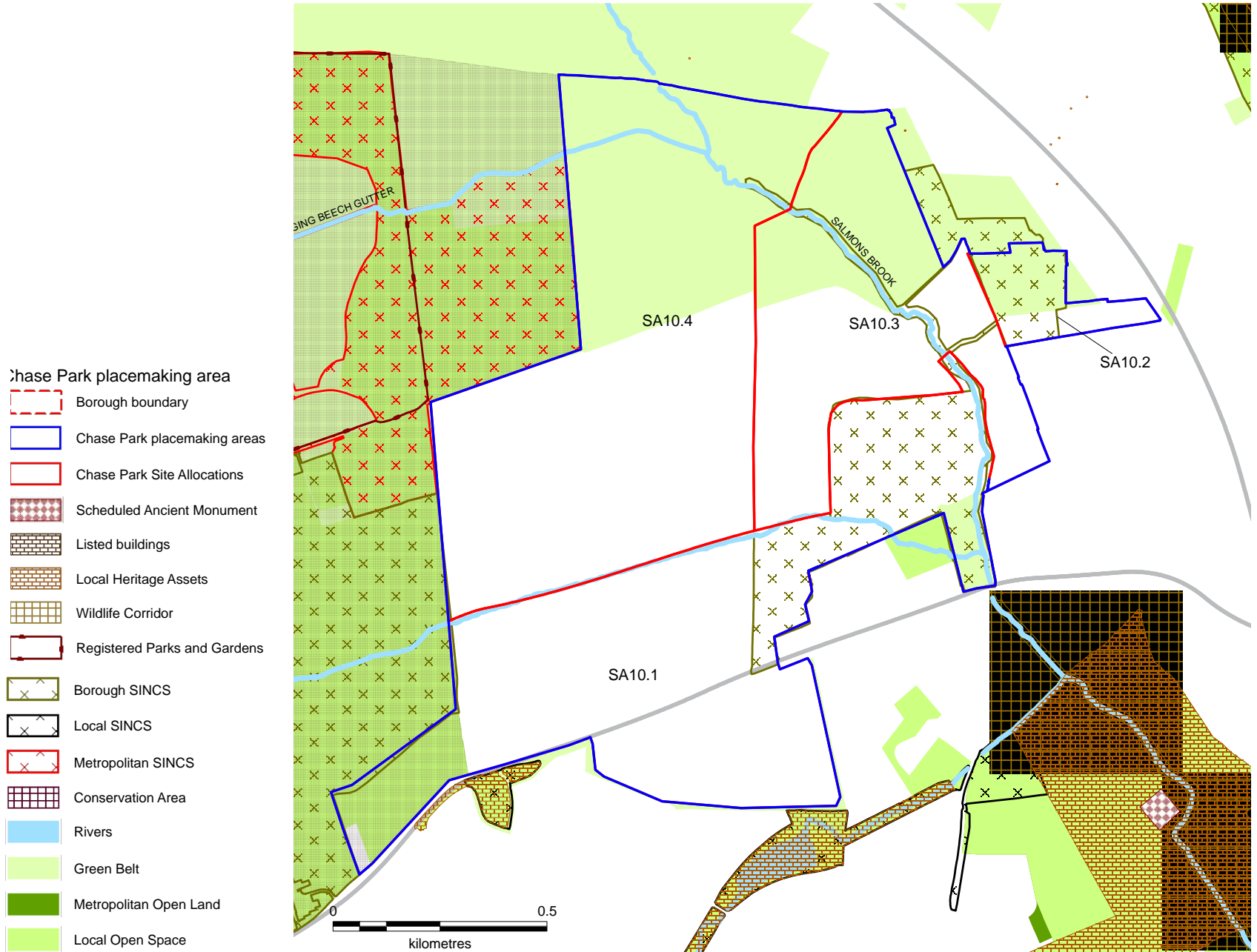





















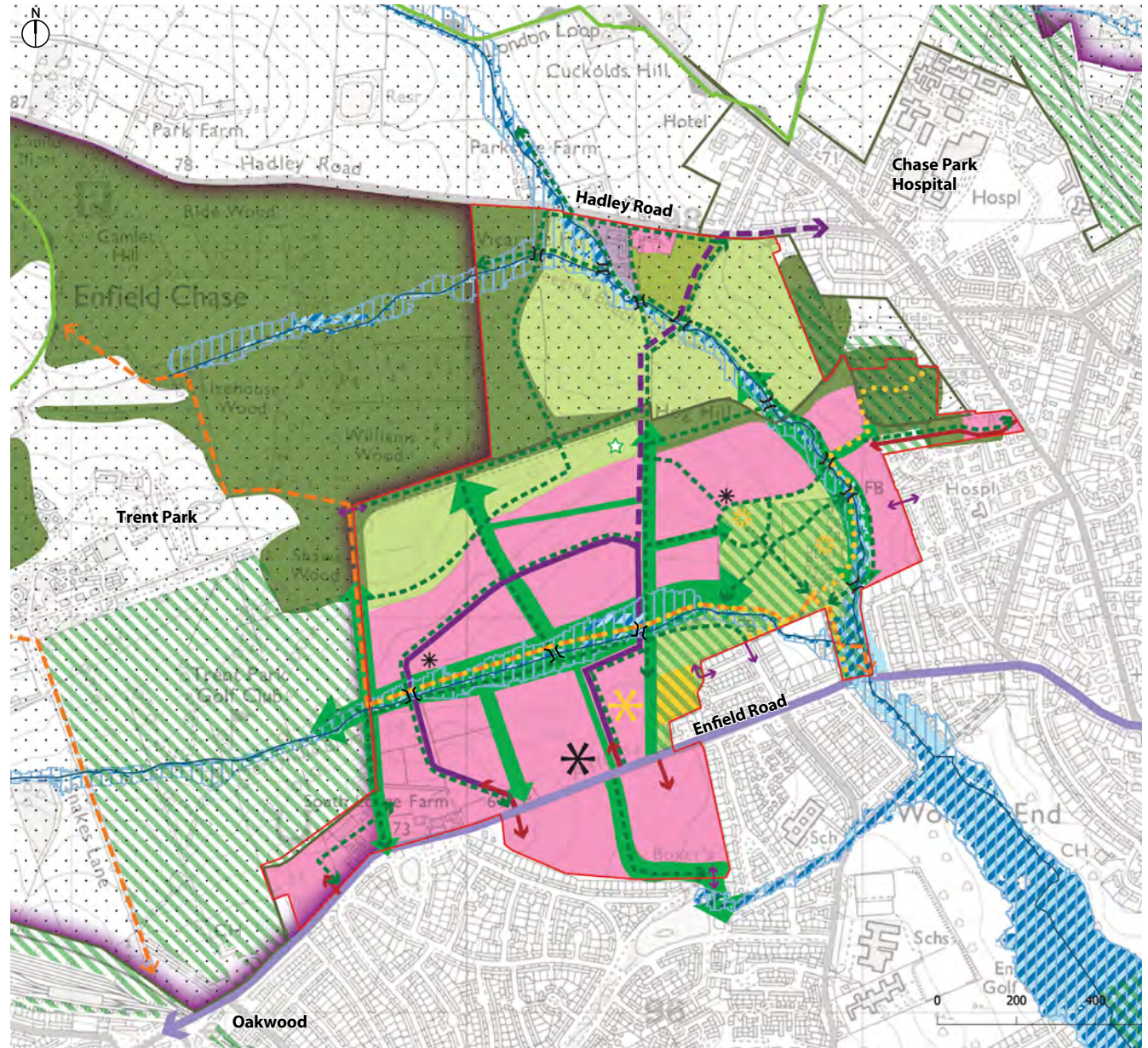


Figure 3.11: Chase Park Policy Map Extract

Chase Park

-  Placemaking area boundary
-  Extent of Green Belt as proposed within Regulation 19 draft Local Plan
-  Residential
-  3FE primary school
-  Potential for offsite school/community playing fields*
-  Local centre
-  Community hub
-  Existing farm
-  Equestrian uses
-  Public Open Space
-  Green corridor within development area
-  Borough SINC
-  Proposed and existing woodland (indicative location)
-  Proposed allotments and community orchard (indicative location)
-  Heritage interpretation
-  Conservation area
-  Existing Public Right of Way
-  Proposed key walking and/or cycling route (indicative location)
-  Pedestrian/cycle connections to existing streets
-  Proposed vehicle/pedestrian/cycle access (indicative location)
-  Improved active travel corridor
-  Proposed bus route (indicative location)
-  Potential bus connection to Hadley Road (indicative location)
-  Proposed bridges (indicative location)
-  Watercourses
-  Flood zone 2
-  Flood zone 3a
-  Flood zone 3b
-  London Loop
-  Green link (Enfield Blue and Green Strategy)



Proposed framework plan for Chase Park

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

Figure 3.12: Chase Park placemaking area - illustrative framework plan

STRATEGIC POLICY

PL10: CHASE PARK

This policy is set out in two parts:

