

## EXPLANATION

- 11.2 This policy seeks to protect and enhance the character of the landscape within or close proximity to the Green Belt. Enfield has an array of attractive landscapes close to its urban edge. However, “urban fringe”, which serves as the interface between the rural character of the Green Belt and the urban area is very mixed. This policy will ensure that a clear distinction between the character of the Green Belt and the urban area is maintained and where possible will work to strengthen this distinction
- 11.3 To offset the impact of new development around the Green Belt and enhance the quality and amenity value of the landscape, compensatory measures will be used at the urban-rural fringes. These measures may include the creation of new woodland areas and the introduction of active travel routes into existing open spaces.



Hilly Fields Park bandstand

## DEVELOPMENT MANAGEMENT POLICY

# RE2: IMPROVING ACCESS TO THE COUNTRYSIDE AND GREEN CORRIDORS

1. New development will be expected to protect, maintain and improve the Borough’s network of walking and cycling routes to meet the needs of all users. Priority will be given to:
  - a. creating interconnected routes with extensions to open spaces along the river corridors, including the Lee Navigation, New River Path and Green Loop;
  - b. creating interconnected routes with spurs to open spaces along the length of the river corridors, including the Lee Navigation, New River Path and Green Loop;
  - c. providing or enhancing way-finding across the network, including the installation of clear signage and gates/stiles to improve legibility of arrival routes and designated points, such as heritage trails and discovery walks;
  - d. extending connections and the right of access into the open countryside, including improved links to important viewing locations, such as the London Loop and Lee Valley Walk, to facilitate the creation of a major green corridor from the Lee Valley Regional Park to Enfield Chase (see policy PL8); and
  - e. Preserving and enhancing the character of historic routes and vistas.
2. Development located within a five-minute walk or within a 400 metre radius from a strategic green link, as shown on the Policies Map, must seamlessly integrate with the wider footpath and cycle network.
3. Development will only be supported where it protects and, where possible, enhances the strategic link route for cyclists, equestrians and pedestrians, while ensuring no adverse impact on the green grid network.

### EXPLANATION

- 11.4 Enfield has an extensive network of walking and cycling routes, ranging from long distance trails such as the London Loop, New River Path and Lee Navigation towpath, as well as a number of urban circular routes and local country paths. Future challenges include increasing activity levels such as walking, cycling and horse riding, improving links from deprived areas to open spaces like the Lee Valley and reducing physical severance. Public rights of way and footpaths are listed on the Definitive Map<sup>62</sup>.
- 11.5 The Council has a legal duty to keep the Definitive Map updated and to protect the public’s use of rights of way in the Borough. This involves working with landowners, those who maintain the public rights of way and voluntary groups to ensure that footpaths remain clear and properly maintained, achieved through actions such as the removal of vegetation, provision of signage and maintenance of gates and stiles, thereby ensuring accessibility to all.
- 11.6 This policy seeks to provide an integrated network of convenient and well-maintained routes, offering good access to the open countryside and visitor attractions, while accommodating the needs of various user groups, including equestrians, pedestrians, cyclists, people with visual or mobility impairments, and those with pushchairs. It also aims to ensure that new developments facilitate access to open space and nature, especially along strategic links.

<sup>62</sup> <https://new.enfield.gov.uk/services/roads-and-transport/public-rights-of-way/>

## STRATEGIC POLICY

# RE3: SUPPORTING THE RURAL ECONOMY

Support will be given to proposals in suitable locations which seek to improve the balance of jobs within the rural areas and diversify the rural economy. The following provisions apply:

1. Appropriate and proportionate expansion of existing employment sites in order to support the retention and growth of local employers will be supported, subject to an assessment that demonstrates no adverse residual impacts on neighbouring uses and the environment.
2. Business start-ups, home working, small scale employment and the development and expansion of small business in residential and rural areas will generally be supported, subject to an assessment that demonstrates no residual adverse impacts on neighbouring uses and the environment.
3. Proposals should explore opportunities to improve internet connectivity for rural communities where appropriate.
4. Support will be given to the reuse of suitable buildings for employment uses.
5. The creation of new, or extensions to existing, garden centres or farm shops in the open countryside will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation.
6. Development will be supported which meets the essential needs of agriculture or forestry interests.
7. The loss of tourist or leisure development will only be permitted where there is no proven demand for the facility.
8. Camping, caravan, chalet or similar facilities that respond to an identified local need will be supported, provided the proposal is compatible with the existing road network, and has no adverse environmental impact.
9. Development proposals should:
  - a. demonstrate safe access to the existing highway network;
  - b. avoid a significant increase in the number of trips requiring the private car and facilitate the use of sustainable transport, including walking and cycling, where appropriate. Sustainable Travel Plans will be required to demonstrate how the traffic impacts of the development have been considered and mitigated;
  - c. demonstrate how a positive relationship with existing buildings has been achieved, including scale, design, massing and orientation; and
  - d. avoid incongruous or isolated new buildings. If there are unused existing buildings within the site, applicants are required to demonstrate why these cannot be used for the uses proposed before new buildings will be considered.

## EXPLANATION

- 11.7 To promote economic growth and diversification in the rural areas of the Borough, it is important to make land available for business use. It is recognised that some economic activities do not have a land requirement, for example where small businesses can be established from home, and permitted development rights also enable some home working use. However, to support the growth and prosperity of the rural economy, a positive strategic framework is needed to bolster sustainable rural development.
- 11.8 This policy provides some flexibility to enable carefully selected development outside settlements where it can be demonstrated that this could be achieved sustainably. This consideration should take into account the provisions of the NPPF and the need to effectively manage potential traffic and environmental impacts.



Forty Hall Farm

## DEVELOPMENT MANAGEMENT POLICY

# RE4: FARM DIVERSIFICATION AND RURAL EMPLOYMENT

1. Proposals involving a change of use or diversification of farms from solely agriculture to ecological, business, tourism or sport and recreational uses will be supported where the proposed use:
  - a. would not harm the openness and character of the Green Belt in terms of scale, location and design;
  - b. does not unacceptably impact upon surrounding amenities or cause an unacceptable level of noise, light, air or water pollution;
  - c. provides adequate landscaping and screening to minimise any potential visual impact;
  - d. does not have any detrimental impact on nature conservation, wildlife habitats, designated and non-designated heritage assets (including their setting)
  - e. does not generate a significant number of additional vehicle trips; and
  - f. contributes to regeneration and achieving the strategic policy priorities of this plan such as initiatives relating to landscape restoration, culture and tourism etc.
2. Proposals which promote sustainable agriculture and public participation in food growing, especially those which contribute to education, training and the development of local supply chains, will be supported.
3. For equine-related development, adequate arrangements should be made for the management of grazing areas. Hard-surfaced areas should be kept to a minimum.

### EXPLANATION

- 11.9 Farm diversification into non-agricultural uses is vital to the continuing viability of many farm enterprises. The Council will actively support well-planned diversification initiatives that align with sustainable development objectives and help to sustain the viability of the agricultural enterprise.
- 11.10 Proposed diversification schemes must avoid unnecessary buildings that would be detrimental to the Green Belt setting. Additionally, these proposals should have regard to the National Planning Policy Framework (NPPF) and the Green Belt policies set out in this plan and the London Plan.
- 11.11 Horse riding is a popular recreational activity and a number of sites in the Borough are used for horse keeping and breeding. The policy seeks to manage potentially negative impacts, as the paraphernalia associated with horse keeping can be inappropriate if they detract from the openness of the Green Belt.

# 12 Culture, Leisure and Recreation

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# INTRODUCTION

12.1 Enfield has a wealth of historic and culturally significant buildings, a thriving artistic community and a diverse range of recreational opportunities, green spaces, parks and watercourse, all of which make it an attractive location for visitors. The transformative potential of creativity in driving positive economic and social progress in the Borough is deeply intrinsic to our local identity.

12.2 Our shared experiences, varied heritage, talents, skills and interests play a central role in shaping Enfield a vibrant, distinctive and healthy place to live and work. Arts and cultural experiences, whether rooted in a cultural or community venue, at homes or at schools, hold intrinsic value for our well-being and sense of belonging. The broad accessibility of culture across the borough, and the many ways in which culture meets wider strategic objectives that contribute to and enrich our lives, underpins the ELP.

12.3 Every year, the creative industries in the UK contribute £111.7 billion gross GVA to the economy, while culture adds £5.2 billion to London. Globally, creative industries are a thriving sector, responsible for creating one in six jobs<sup>63</sup>. Enfield’s local cultural offer, found in various venues, heritage

houses and gardens, parks, open spaces, high streets, cafés and neighbourhood halls, are fundamental to the Borough’s appeal and its ability to foster community and attract visitors. Investment in culture is reaped in so many ways that are vital to our social and civic fabric, including addressing inequality and fostering economic growth.