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

Part 1: Overarching Strategic Requirements

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

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

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

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

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

7. Development proposals should deliver an appropriate variety of housing sizes, types and tenures in accordance with the Borough's identified needs and the specific needs in the north of the Borough. This must include provision of affordable housing in line with policy SP H2 (Affordable Housing), specialist accommodation, including older persons housing, in accordance with policy DM H5 (supported and specialist housing) and should include self and custom build plots in accordance with Policy DM H6 (community led housing), with an emphasis on providing new family housing that can create a balanced and inclusive community to meet identified needs. The provision of Gypsy and Traveler pitches must be explored subject to the policies and proposals to be set out in the Enfield Traveler Local Plan.
8. Development proposals for the overall area must deliver a range of uses in order to optimise the sustainability of the urban extension and meet day-to-day needs. This should include:
 - a. provision of land for one 3-form entry primary school (Class F1) with sufficient capacity to co-locate early years / nursery facilities;
 - b. a range of uses in the form of a local centre and additional local parades. This could include retail, community and health facilities and other related social infrastructure required to support the community; and
 - c. Employment generating uses, which should be directed towards the Local Centre and Local Parades, potentially including the provision of co-working spaces.
9. The CPPA has been subdivided into a number of allocated sites which collectively must come forward in a comprehensive and phased manner. The proposed site allocations will include sufficient land to enable the creation of a new sustainable neighbourhood over the long term. The site allocations are identified on the Policies Map. Specific requirements for each site are set out in separate Site Allocation Policies for each allocation.
10. The CPPA must come forward through a strategic and comprehensive approach, ensuring the coordination of development between sites and with the delivery of infrastructure and services. A

Part 2: Strategic Design and Delivery Principles

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

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

Urban Design and Layout

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

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

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

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

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

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

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

Green and Blue Infrastructure provision

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

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

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

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

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

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

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

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

Movement and Connectivity Requirements

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

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

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

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

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

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

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

Social and Community Infrastructure Requirements

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

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

Explanation

- 3.132 The proposed site allocations across the Placemaking Area include sufficient land to enable the creation of a new sustainable urban extension to Enfield over the long term. Sites anticipated to come forward in the next plan period are also being removed from the Green Belt now as shown on the Policies Map. This will create a new defensible Green Belt boundary that will endure into the future whilst also enabling a long-term comprehensive approach to be taken to development within the Placemaking Area, giving certainty to the overall development capacity and infrastructure needs of the area. This is in accordance with the NPPF September 2023 which sets out in Section 5, Delivering a Sufficient Supply of Homes, how the plan making process should positively plan to identify appropriate land for homes. It goes further to state that a significant step towards meeting the housing shortage is often through larger scale development, such as new settlements or significant extensions to existing villages and towns and that local authorities should identify suitable locations for such development to help meet identified needs in a sustainable way (NPPF para 73).
- 3.133 The development will help meet the wide range of housing needs across the Borough as detailed elsewhere in this plan. In particular, Chase Park will deliver a significant number of affordable and family homes in a sustainable location. There is also the potential to accommodate pitches for Gypsy and Traveller accommodation if required (subject to the outcome of the Traveller Local Plan process).
- 3.134 Mixed use development in this location will support low carbon lifestyles by providing local facilities and services to support the new neighbourhood(s) in this urban extension. This aligns with the overall Local Plan vision of creating a deeply green place – and the associated strategic objectives, as well as the Council’s broader Climate Action Plan goals. A new local centre at the heart of the neighbourhood will also serve as a gateway for visitors to the Country Park and destination landscapes in the wider area through the provision of leisure, eco-tourism and education facilities and activities. The provision of additional local parades will ensure that all homes are within a suitable walking distance of services and facilities to meet their needs and encourage a more sustainable, walkable neighbourhood.
- 3.135 Planning for active travel will also contribute towards this goal. Proposed development must also consider the topography of the site, which could make walking or cycling challenging for some. Innovative and considered urban design along with public transport schemes such as electric bikes should therefore be a considered option, providing appropriate locations for picking-up and dropping-off bikes.
- 3.136 The necessary electric vehicle charging infrastructure should also be designed and delivered appropriately, adhering to principles of universal design and clutter free public realm. Vehicle sharing clubs should also be encouraged. These less polluting vehicle options should be coupled by planning for clean air zones/ car free, especially around the schools.
- 3.137 A new primary school will be required to meet the needs of the new community. It can be located centrally on level ground but also in combination with other open space and landscaping to ensure the efficient use of land. Innovative design solutions should be explored to enable this to happen such as a multi storey school building, which could be co-located with other uses, shared public realm and access to other shared public facilities and spaces.
- 3.138 The spatial framework landscapes are primarily driven by ecology and connectivity requirements. This ensures not only the needs of the new community are met but provides opportunities to integrate with the wider

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

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

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

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

3.140 As a minimum the site wide Masterplan will:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



PL11 CREWS HILL

Context and Characteristics

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

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

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

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

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

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

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

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

3.156 This policy is set out in two parts:

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

CREWS HILL PLACEMAKING VISION

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

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

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

Crews Hill

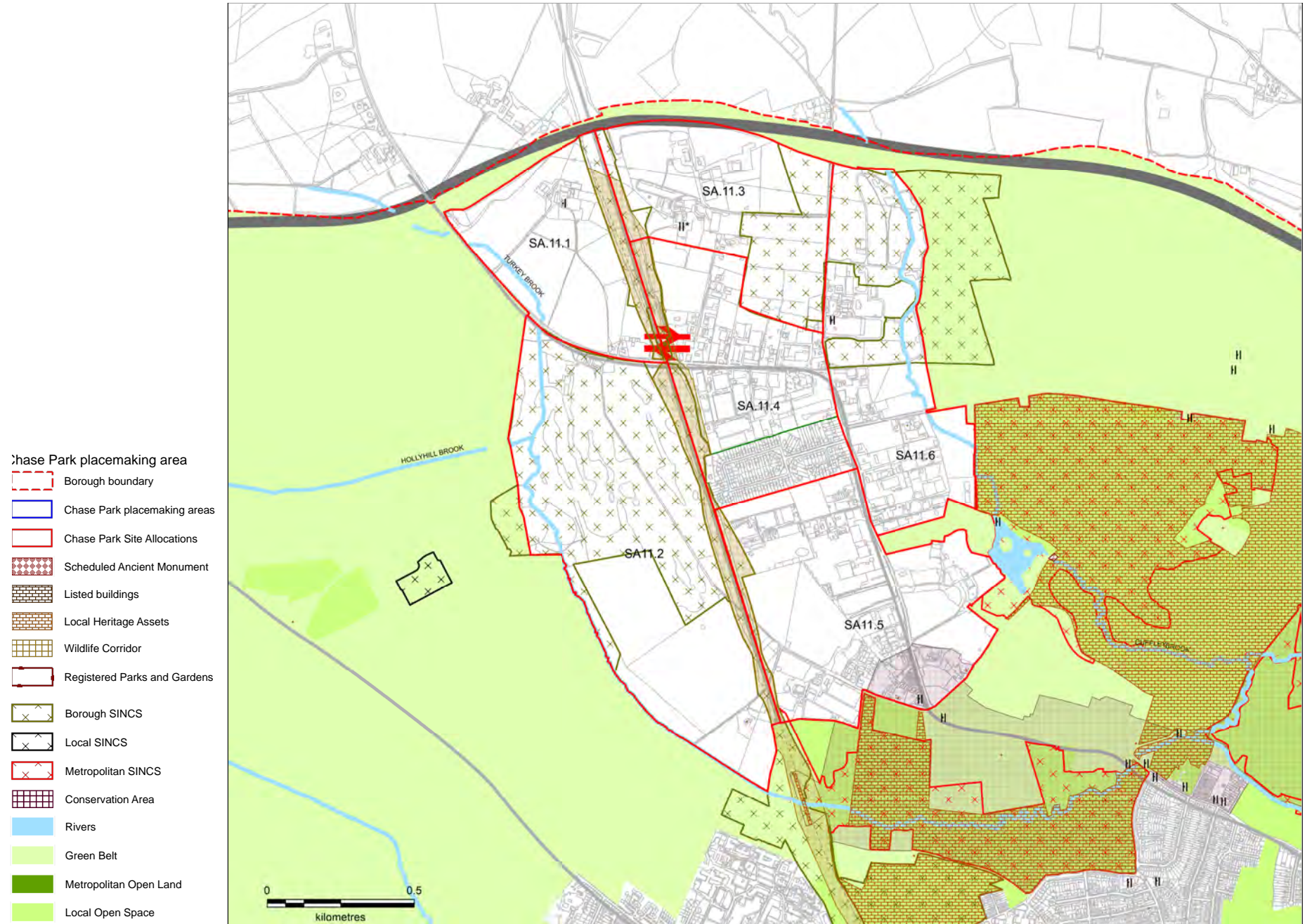
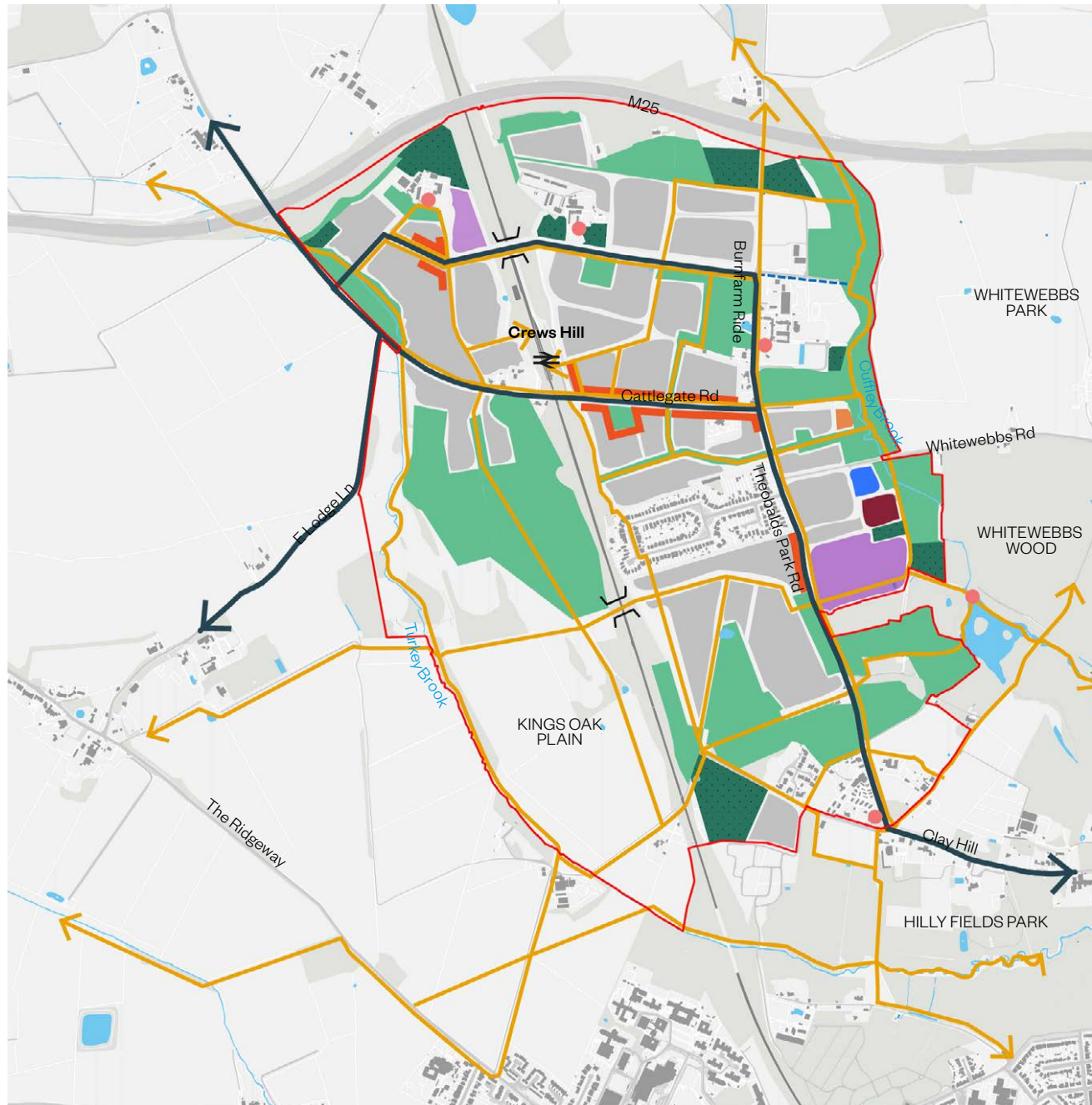


Figure 3.13: Crews Hill Policy Map Extract

Crews Hill



Key

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

Figure 3.14: Crews Hill illustrative spatial framework

STRATEGIC POLICY

PL11: CREWS HILL

Part 1: Overarching Strategic requirements

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

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

secondary school which could be collocated with a primary school.

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

Part 2: Strategic Design and Delivery Principles

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

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

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

Urban Design and Layout

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

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

the NLWP.

Accessibility and variety of Open Space

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

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

protected sites. Therefore development must:

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

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

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

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

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

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

Movement and Connectivity Requirements

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

access to Cuffley Brook.

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

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

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

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

Social and Community Infrastructure Requirements

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

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

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

Explanation

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

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

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

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

- 3.160 Mixed use development in this location will support low carbon lifestyles by providing facilities and services in walkable neighbourhoods to support the new community. All homes will be within 800m of a centre with a local centre provided near to the railway station at the heart of Crews Hill, which will help to minimise travel beyond this new community. Two further local parades will be provided to meet local needs to reduce the need to travel by car.
- 3.161 Crews Hill Railway Station is under-utilised and provides a significant opportunity for enhancing the sustainability of the proposals. Improvement to station facilities and access, along with increased services will improve the attractiveness of using rail. In addition, a further 12,000 homes are planned in and around this railway line both in Enfield (at Chase Park) as well as within Hertfordshire to the north. Using a cross-boundary partnership approach to work together will enable a strategic approach to be taken to upgrading of rail facilities and frequencies on this route. The operator Govia Thameslink are supportive in principle of this ambition, and discussions have commenced with Network Rail who have are supportive

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

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

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

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

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

3.165 A central factor of the rationale for

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

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

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

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

3.168 As a minimum the SPD will:

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

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

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

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

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

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

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

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

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

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



4 Sustainable Enfield

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INTRODUCTION

4.1 The 2018 Inter-governmental Panel on Climate Change report has served as a timely reminder of the imperative need for climate change across all levels of governance. Climate change poses severe and enduring social, economic and environmental implications. It is essential to recognise that climate change is inherently linked to issues of social justice. Enfield’s geographical layout means that more deprived communities are affected by rising flood risks, and the instabilities associated with a changing climate are expected to disproportionately affect those with limited resources to effectively respond.

4.2 In 2019, Enfield Council made a commitment to address climate emergency by pledging to become a carbon neutral organisation by 2030. Subsequently, in 2020, the Council adopted the Climate Action Plan, setting the ambition for Enfield to be a carbon neutral organisation by 2040. To realise this vision, this chapter outlines the requirements for addressing the energy implications of new developments, reducing waste, and supporting effective adaptation to a changing climate.

4.3 While this chapter’s policies emphasise fundamental aspects of sustainability and the transition to net zero carbon development, it is vital to acknowledge that the broader policy framework throughout this plan is equally essential in achieving a sustainable future for Enfield. This includes policies related to sustainable transportation, compact mixed-use neighbourhoods, the public realm and blue and green infrastructure enhancements. Taken together, this policy framework is crucial to creating sustainable places to face the challenges of the twenty first century.



Firs Farm Entrance

STRATEGIC POLICY

SE1 : RESPONDING TO THE CLIMATE EMERGENCY

The Council will work with partners to:

1. use all planning tools available to meet the 2040 net zero carbon Borough commitments set out in the Climate Action Plan¹⁰;
2. encourage both established and innovative approaches to tackling climate change, reducing air pollution, managing flood risk and promoting sustainable infrastructure;
3. require high-quality net zero carbon development which maximises fabric efficiency standards and on-site renewable energy generation;
4. prioritise heat decarbonisation, with no new gas connections, ensuring all heating and hot water in proposed development to be provided through low carbon sources;
5. ensure development proposals support and contribute towards the expansion and decarbonisation of the Borough's existing heat network and maximises the deployment of renewable energy;
6. ensure development is designed for resilience in a changing climate, including supporting future adaptability

and mitigate the risk of overheating (for example through considering the orientation of buildings and using trees for shading);

7. reduce all sources of flood risk (including through the use of Sustainable Drainage Systems), improve wastewater infrastructure in line with the Council's Infrastructure Delivery Plan;
8. require developments to embed design and operation that is aligned with sustainable waste management in operation, the minimisation of waste and the uplift of recycling targets;
9. embed a circular economy approach to building design and construction to reduce waste, support reuse and minimise embodied carbon, prioritising retrofit first.
10. build on Policies T1, T2 and T3
11. safeguard the role of the natural environment as a biodiverse resource and as a carbon sink;
12. maximise the role of the natural environment in delivering measures to reduce the effects of climate change, including tree planting to moderate heat

island effects. Green Infrastructure and resilient ecological networks will play an important role in aiding climate change adaptation; and

13. ensure the character and significance of built and natural heritage is safeguarded whilst maximising opportunities to improve energy efficiency and introduce new energy sources.

¹⁰ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

EXPLANATION

- 4.4 This overarching policy seeks to ensure that all new developments including both residential and non-residential developments actively contribute to reducing carbon emissions. Enfield's Climate Action Plan¹¹ sets out the Borough's strategic and coordinated approach towards addressing climate change.
- 4.5 The ELP plays an important role in helping the Borough in responding to the climate emergency. It provides the planning framework for mitigating and adapting to climate change with regard to how land is used and managed within Enfield. To achieve this objective and foster energy efficient development, specific carbon reduction targets have been defined, aligning with the energy hierarchy outlined in the London Plan.



¹¹ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

Prince of Wales Wetlands

DEVELOPMENT MANAGEMENT POLICY

SE2: SUSTAINABLE DESIGN AND CONSTRUCTION

1. All development, including new developments, change of use, conversions and refurbishments, will be required to submit a sustainable design and construction statement. The statement should set out how sustainable design principles have been integrated into a design-led approach; including the consideration of the construction and operational phases of development; and how proposed interventions have been balanced against other constraints, for example heritage significance. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied.
2. Major residential development of ten or more dwellings are required to work towards achieving Home Quality Mark (HQM) 4.5* with a minimum certification level of 4*.
3. Non-residential development with a combined gross floorspace of 1,000 square metres floorspace or more must work towards achieving Building Research Establishment Environmental Assessment Method (BREEAM) 'outstanding' with a minimum certification level of 'excellent'.