12.4 The Cultural Strategy for Enfield (2020 – 2025)<sup>64</sup> sets out a robust framework to strengthen and enrich culture across the Borough. This strategy sets out three key priorities that underpin the creative ambitions for the Borough, including: Sustainable Culture, Creating Opportunities for Young People and Culture Everyday. In addition, the strategy sets out five focus areas that represent the interconnected parts of Enfield’s Cultural ecology.

<sup>63</sup> Source GLA & Creative Industries Federation.

<sup>64</sup> [https://governance.enfield.gov.uk/documents/s84477/finalEnfieldCS\\_Draft\\_L.pdf](https://governance.enfield.gov.uk/documents/s84477/finalEnfieldCS_Draft_L.pdf)



Library Green - Moon

## STRATEGIC POLICY

# CL1 : PROMOTING CULTURE AND CREATIVITY

1. Proposals will be supported which promote culture and creativity that align with the objectives within the Cultural Strategy for Enfield (2020-2025), or any subsequent strategy. This should be achieved through the provision of new cultural infrastructure and creative workspace, or through the re-use of existing facilities. Proposals situated within accessible locations, particularly town centres, are strongly encouraged.
2. Proposals to replace existing arts, cultural and entertainment uses including but not limited to theatres, pubs, music venues, nightclubs, galleries, museums, cinemas and community halls will not be permitted unless the following can be demonstrated:
  - a. the use is demonstrated as surplus to requirements and is no longer economically viable or capable of being operated on a community or non-for-profit basis;
  - b. alternative provision has been made in the vicinity to an equal or better standard, in line with the priorities set out in the Cultural Strategy for Enfield (2020-2025) or any updated strategy; and
  - c. appropriate marketing efforts have been undertaken over a continuous period of at least 12 months.
3. New arts, culture and entertainment uses will be directed to Enfield Town, the four District Centres and Meridian Water, in line with the town centre hierarchy. Other locations which are easily accessible by public transport, walking and cycling will also be considered. Outdoor arts, culture and performance activities and festivals will be supported where it can be demonstrated that residential amenity can be protected. Major cultural and art developments must set out their contributions to Enfield's cultural offer. The diversification of existing facilities will be encouraged.
4. Creative industry uses will be supported in Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs).
5. Planning contributions will be sought towards the provision and maintenance of public art installations and cultural facilities from developments comprising 50 or more residential units. Contributions from non-residential schemes will be assessed on a site-by-site basis, taking into account the location, nature, scale of the proposed development and the extent of public accessibility to the site.



## EXPLANATION

- 12.5 This policy seeks to expand and promote the cultural offer in the Borough to foster connections among our diverse communities and improve the places in which they live, work and enjoy leisure. This will involve:
- protecting existing venues such as theatres;
  - encouraging the refurbishment of existing venues;
  - reusing vacant and underused buildings and spaces; and
  - encouraging the establishment of new venues in suitable locations such as town centres and areas with good transport connections which support the creation of vibrant and creative places.

12.6 Enfield, located as part of the UK Cambridge Innovation Corridor and within close proximity to the emerging Thames Estuary Production Corridor, is strategically positioned to generate exciting new creative initiatives and partnerships within and beyond its boundaries. This includes the development of large scale film and TV production facilities, spaces for gamers and makers, and associated support services like training<sup>65</sup>. These activities can form part of a diversity of uses in the Borough's Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs), as set out in Chapter 9 of the ELP.

12.7 Funds generated from developments will be ringfenced into a dedicated cultural fund to support projects identified through the Infrastructure Delivery Plan. Where possible, residents, artists and other groups should be actively engaged at an early stage of the creative process.