EXPLANATION

- 4.6 This policy outlines our approach for ensuring that sustainable design and construction principles inform new development. Part 1 of the policy relates to all new developments and requires a proportionate sustainable design and construction statement as part of planning applications. For major developments the sustainable design and construction statement should refer and complement other detailed statements including:
- energy usage, operational and whole-life carbon emissions and reporting, as set out in the energy strategy (see policies SE4, SE5 and SE7);
 - landscape design and urban greening which should demonstrate an integrated approach to both hard and soft landscape design which maximises urban greening, soft landscaping and sustainable drainage measures;
 - air quality considerations, as set out in the air quality impact assessment (see policy ENV1);
 - integrated water management and sustainable drainage, see policy SE9;
 - waste reduction, adaptive reuse and whole-life carbon emissions, as set out in the circular economy statement (see policy SE3); and
- 4.7 Minor developments should include proportionate information on the key aspects mentioned above. This information could be incorporated within a design and access statement. Part 2 of the policy relates to major residential developments and outlines aspirations and minimum requirements using the HQM assessment framework. Part 3 relates to non-domestic development and sets aspirations and minimum requirements using the BREEAM assessment framework. In cases where alternative assessment frameworks have been approved by the local planning authority, developments may have the option to utilise them.
- 4.8 The metrics, targets and standards set out in following policies (SE3, SE4 and SE5) should inform and, if necessary, take precedence over the HQM and BREEAM standards set out here.
- site and building level measures to mitigate overheating and enable passive and cross ventilation.

DEVELOPMENT MANAGEMENT POLICY

SE3: WHOLE-LIFE CARBON AND CIRCULAR ECONOMY

1. All major development proposals will be required to meet objectives set out below through the provision of a circular economy statement. Proposals should prioritise reuse and retrofit of existing buildings wherever possible before considering the dismantling of old buildings and the design of new buildings and minimise environmental impact of materials by reusing materials on-site where possible. Any circular economy statement should meet the criteria set out in London Plan Policy SI7 part B or its subsequent update.
2. Major development proposals are required to calculate whole-life cycle carbon emissions through a nationally recognised whole life cycle carbon assessment, in line with London Plan Policy SI 2, or its subsequent update and associated guidance. Developments should demonstrate actions taken to reduce life-cycle carbon emissions with the aim of achieving the targets set out in **table 4.1**, or higher future standards set by national or regional policy.

Table 4.1: Upfront carbon requirements, in accordance with the latest RICS Whole Life Carbon Assessment Methodology (Modules A1-5)

	PLANNING APPLICATIONS BEFORE 1ST JANUARY 2030	PLANNING APPLICATIONS AFTER 1ST JANUARY 2030
Domestic	<500 kgCO ₂ e/m ²	<300 kgCO ₂ e/m ²
Non-Domestic	<600 kgCO ₂ e/m ²	<350 kgCO ₂ e/m ²

EXPLANATION

- 4.9 Up to a fifth of carbon emissions associated with UK building stock comes from embodied emissions associated with new builds. Embodied emissions are defined in paragraph 9.2.11 of the London Plan. Even as buildings become more energy efficient, significant emissions are associated with embodied carbon – this source can represent 40-70% of whole life carbon emissions of a low carbon building¹².
- 4.10 To address this challenge and reduce whole life cycle carbon emissions, this policy seeks to ensure that new development addresses core circular economy principles in a circular economy statement (Part 1).
- 4.11 The Circular Economy Statement could include a materials audit, reviewing the materials which can be salvaged and reused on site. Enfield Council has established the Excess Materials Exchange, a means connecting unwanted materials with recipient projects to prevent valuable resources being discarded as waste.
- 4.12 As part of the Circular Economy Statement, developers are encouraged to provide a Circular Index calculation.

¹² LETI (2020) Climate Emergency Design Guide

This is a percentage from 0 to 100 where 100% represents retention of all materials, and 0% represents the use of completely new materials. In the case of demolition, 0% would represent all materials disposed or incinerated. We encourage developers to reach a Circular Index of 50% or above, and scores below 50% require additional justification as part of the Statement.

4.16 Key considerations for understanding the opportunities for retrofitting and reuse include:

4.13 The Circular Index (%) is calculated as:

$$\text{Circular Index (\%)} = ((\text{kg of new materials} \times 0.1) + (\text{kg of renewable materials} \times 0.6) + (\text{kg of recycled materials} \times 0.6) + (\text{kg of reused materials} \times 0.8) + (\text{kg of materials kept in situ} \times 1.0)) / \text{Total kg of materials}$$

4.14 In line with London Plan Policy, Part 2 requires major developments calculate whole life-cycle carbon emissions. Applicants should evidence how they have taken actions with the aim of meeting the targets set out in Table 4.1 of the policy.

4.15 The targets used derive from LETI (2020) Climate Emergency Design Guide.

- Is a new building necessary to meet the client's brief? If yes, why? Detail space, layout or other requirements vs the existing building configuration
- Has the brief been interrogated against the client's needs, and does it represent the most efficient solution?
- What is the condition of the existing building? Could it be repaired or reused without being demolished?
- Does retention allow the heritage significance of a site or building – or its contribution to local character and distinctiveness – to be preserved and enhanced?
- Can uses be shared or spaces be multi-functional?
- Are there options for the building to be re-configured or adapted in ways which conserve and reuse the most existing embodied carbon?
- Internal reconfiguration
 - Upwards or out-wards extension
 - Strip back to structural core and reuse
 - Reuse foundations

DEVELOPMENT MANAGEMENT POLICY

SE4: REDUCING ENERGY DEMAND AND INCREASING LOW CARBON ENERGY SUPPLY

1. All relevant developments (those resulting in the creation of one or more dwellings or 500sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) are required to:
 - a. install low carbon heating and hot water, there should be no on-site combustion of fossil fuels for heating. New developments should not be connected to the gas grid, except for in exceptional circumstances.
 - b. provide an energy statement demonstrating how emissions savings have been maximised on site at each stage of the energy hierarchy.
 - c. achieve carbon reduction, as far as possible on-site meeting minimum reductions as set out in parts 2 and 3, or London Plan or subsequent national policy, whichever is higher.
2. All relevant developments (those resulting in the creation of one or more dwellings or 500 sq.m. or more non-residential gross internal area (GIA), including new build, change of use, conversions and major refurbishments) should maximise energy efficiency, in alignment with ‘Be Lean’ stage of the energy hierarchy and demonstrate a space heating demand of 15 kWh/m²/yr. or less.
3. All relevant developments (those resulting in the creation of one or more dwellings or 500sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) should achieve an Energy Use Intensity (EUI) not exceeding the targets out set in **Table 4.2:**
4. Developments that demonstrate meeting Passivhaus equivalent certification, or subsequent replacement systems, will have demonstrated compliance with this policy.
5. All developments (resulting in the creation of one or more dwellings or 500 sq.m. or more non-residential gross internal area (GIA), including new build, change of use, conversions and major refurbishments) should aim to achieve net zero energy balance. To reach this objective, developments will be expected to install on-site renewable energy equating to a minimum of 80kWh/m², based on the building footprint (and 120kWh/m² for industrial buildings), be met unless it can be clearly demonstrated that this is not practically viable, e.g. on a heavily over shaded site; where this would result in an unacceptable adverse impact upon a heritage asset or its setting; or where there are conflicting spatial limitations. Roof space should be optimised to deliver PVs, Air Source Heat Pumps, and/ or green roofs.

Table 4.2: Operational energy use targets

Domestic buildings ¹³	35 kWh/m ² GIA/yr
Industrial buildings and warehouses	35 kWh/m ² GIA/yr
Schools	65 kWh/m ² GIA/yr
Offices, Retail, HE teaching facilities, GP surgeries	70 kWh/m ² GIA/yr
Hotels	160 kWh/m ² GIA/yr

¹³ Including student or keyworker accommodation, care homes or extra care homes

6. All major residential developments of ten or more dwellings and non-residential development of 500sqm GIA or more will be net-zero carbon. In instances where it can be clearly demonstrated that no further savings can be achieved on-site, due to site constraints or limitations (for example, heritage constraints):
 - a. Off-site provision to meet any shortfall is acceptable provided that an alternative proposal is identified, and delivery is certain.
 - b. If neither on-site or off-site options are feasible then a cash in lieu contribution to meet net zero carbon at a rate of £1.32/kWh may prove acceptable
7. Major developments (resulting in the creation of ten or more dwellings or 1,000sqm or more non-residential GIA, including new build, change of use, conversions and major refurbishments) are required evaluate the operational energy use using realistic information on the intended use, occupancy, and operation of the building to minimise any performance gap. They shall demonstrate this through compliance with the above targets using a design for performance methodology such as Passivhaus PHPP¹⁴ or CIBSE¹⁵ TM54 Operational Energy or any updating successors.
8. All major developments¹⁶ shall monitor and report on energy use for five years after occupation.
9. Any new energy centres should prioritise non-combustible, non-fossil fuel energy as the primary heat source. Temporary fossil-fuel primary heat sources must only be installed for a maximum of five years prior to connection to an approved low carbon heat source and interim emissions should be reflected in energy statements and subsequent calculations and offset payments.
10. Development proposals will be expected to address a site's energy infrastructure requirements, as identified in the Infrastructure Delivery Plan and provide any necessary infrastructure upgrades as required to support the development proposal. Developments should seek to connect to a decentralised energy network where the operator is willing to extend. All such developments shall comply with the Enfield Decentralised Energy Networks Supplementary Planning Document and any updating successor.
11. If connection to a decentralised energy network is not possible, large-scale major developments proposals (200 or more dwellings or 10,000sqm or more non-residential) will be expected to consider the integration of new energy networks in the development, with consideration for future connection to the Borough's heat networks. This consideration shall form part of the development proposals and take into account the site's characteristics and the existing cooling, heat and power demands on adjacent sites where readily available.
12. All major proposals should consider opportunities to incorporate demand response and energy storage technologies.

¹⁴ Passive House Planning Package

¹⁵ Chartered Institution of Building Services Engineers

¹⁶ As defined in Annex 2 of the NPPF

EXPLANATION

- 4.17 Net-zero carbon is defined as when the amount of carbon emissions associated with the building’s operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and is powered by renewable energy sources whether they are on-site and/or off-site, with any remaining carbon balance being offset.
- 4.18 To effectively address the carbon emissions of buildings it is important to minimise energy consumption during building operation. Energy consumption should be evidenced through the provision of an energy statement. Part 2 of the policy aims to reduce space heating demand, while part 3 focuses on reducing operational energy use.
- 4.19 The Delivering Net Zero report (Etude et al, 2023) defines Energy Use Intensity (EUI) as ‘the total energy needed to run a home over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m2/yr). The EUI of a building covers all energy uses: space heating, domestic hot water, ventilation, lighting, cooking and appliances.’
- 4.20 The ‘UK Housing: fit for the future’ report (2019) by the Committee on Climate Change highlights the imperative to build new homes to ultra-high energy efficiency standards. The report recommends a space heating demand standard of 15-20 kWh/m2/yr, which has informed the 15 kWh/m2/yr requirement set out in Part 2 of the policy.
- 4.21 The standards outlined Part 3 of the policy relate to gross internal area (GIA), and excludes the contribution made by renewable energy sources.
- 4.22 The most up to date carbon factors must be adopted for all carbon assessments. Operational energy emissions must reported in a standardised format, following the GLA’s Energy Assessment Guidance and supporting carbon emissions reporting spreadsheet, or its subsequent updates or replacements. Part 5 of this policy indicates that renewable energy generation should be incorporated on site for all new developments. The amount of energy generated in a year should match or exceed the predicted annual energy demand of the building. When this is not technically possible and suitably justified, the applicant should pay into the Council’s New Development Carbon Contribution Fund a sum of money equivalent to this shortfall. Based on the current average price and performance of a PV system, and with the addition of a 10% project management fee, an offset price of £1.32/kWh is required by part 6 of the policy. If off-site provision is considered (in line with London Plan Policy SI2 part C2) the ‘alternative proposal’ should be located within Enfield. In assessing development proposals, there may be legitimate trade-offs between the use of limited roof-space for renewable energy generation to get to a net zero operational balance, and other policy requirements around climate adaptation, for instance for green roofs to provide habitat, reduce runoff and mitigate overheating. In these instances, flexibility is encouraged and decisions should be made on a case-by-case basis. Where there are conflicts between photovoltaic systems (PVs) and green roofs, decision makers are encouraged to give preference to the latter approach.
- 4.23 The ‘performance gap’ in building performance, which is the difference between anticipated energy use and actual performance, is an issue of concern. Parts 7 and 8 of this policy seeks to ensure the reporting of accurate information to inform future policy development, with the goal of closing the performance gap. Part 8 requires major developments to monitor and report their energy usage in line with London Plan paragraph 9.2.10.

- 4.24 Part 10 of the policy actively encourages the expansion of decentralised energy throughout the Borough. Achieving carbon-neutral development cannot entirely be achieved through building efficiency alone, hence the adoption of zero and low carbon energy generation methods is supported, including connections to decentralised energy networks. Decentralised energy networks have been identified as the cost optimal solution to decarbonising heat in Enfield, aligning with national policy direction such as the DESNZ on Heat Network Zoning, and regional policy direction as outlined in London Plan Policy SI3. At the local level, the Enfield Decentralised Energy Networks Supplementary Planning Document (SPD) supports decentralised energy networks and is further evidenced by the recently completed Local Area Energy Plan (LEAP). Identified heat network priority areas can be reviewed through the London Heat Map <https://maps.london.gov.uk/heatmap/>
- 4.25 Connection to an existing or future decentralised energy network may be secured via a legal agreement as part of the planning application. The Enfield Decentralised Energy Network SPD or its subsequent update) provides more detailed technical design guidance relevant to commercial and residential developments, requiring

them to connect to or contribute towards decentralised energy networks. Where appropriate, we will work with infrastructure providers to facilitate the provision of infrastructure (including the safeguarding of routes and sites) to support new and expanding decentralised energy networks. In autumn 2021, BEIS initiated consultations on proposals for the implementation of heat network zones. The aim of the project is to develop heat networks in zones where they can provide the lowest cost low carbon heat to the end-consumer through regulation, mandating powers, and market support. Enfield has been selected as a pilot for the heat network zones project and may inform subsequent policy in respect to heat networks.

- 4.26 Enfield's ability to achieve Net Zero will ultimately depend on the decarbonisation of electricity consumed within the Borough, thereby replacing the direct use of fossil fuels for transportation and heating. The decarbonisation of Enfield's electricity use will be largely dependent on the rate of decarbonisation of the whole electricity system in Great Britain. Scenarios produced by the National Grid and Committee on Climate change set out possible trajectories for the decarbonisation of the grid. Enfield's has adopted a decarbonisation pathway

in line with the National Grid's 'consumer Transformation' scenario. Zero carbon grid electricity is achieved in the early 2030s, slightly ahead of the UK Government's 2035 target.

- 4.27 If the grid is to decarbonise, and Enfield is to achieve its net zero target, then opportunities for increasing locally-generated power need to be exploited to a much greater extent than they currently are. Based on the most recent available data, around 0.003% of Enfield's electricity demand was matched by renewable generation within its own boundary in 2020. Given the largely urban nature of the Borough, scope for developing large-scale renewable energy projects is relatively limited rooftop solar PV considered to have the greatest potential within the borough. This is supported by Part 5 of the policy.
- 4.28 The demand for power is expected to increase across the Borough as part of the transition towards achieving a decarbonised future. This will require a need to effectively manage both demand and supply of power. Flexible solutions such as battery technology or smart charging, involves shifting charge events to period when there is a lower overall demand on the electricity system, or higher levels of renewable energy generation. Such measures can help ease the total power demand on the electricity network, potentially avoiding the need for costly upgrades to network infrastructure and offering electricity consumers the potential for lower cost energy. These types of technologies support the shift towards electrification, which is required to decarbonise the Borough.

DEVELOPMENT MANAGEMENT POLICY

SE5: RENEWABLE ENERGY DEVELOPMENT

1. In determining planning applications for renewable and low carbon energy, and associated infrastructure, the following issues will be considered:
 - a. the contribution of the proposals to cutting greenhouse gas emissions and decarbonising our energy system.
 - b. local amenity, including appropriate stand-off distances between technologies (e.g. wind turbines) and sensitive uses;
 - c. impacts, including cumulative impacts on the built and natural environment, having regard to its proximity to sensitive receptors (including designated and non-designated heritage assets, high quality landscapes such as river valleys, reservoirs and regional parks, parts of the urban fringe and strategic views from the Green Belt, areas of special character and areas of Metropolitan Open Land);
 - d. suitable mitigation measures to minimise, offset and overcome any adverse impacts;
 - e. scope to reclaim the land to a suitable and safe condition and use (e.g. agriculture or nature conservation) once it ceases to operate; and
 - f. direct benefits to the area and local community. Particular support will be given to renewable and low carbon energy generation developments that are led by or meet the needs of local communities.

EXPLANATION

- 4.29 This policy actively promotes the generation of renewable energy. Generating renewable energy plays a crucial role in helping to decarbonise the electricity supply, a key element in achieving carbon neutral development. The effectiveness of energy efficiency policies in the ELP can only take us so far.
- 4.30 According to the Committee on Climate Change (2023), their proposed pathway towards achieving a decarbonised energy system envisages that 70% of the country’s energy is supplied by renewable sources by 2035¹⁷. Establishing a positive framework for the development of renewable energy is essential to support the process of decarbonising the energy system.
- 4.31 The primary goal of this policy is to ensure that potential negative impacts can be avoided or effectively mitigated, so that the scope for renewable energy to meet Enfield’s needs can be optimised.
- 4.32 Furthermore, this policy encourages the integration of renewable energy generation with other forms of development, such as the installation of solar photovoltaics (PVs) over car parks.

¹⁷ Committee on Climate Change (2023) ‘Delivering a reliable decarbonised power system,’ page 53

DEVELOPMENT MANAGEMENT POLICY

SE6: CLIMATE CHANGE ADAPTATION AND MANAGING HEAT RISK

1. Developments will be required to:
 - a. provide adequate mitigation measures to minimise overheating including landscaping, tree planting and the use of blue-green infrastructure; and
 - b. optimise the layout, orientation, materials, technology and design of buildings and spaces to minimise any adverse impacts on internal and external temperature, reflection, overshadowing, micro-climate and wind movement.
2. Major developments must undertake overheating assessments in line with the cooling hierarchy set out in the London Plan (or any successor plan) taking account of future climate change. Developments are required to undertake a detailed analysis of the risk of overheating and submit evidence as outlined as set out in GLA's Energy Assessment Guidance or its subsequent update.
 - a. Applicants will be expected to demonstrate how passive measures have been optimised from the outset to reduce overheating risk (e.g. form, orientation, glazing ratio).
 - b. External and passive shading will be expected to form part of major proposals – and should be demonstrated to be considered for the purpose of meeting overheating standards prior to active or user-reliant systems being proposed (e.g. boost ventilation, internal blinds or active cooling).
 - c. All modelling shall also be assessed against 2050 local weather files in addition to the current version of local data and extreme scenarios.
 - d. The energy statement should include a description for considerations for future resilience including opportunities for adaptation.