Bloqs, Meridian East

<sup>65</sup> In line with the Cultural Strategy

## DEVELOPMENT MANAGEMENT POLICY

# CL2: LEISURE AND TOURISM

1. Proposals that will continue to develop a high-quality visitor experience to increase the contribution that tourism, arts and cultural heritage and sport make to our quality of life and social well-being will be supported, in particular:
  - a. the provision of new and enhanced visitor attractions, including arts and cultural facilities, in accordance with the sequential test outlined in the NPPF for main town centre uses;
  - b. the provision of new and improved accommodation and conference facilities for tourist and business visitors in accordance with the sequential test;
  - c. sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in the rural areas as long as they respect the size, character and function of their setting and comply with national Green Belt policy. This support extends to the re-use of suitable rural buildings for visitor accommodation and other small scale rural development; and
  - d. proposals which promote greater use of rural parts of Enfield and the Lee Valley as a leisure and recreational resourcewithout harming local biodiversity or water quality.
2. The loss of existing visitor, leisure and cultural attractions, including arts and entertainment facilities, hotels and sport venues will be strongly resisted unless replacement facilities of an equivalent or better standard and provision are proposed in a location equally accessible to the facility's current catchment area. Robust evidence must be provided that demonstrates that the facility causes significant detriment to the amenity of the locality or that:
  - a. there is no longer a need for the existing facility or an alternative leisure or visitor use; or
  - b. the existing use is unviable and its retention has been fully explored, including active and comprehensive marketing (for a period of at least 18 months) the facility for its existing and alternative leisure or visitor use prior to the submission of a planning application.



## EXPLANATION

12.8 The Council considers that the leisure and visitor experience in the Borough has the potential to contribute significantly to Enfield's economic growth. It can contribute to enhancing the quality of life by delivering experiences for visitors and generating a greater variety of job opportunities and training prospects. Importantly, it plays a pivotal role in supporting regeneration efforts and the diversification of the rural economy. Policies in relation to sport are covered in policies CL4 and CL5 of this plan.

12.9 A key objective of the ELP is to actively promote and sustainably develop Enfield's visitor economy. To work with this objective, the Council will continue to protect existing visitor and leisure facilities while actively promoting the sector's sustainable expansion. The provision of arts and cultural facilities, in particular has the potential to broaden the Borough's offer and increase its appeal to visitors. An integrated approach will be taken to ensure that these objectives are reflected in local initiatives such as town centre management, regeneration, open space strategies, heritage enhancement programmes, countryside management and environmental stewardship. This policy encourages development which supports the sustainable growth of the tourism industry.

12.10 Visitor related developments by its nature is often located in sensitive areas and their benefits need to be carefully balanced against the need to protect the rural parts of Enfield and safeguarding heritage assets from overcrowding and degradation. The plan seeks to ensure that the natural landscapes and heritage sites that significantly contribute to the Borough's appeal as leisure and visitor destinations are preserved. Any new built development must complement the natural attractions of the landscape and reflect the character of the surrounding area. Landscape design, careful siting of developments, re-use of buildings and attention to detail can help these developments in respecting their environments.

12.11 The Council also recognises that tourism is an important sector of the rural economy with great potential for further growth. Appropriate development can help sustain rural services and generate significant benefits for local communities. In accordance with the National Planning Policy Framework (NPPF), we should support sustainable rural tourism and leisure developments, including the provision and expansion of visitor facilities in appropriate locations, where identified needs are not met by existing facilities in rural service centres. As

a result, small-scale developments proposing additional floorspace for leisure and visitor use in rural areas will not be subject to the sequential test.



School trip

## DEVELOPMENT MANAGEMENT POLICY

# CL3: VISITOR ACCOMMODATION

1. Support will be given for proposals which protect and deliver growth for the visitor economy. Hotels and other strategically important visitor accommodation will be directed towards Enfield Town and the district centres, and other accessible locations which are within walking distances of public transport interchanges and/or stations.
2. Proposals involving new or extended visitor accommodations will be supported where they:
  - a. do not result in the net loss of existing housing and design and servicing arrangements can safeguard the amenities of nearby residential occupiers;
  - b. are proportionate to their location in terms of size, scale and function;
  - c. do not result in an overconcentration of similar uses in the locality;
  - d. provide active ground floor frontages and incorporate ancillary uses and facilities that are accessible for public use, particularly in town centre locations;
  - e. provide a level of car parking that is appropriate to the public transport accessibility level of the site, whilst seeking to minimise car parking wherever possible;
- f. ensure adequate access, drop off / pick up and servicing arrangements appropriate to the size and location of the accommodation;
- g. maximise opportunities for walking, cycling and use of public transport
- h. are sympathetic to the character of the area, but also able to create new places which reflect current times and needs and which are fit for purpose;
- i. provide adequate standard of amenity for occupants and provision of accessible accommodation, in line with London Plan requirements; and
- j. make appropriate arrangements for long-term adaptability and sustainability.
3. Proposals which deliver visitor accommodation on appropriate sites, including small hotels, bed and breakfast and self-catering accommodation will be supported.
4. Proposals for camping facilities and the conversion of existing buildings to accommodate visitors in rural parts of Enfield will be supported especially within Enfield Chase in line with policies RE4 and PL8.
5. Development proposals which result in the loss of important facilities for the visitor economy, including visitor accommodation, will not be permitted unless:
  - a. There are over-riding sustainability and regeneration benefits from the proposal.
  - b. The existing use is demonstrated to be unviable and with no reasonable prospect of becoming viable.