EXPLANATION

- 4.33 Climate change is expected to increase the severity and frequency of extreme heat events in the Borough. The escalating concern regarding heat risk is becoming an increasingly important issue, particularly in the context of a growing population and the effects of global climate change. This policy requires all new developments to be designed to effectively manage heat risk, address internal and external temperatures and improve human comfort.
- 4.34 Under this policy, development proposals should address the cooling hierarchy outlined in the London Plan to mitigate overheating and avoid reliance on air conditioning systems. The cooling hierarchy includes a range of measures such as passive ventilation, active low-carbon cooling systems, mechanical ventilation, energy efficient design, higher ceilings, shading, and green infrastructure, all of which contribute to reducing internal temperatures. The use of blue-green infrastructure and urban greening as sustainable cooling options for both internal and external environments is strongly encouraged.

4.35 To properly assess risks of overheating, applicants should refer to the latest Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing and mitigating the risk of overheating in new developments, which includes TM59 for domestic development and TM52 for non-domestic development. It is also essential to reference the Mayor of London's Energy Planning Guidance or its subsequent updates.

4.36 Severe hot weather conditions can discourage outdoor activities and physical engagement. Consequently, developments are expected to be designed in a way that promotes a comfortable environment, with shaded areas integrated into the public realm and indoor amenity spaces designed to be cool and well-ventilated. If necessary, contributions to cooling measures for spaces and streets beyond the development's boundaries may be appropriate. This could, for example, enhance the comfort and appeal of the public realm for walking and cycling in line with the healthy streets approach set out in the London Plan.

4.37 All major development proposals will be required to submit an energy statement, clearly outlining how measures at the higher end of the cooling hierarchy have been prioritised and considered into the design-led approach. Proposals that use measures at the lower levels of the hierarchy will be resisted, unless there is evidence to demonstrate that this is necessary, for example, for reasons due to technical feasibility.

4.38 Recognising that the feasibility of measures should be commensurate with the nature and scale of development, it is acknowledged that minor developments, particularly householder extensions, may have limited opportunities to implement certain measures from the upper tiers. Nevertheless, developers should investigate potential measures and incorporate these wherever possible. The cumulative beneficial impacts of smaller developments can help mitigate the urban heat island effect. Therefore, the loss of established soft landscape features without replacement will be resisted in all cases and the introduction of new soft landscaping will be encouraged, wherever possible.



Firs Farm pond dipping

DEVELOPMENT MANAGEMENT POLICY

SE7: MANAGING FLOOD RISK

1. New development must avoid and reduce the risk of flooding and not increase flood risk elsewhere. New development must:
 - a. assess the risk of flooding from all sources including fluvial, surface water, groundwater, sewer and reservoir as identified in the Strategic Flood Risk Assessment (SFRA) or any subsequent reviews/updates of the evidence base on flooding;
 - b. be appropriate according to its flood risk vulnerability classification (as defined in the Technical Guidance to the National Planning Policy Framework);
 - c. be designed to be safe for a 1% annual exceedance probability (AEP) event with the appropriate allowance of climate change; and
 - d. be appropriately located (according to the sequential test) and informed by a site-specific Flood Risk Assessment (FRA).
2. Site-specific groundwater flood risk assessments will be required for proposals at risk of groundwater and / or include below ground elements.
3. Development proposals (including change of use) that require a site-specific Flood Risk Assessment (FRA) should be prepared in accordance with the latest SFRA. In addition, groundwater flood risk assessment may be required where basement level development is proposed. Feasibility of the development should ensure that all opportunities to avoid and reduce flood risk are identified and maximised; this should include early engagement with the Lead Local Flood Authority (LLFA).
4. All new development at risk of flooding must:
 - a. preserve overland flood and flow routes, where applicable;
 - b. ensure no net loss of flood storage on site for both fluvial and surface water flood risk, or in exceptional circumstances, provide adequate offsite compensatory storage;
 - c. demonstrate that it will be safe throughout its lifetime, taking into account the vulnerability of its users, which includes the provision of flood warning arrangements and evacuation plans;
 - d. maintain or provide new or upgraded flood infrastructure at a sufficient standard of protection and/or provide a financial contribution towards measures which reduce and mitigate against flood risk;
 - e. incorporate flood resilient and flood resistant design measures where there is residual risk;
 - f. apply appropriate construction techniques to limit potential disturbance to natural groundwater flows (for example, where basements or deep strip foundations are proposed), such as the use of drainage measures or piled foundations;
 - g. where the development is for essential infrastructure, the measures must ensure that the site is designed to remain operational when floods occur;
 - h. manage surface water as part of all development to minimise run-off through sustainable drainage systems; and
 - i. prevent the loss of permeable surfaces/ areas of soft landscaping and maximise the use of blue-green infrastructure as potential sources of flood storage.

5. Where applicable, evidence must be provided so that we can ensure requirements of the sequential test of sites across the Borough has been met and, where an exception test is required, demonstrate that:
 - a. the development would provide wider sustainability benefits to the community that outweigh flood risk;
 - b. the development is on developable previously developed land or, if this not the case, that there are no reasonable alternative sites on developable previously-developed land; and
 - c. the development will be safe without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
6. Developments that are subject to or result in unacceptable levels of flood risk on site or increase flood risk to third parties will not be permitted due to being deemed unsafe. This includes changes of use (to more vulnerable uses), householder developments (such as extensions, basements and retaining walls) and redevelopment of brownfield sites. In some cases, permitted development rights may be removed as described in the SFRA. Proposals will be refused which provide an unacceptable standard of safety.
7. Developments in proximity to culverts and watercourses should have a minimum of 8 metre set back (unless otherwise agreed with the Environment Agency, LLFA, Thames Water and the Canal and River Trust) with a means to facilitate river naturalisation, ecological enhancements and de-culverting, which improves maintenance of land drainage, enhances local amenity and improves the ecological function of river corridors. If less than 8 metres is proposed, this must be robustly justified and evidenced.
8. Development must assess, protect and improve groundwater quality, particularly where it occurs within an inner source protection zone (as shown on the Policies Map) or on sites where historic contamination is likely to present a significant risk to groundwater.

EXPLANATION

- 4.39 The number of properties at risk of flooding is high compared to most other local authorities across the country, due to the large network of watercourses in Enfield, which form a key part of its landscape. These watercourses drain from the western part of the Borough to the River Lee that flows down the eastern part of the Borough, which was historically an area of marshland. The underlying pattern of geology and the effects of urbanisation mean that Enfield is susceptible to fluvial, surface water and groundwater flooding. Careful consideration of site specifics (exact development usage and vulnerability classification), engagement with stakeholders, flood risk studies and potential mitigation measures are all methods which may allow development. Although groundwater flooding is considered to be low relative to fluvial and surface water flooding, large parts of the Borough experience localised groundwater flooding, which can be exacerbated by the development of basement levels. Therefore, groundwater flood risk assessments will be required where basement levels are proposed, as set out in the SFRA.

4.40 Enfield’s drainage infrastructure consists of separate surface water and foul water drainage systems and as well as large open watercourses and drainage ditches. Most surface water outfalls into the nearest watercourse. Consequently, a range of flood risk solutions are required to manage flooding from all types of sources and ensure Enfield’s residents and workers are not faced with unacceptable risks of disruption.

4.41 New development should be located appropriately to avoid risks of flooding from all sources as directed by the SFRA and NPPF. The policy criteria above will also ensure developments reduce the causes of flooding.

4.42 All developments, including change of use, must prepare a site-specific Flood Risk Assessment (FRA) in line with the guidance set out in the SFRA. In some cases, developments in flood zone 1 may be subject to the 1-in-100 year plus climate change flood extent. Assessing flood risk should also include the potential for blockages in culverts and overland flow routes.

4.43 Applying the sequential test and exception tests is crucial in directing development to areas with lower risk, unless there is a clear justification for an alternative higher risk location. Development in areas subject to flood

risk will only be acceptable provided the development is safe throughout its lifetime, provides wider sustainability benefits that outweigh flood risk, and no reasonable alternative sites on developable land exists. Where climate change is expected to increase flood risk in developed land, relocation opportunities must be sought, in line with the NPPF.

4.44 If the sequential test shows no suitable alternative sites in lower flood risk areas, and development is required, the most vulnerable elements of a development should be located in the lowest risk parts of the site.

4.45 To be classed as ‘safe’, the development must adhere to the following criteria:

- It should provide a dry access route above the flood level representing 100-year plus climate change scenario or, where appropriate modelled data exists, an access route within the “very low hazard” floodplain area¹⁸ to and from any residential development; and
- Finished floor levels should be elevated at least 300mm (for fluvial flooding) or 150mm (for surface water flooding) above the flood level associated with a 1% Annual Exceedance Probability (AEP) plus climate change event. This should be achieved without increasing

flood risk elsewhere, with the condition there is no net loss of flood storage and overland flow routes remain unobstructed. Consequently, basement levels will not be permitted in areas subject to fluvial and surface water flood risk.

4.46 Flood resilience is a design measure that reduces the damage to buildings from flooding. Examples of flood resilient design measures include raising electrical circuits and other services and using appropriate floor and wall coverings. Flood resistance measures aim to prevent flood waters from entering properties, including the installation of flood-proof air brick covers, closed cell insulation and non-return valves for drainage systems.

¹⁸ Environment Agency’s Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320)



Volunteer planting at Pymmes Park Wetlands

- 4.47 The flood mitigation measures employed must have regard to any specific measures identified in SFRA (at levels 1 and 2), the Local Flood Risk Management Strategy, and the Infrastructure Delivery Plan, taking into account any capacity-related issues.
- 4.48 In some cases, developments may be located in sensitive catchment areas or may remain exposed to residual flood risk. In these cases, a financial contribution will be required to support offsite flood mitigation measures, in line with the Infrastructure Delivery Plan and SFRA.
- 4.49 Development proposals must provide a sustainable drainage strategy as required by policy DM SE9, to demonstrate that the development will not increase flood risk. In some cases, it may not be possible to meet the criteria for safe development. This may be considered acceptable, as an exception to the normal rules, for developments involving changes of use in existing buildings where no viable alternatives are available. In this situation, an evacuation plan must be prepared to demonstrate the following:
- An access route within the “danger for some” or “danger for most” floodplain area (as defined by FD2320) is available to and from the development.
 - Appropriate flood resistance and resilience measures have been employed.
 - A safe, dry refuge area is available at all times (for example, if the ground floor is classified as unsafe, the refuge area should be located on an upper floor).
- A safe access route in the “very low hazard” area of the floodplain (as defined by FD2320) will be available no longer than 24 hours after the onset of the flooding for a 1 in 100-year plus climate change event.



Pocket Park at Haselbury Road

DEVELOPMENT MANAGEMENT POLICY

SE8: PROTECTION AND IMPROVEMENT OF WATERCOURSES

1. Development adjacent to, or within close proximity to the Borough's network of watercourses will be expected to:
 - a. be adequately set back from the watercourse (open or culverted) to allow for maintenance, river restoration and habitat enhancement. The distance applied will be determined having regard to the nature of the development and the type of watercourse subject to further consultation with the LLFA, Environment Agency, Thames Water and the Canals & River Trust;
 - b. not involve the culverting or loss of any watercourse;
 - c. not adversely affect any waterway infrastructure, which could result in increased flood risk, land instability and/or inhibit navigation;
 - d. involve the de-culverting of a watercourse where it is deemed appropriate from consultation with the LLFA; and
 - e. enhance the ecological, flood risk, water quality aesthetic and amenity quality of the watercourse and apply the objectives of the Thames River Basin Management Plan.
2. Development on or adjacent to watercourses must not:
 - a. result in deterioration in a watercourse; or
 - b. prevent its ability to achieve the objectives in the Thames River Basin Management Plan.
 - c. Where possible, it should also implement the mitigation measures identified in Thames River Basin Management Plan.
 - d. Have an adverse impact upon the amenity value of the watercourse, including its character and heritage significance
3. Development on any land required for current and future flood management, which would adversely affect the delivery of flood defence schemes, will be refused
4. Where a Water Framework Directive assessment is required to undertake some works on or adjacent to a watercourse, the developer will need to contact the Environment Agency and provide evidence to demonstrate that the above requirements can be met or to otherwise justify the development.

EXPLANATION

- 4.50 The failure of flood defences could have severe consequences and pose a risk to life and property. Therefore, the protection of these assets is imperative. Consequently, new developments should maintain a set back from defences and watercourses to ensure that there is adequate space and accessibility for future maintenance. Development should also be set back from watercourses to preserve their settings, prevent the overloading of banks and to minimise the risks to the development.
- 4.51 Failure of flood risk management infrastructure, such as raised defences and culverts, can lead to rapid inundation of the areas protected by these defences, yielding unexpected and catastrophic results. It is preferable to adopt more sustainable practices, including the restoration of river corridors that provide more space for rivers to flow and flood naturally, adopting a catchment based approach.
- 4.52 The naturalisation of watercourses releases the potential for additional waterflow and flood storage capacity while simultaneously providing amenity and biodiversity value. Developers should explore opportunities for the de-culverting of existing watercourses, with a general presumption against further culverting.

DEVELOPMENT MANAGEMENT POLICY

SE9: SUSTAINABLE DRAINAGE SYSTEMS

1. A Sustainable Drainage Strategy will be required for all major developments or those where the inclusion of Sustainable Drainage Systems are necessary to demonstrate how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet the following requirements:

Suitability

2. SuDS measures should be appropriate having regard to the proposed use of site, site conditions/context (including proximity to Source Protection Zones and potential for contamination) and geology. In accordance with SuDS good practice guidance¹⁹, developments must aim to maximise source control SuDS measures.

Quantity

3. All major developments must achieve greenfield run off rates (for 1-in-1 year and 1-in-100-year events with the allowance of climate change or achieve Qbar if one control is employed).

4. All other development should achieve as close to greenfield run off rates as possible and must maximise the use of SuDS, including source control SuDS measures resulting in net improvement in water quantity and quality.

5. For developments discharging directly to watercourses, greenfield runoff rates will not always be the optimal solution in terms of managing flood risk at catchment scale. An appropriate discharge rate must be agreed with the LLFA. Achieving greenfield runoff rates for lower order events (e.g. the 1-in-2 year event) can ensure water quality and other benefits are still achieved.

Quality

6. All developments must have regard to best practice and follow the SuDS management train by providing a number of treatment phases corresponding to their pollution potential and the environmental sensitivities of the locality. As part of the SuDS management train, source control SuDS measures such as rain gardens, green roofs, permeable surfacing etc. must be utilised across the whole site to capture the first 5mm of rainfall to minimise the mobilisation of silts and contaminants.

7. Measures should be incorporated to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

Functionality

8. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact. Clear ownership, management and maintenance arrangements must be established.

Other

9. Where appropriate, developments must incorporate relevant measures identified in the Local Flood Risk Management Strategy²⁰.
10. The criteria above must be demonstrated through the submission of a SuDS strategy at full planning application stage.
11. Developments must consider SuDS provision in the earliest phases of the design process as the SuDS strategy affects the layout of the development and has a direct effect on landscaping, urban greening and biodiversity.

¹⁹ <https://www.gov.uk/flood-and-coastal-erosion-risk-management-research-reports/update-to-the-suds-manual>

²⁰ <https://new.enfield.gov.uk/services/environment/flooding-information-local-flood-risk-management-strategy-2016.pdf>

EXPLANATION

- 4.53 Effective surface water management plays a vital role in reducing the risks associated with flooding, pollution and other forms of environmental damage.
- 4.54 Given that every part of the Borough either falls within an area at risk of flooding or is located upstream of such area, any form of development has the potential to increase the risk of flooding further downstream in the catchment. Even minor developments, such as changes in land use or modifications to individual properties, contribute significantly to the overall runoff characteristics within a given catchment when their cumulative effects are considered. Consequently, all developments must maximise the use of Sustainable Drainage Systems (SuDS), including previously developed sites.
- 4.55 Sustainable Drainage Strategy will be required for all major developments, as well as some other forms of developments. The Council has developed two SuDS proformas which are designed to assist developers in identifying the necessary SuDS measures based on the scale of development. Additionally, all developments must make every effort to retain and enhance permeable surfaces, flood storage and flow routes to mitigate possible increases in flood risk

elsewhere. SuDS should be provided on site so that they are managed as part of that development in accordance with the drainage hierarchy set out in the London Plan.

- 4.56 The selection of SuDS measures must be appropriate to the site and the nature of the proposed development and/or operations. Factors such as local geology, sensitive groundwater supply areas (e.g. Source Protection Zones) and the pollution potential associated with certain uses may constrain the ability of a site to rely on full infiltration. However, this should not deter the implementation of SuDS. It is possible to design solutions that capture the key benefits of SuDS, namely flood risk

Table 4.3: Sustainable drainage system - proformas

Minor	<ul style="list-style-type: none"> • Householder developments (e.g. extensions, crossovers, minor outbuildings, change of uses) • Minor developments up to one unit, or with a footprint of less than 250m²
other	<ul style="list-style-type: none"> • Minor developments two units of more, or with a footprint of 250m² or more²¹ • All major developments

management and pollution mitigation, for any type of development, regardless of ground conditions. This can be through the use of measures such as impermeable liners where required. Developers must use information on local conditions, including the SFRA, SWMP, LFRMS, and information held by other organisations to inform/justify their selection of SuDS measures. Developers should also note the potential need for an Environmental Permit for discharging surface water run-off and are encouraged to undertake pre-application engagement with the relevant bodies and organisations²².

- 4.57 SuDS policies at the national, regional and local levels encourage the multiple benefits offered by green infrastructure. These benefits include water quality improvement, biodiversity enhancement, amenity provision, air quality improvement, noise pollution reduction, and mitigation of the urban heat island effect. Such benefits contribute not only to public health and wellbeing but also to environmental enhancements. To facilitate effective delivery, efficient use of available space, and maximise the overall benefits, SuDS should seamlessly be integrated into landscaping schemes. Almost all landscaped features have the potential for above ground storage. Well-

²¹ In cases where developments of 2 or more units are likely to have a significant impact on surface water drainage, the more detailed proforma should be utilised

²² Further guidance on environmental permits can be found at: <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>

designed SuDS can also contribute to a development's fulfilment of the London Plan's urban greening factor and open space requirements.

4.58 To maximise SuDS performance, it is important to follow the principles of a SuDS management train. This term describes a series of SuDS components used in sequence to treat, store and control runoff. Source control SuDS measures such as rain gardens, green roofs and permeable paving, form part of the "treatment" component of the management train and should be utilised for the majority of the hardstanding and roof runoff produced on-site. These features should be designed to capture the first 5mm of rainfall and improve the water quality of the runoff generated on-site. "Pipe-to-pond" solutions where runoff is directed straight into a storage feature without passing through a source control measure should be avoided, as this often results in polluted and silted storage features which pose management problems. This also means that source control SuDS measures should be utilised upstream of proprietary treatment measures (e.g. petrol interceptors) as part of the treatment component of the SuDS management train. Depending on the pollution potential and environmental sensitivities of the site, some

developments may require a series of treatment components. Effective maintenance of SuDS is essential, and keeping SuDS above ground can simplify maintenance issues. Examples of above ground SuDS features include basins, ponds, green roofs, permeable surfaces, water butts and swales. When such features are maintained above ground, any problems that do arise are generally obvious and can be remedied using standard landscaping practices.

- 4.59 Situations may arise where an offsite contribution towards SuDS measures and flood alleviation will be required, particularly where developments fail to achieve policy requirements or are located in sensitive catchments.
- 4.60 SuDS designs should be in accordance with best practice guidance, such as the SuDS Manual, DEFRA's Non-Statutory technical standards and Enfield's Design and Evaluation Guide²³.

²³ Further guidance on drainage strategies can be found on our website at <https://new.enfield.gov.uk/services/planning/sustainable-drainage-systems/> along with the SuDS proformas for minor and major developments.



Glenbrook SuDS



5 Addressing Equality and Improving Health and Wellbeing

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INTRODUCTION

5.1 This section outlines policies aimed at creating healthier places and reducing inequalities across the Borough, aligning with the objectives in the Enfield Health and Well Being Strategy, Enfield Transport Plan, Blue and Green Strategy and London Plan.



Bury Lodge Wetland

STRATEGIC POLICY

SC1: IMPROVING HEALTH AND WELLBEING OF ENFIELD'S DIVERSE COMMUNITIES

1. Development proposals will be expected to plan for and contribute towards healthy and active lifestyles and include measures to reduce health inequalities through the provision of:
 - a. access to sustainable modes of travel, including safe cycling routes, attractive walking routes and easy access to public transport, to reduce car dependency;
 - b. access to green infrastructure, including blue corridors, open spaces and leisure, recreation and play facilities to encourage physical activity;
 - c. access to local community facilities, services and shops, which encourage opportunities for social interaction and active living;
 - d. access to local healthy food opportunities, allotments and food growing spaces;
 - e. an inclusive development layout and public realm that considers the needs of all, including groups with relevant protected characteristics such as the older population and disabled people;
 - f. active design principles which support wellbeing and greater physical movement as part of everyday routines.
2. The following categories of developments should submit a health impact assessment showing how they will address any adverse health impacts and contribute to improving the health and well-being of the Borough:
 - Residential developments comprising 50 or more units;
 - Major and strategic development within areas of poor air quality²¹ and
 - Education, health, leisure and community facilities of more than 250 sqm gross floor area;
 - Where significant impacts are identified through the health impact assessment, measures to mitigate the adverse impact of the development should be incorporated within the proposed scheme and, where possible, achieve positive gains (taking account of the priorities set out in the Enfield Health and Wellbeing Strategy and any updating successor).



²¹ As set out in the Air Quality Assessment.

EXPLANATION

- 5.2 Health and wellbeing are cross-cutting themes, interlinked with many other parts of the ELP. Our environment significantly influences the health and wellbeing of individuals. The planning system plays a key role in enhancing the physical and mental wellbeing of the community. A healthy environment can promote wellbeing, encourage healthy lifestyles for all, and contribute to reducing health inequalities.
- 5.3 Like in other parts of London, Enfield faces a range of health inequalities, such as rising obesity rates and an increasing prevalence of chronic illnesses like diabetes, heart failure and dementia. Although the overall life expectancy is higher than the London and national average, the gap between deprived and more affluent neighbourhoods in the Borough continues to widen.
- 5.4 Health impact assessments (HIAs) are designed to screen and test the health implications arising from proposed development, particularly on vulnerable groups. They recommend measures for mitigating and enhancing these impacts. HIAs should follow the recommended guidance set out in the latest Healthy Urban Planning Checklist (Healthy Urban Development Unit). The checklist should be used at the earliest possible stage of the planning process to inform

the design, layout and composition of the proposed development including ongoing management or monitoring arrangements. The level of detail required will depend on the scale, nature and location of the proposed development.

- 5.5 The list set out in part 2 of the policy is not exhaustive. There may be other categories of development where HIAs are required within an Environmental Impact Assessment (EIA) under the appropriate regulations, particularly if it would affect sensitive or vulnerable populations.
- 5.6 New development proposals are required to contribute towards funding infrastructure and services to meet the needs arising from new development. Infrastructure to help improve the health and wellbeing of Enfield's residents is expected to be delivered on-site as secured by S106 obligations. Suitable off-site or financial contributions will be sought to address the needs arising from the development, ensuring that proposals meet the objectives set out in part 1 of the policy.



Rain Garden - London Road North

DEVELOPMENT MANAGEMENT POLICY

SC2: PROTECTING AND ENHANCING SOCIAL AND COMMUNITY INFRASTRUCTURE

1. Development involving the loss or release of a community building or use to other uses will not be supported unless evidence can be provided as part of the planning application to demonstrate the community building has been:
 - a. offered to the market for the range of existing lawful uses (typically non-residential institutions, such as places of worship, schools and community halls) over a 12-month period, at a market rent or sale price benchmarked against other equivalent properties in the area;
 - b. declared surplus to requirements where the loss, or partial loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to sustain and improve services or to meet future population needs;
 - c. shown to be unsuitable in size and scale to its location which already has good access to facilities which meet similar local needs where these arise; and
 - d. the opportunities to share the use of the existing site or co locate services have been fully explored and are shown to be impractical.
2. New community facilities should:
 - a. be located within or adjacent to the Borough’s designated town centres (as shown on the Policies Map) and neighbourhood shopping parades, unless they are within walking distance of public transport, pedestrian and cycling routes or form part of a recognisable or planned cluster/hub of community facilities.
3. New or improved community facilities should:
 - a. be outward-facing, creating a strong active frontage which is not set back from the street so that they are welcoming, safe and inclusive; meet the identified or future local need;
 - b. optimise the use and capacity of the site;
 - c. avoid the loss of housing and employment floorspace and significant harm to the amenities of neighbouring properties and uses;
 - d. operate as a multifunctional space offering fair and affordable access to the public (including protected groups) and sufficient capacity/flexibility to meet a range of needs (e.g. shared spaces or co-located uses), especially outside of core hours; and
- e. put in place appropriate maintenance and management arrangements, taking account of the needs of other infrastructure providers.
4. Contributions will be sought towards new school places to meet the needs arising from new housing development (excluding care homes), taking account of available capacity within existing schools and the number of pupils it will generate, from early years through to secondary education. New or expanded schools for larger sites will be expected to incorporate specialist provision where demand exists and make reasonable adjustments to support the needs of the disabled and mobility impaired. In exceptional circumstances, a contribution towards off-site outdoor play space will be accepted in the vicinity of the school in lieu of on-site provision. These provisions and contributions will be captured through Planning obligations.
5. Contributions will be sought towards additional health and social care facilities, taking account of the latest strategic health needs assessment, pharmaceutical assessment and relevant NHS estate strategies.

EXPLANATION

- 5.7 This policy aims to ensure that new or enhanced community facilities are provided in association with development. The goal is to meet the changing demands and identified needs of the Borough’s growing population. Ideally, these facilities should be located near defined town centres (in chapter 10) and other easily accessible locations, such as public transportation corridors. In the context of this policy, community provision includes:
- educational and training facilities;
 - health and recreational amenities;
 - children’s play areas;
 - places of worship;
 - burial grounds;
 - libraries;
 - pubs and cultural establishments; and
 - services related to community safety and security, such as police and emergency services.
- 5.8 Proposals involving the loss of an existing community use will be resisted, except in exceptional circumstances, as set out in part 1 of this policy. In cases where the loss of a community use can be justified, the applicant will need to explore the opportunity to accommodate an alternative community use which would better meet local needs, in line with relevant strategies.
- 5.9 Community facilities should be designed to operate as flexible and multi-purpose spaces capable of accommodating a range of uses and activities tailored to suit the needs of diverse groups, organisations and individuals. These facilities should also be accessible to all users and designed to be visible from the street, which includes having active frontages and welcoming entrances facing the public realm.
- 5.10 Where appropriate, planning obligations will be sought to secure new and improved community facilities, suitably located in the Borough to mitigate the impact of new development, as defined in part 2 of this policy. Estate regeneration schemes and other major developments are expected to provide essential services (e.g. health, educational and childcare facilities) on-site or within close proximity, easily accessible by walking such as a neighbourhood shopping area to meet the needs arising from the new occupants.
- 5.11 All major developments that involve the provision of community facilities (e.g. secondary schools and primary healthcare centres) must optimise the use of the site through a design-led approach. Developers will be expected to test the feasibility of innovative design options, such as multi-storey buildings, above ground floor level outdoor social spaces, flexible spaces and the co-location of community facilities (e.g. early year facilities within primary school sites and active ground floor units along the main streets).
- 5.12 New educational facilities, including specialist provision, are expected to comply with relevant guidance from the Department for Education, Sport England and other relevant national governing bodies. Planning applications will need to include details of the indicative catchment area of the proposed school and provide an assessment of the impact of the scheme on the local highway network and pedestrian access and cycle movement through the site. Future needs will be met through the expansion or redevelopment of existing school sites and the allocations of new sites as shown on the Policies Map.
- 5.13 Applicants should use the NHS Healthy Urban Development Unit’s “Planning Contribution Model for London” to calculate costs and financial contributions. Typically, these contributions will fund capital projects. However, in designated opportunity areas, it may be appropriate to seek a revenue contribution over a fixed period to cover the gap between the arrival of a new population and their inclusion within the Department of Health funding allocations.
- 5.14 The Council will continue to work with infrastructure providers and relevant groups to ensure that community facilities and services are developed and modernised to meet changing requirements and reflect the new approaches to service delivery.