## EXPLANATION

12.12 The inclusion of hotels and short-term stay accommodation as part of a mix of uses serves to bolster the vibrancy of town centres, particularly during the evening hours, and supports tourist-based activities. For the purpose of this policy, visitor accommodation includes a range of options such as hotels, bed and breakfasts, traveller / youth hostels, short-term holiday rentals and serviced self-catering apartments.

12.13 Any new visitor accommodation, like all other forms of development, must positively contribute to the character and overall setting of its location. The nature and scale of the accommodation should be proportionate to its surroundings, recognising the various typologies of visitor accommodation within the C1 use class. For instance, a large format hotel may be more appropriate at a prominent town centre location or at a key transport interchange, whereas a smaller scale boutique hotel or serviced apartment may be more sensitively integrated elsewhere in the Borough.

12.14 Major visitor accommodation, such as hotels located outside town centres, will be subject to the sequential test in line with the National Planning Policy Framework (NPPF). In urban locations, newly established visitor

accommodation will be expected to maximise opportunities to deliver active ground floor frontages and include appropriate ancillary uses. Ancillary functions may include reception areas, cafés, restaurants, conference facilities, salons, fitness studios and other facilities that can also benefit the local community as well as visitors using the accommodation.

12.15 In recent years, the visitor economy has benefited from the growth in short-term serviced accommodation<sup>66</sup>, often offering a unique and affordable alternative to conventional hotel rooms. It is imperative that short term serviced accommodation do not compromise the supply of conventional housing or disrupt the amenity/balance of uses in the area. As part of the short-term letting agreement, applicants will be required to submit details of a management plan so to ensure rooms will not be occupied for periods exceeding 90 days. We expect the use shall be secured in the form of a licence, not a lease.

12.16 Visitor accommodation in rural parts of Enfield can have the potential to facilitate greater public access to the countryside and the leisure and historic attractions in the northern part of the Borough. However, these proposals should not run counter to Green Belt

purposes, and they must demonstrate acceptable access and servicing arrangements. These proposals should also avoid causing harm to biodiversity and the character of the area. The presence of many hotels providing such services is often dependent on a scenic rural location and spacious settings. To encourage the provision of more hotels and diversification of the rural economy, proposals involving the re-use of suitable rural buildings (as those considered by the Council to be of a permanent and substantial construction) or comprehensive redevelopment of previously developed land for visitor accommodation in rural areas will generally be supported, provided that their locational requirements are well justified. This approach accords with the National Planning Policy Guidance (NPPG), which recognises that the market and locational requirements of some main town centre uses may only be accommodated in specific locations.

12.17 Proposed developments for visitor accommodation in rural areas should, where possible and relevant to its function and location, facilitate the use of sustainable transport, including walking and cycling, as set out in Policy RE4.

<sup>66</sup> [https://www.london.gov.uk/sites/default/files/housing\\_research\\_note\\_4\\_short-term\\_and\\_holiday\\_letting\\_in\\_london.pdf](https://www.london.gov.uk/sites/default/files/housing_research_note_4_short-term_and_holiday_letting_in_london.pdf)

## STRATEGIC POLICY

# CL4: PROMOTING SPORTING EXCELLENCE

1. Development and investment decisions that align with the objectives of the Enfield Health and Well Being Strategy will be supported, particularly when they align with the following criteria:
  - a. they promote, celebrate Enfield’s growing reputation as a nationally and internationally recognised hub for sporting and recreational for aquatic/ water sports and mass participation outdoor sports contributing to overall health and wellbeing;
  - b. they facilitate and contribute towards the development of first-class, publicly accessible strategic sport and leisure facilities to meet the needs of the growing population, based on the following hierarchy of priority locations as shown on the Policies Map, including:
    - i. Land at and within the vicinity of Tottenham Hotspur’s football club, the training ground, Hotspurs Way, Whitewebbs Lane (RUR.09);
    - ii. Land at Picketts Lock (RUR.06);
    - iii. Enfield Playing Fields; and
    - iv. Firs Farm.
  - c. they seek opportunities to protect, expand and improve the quality and condition of Enfield’s sport and physical health facilities (to prevent disrepair and unsafe areas), with better public transport and active travel connections to residential areas and open spaces, in line with the priorities set out in the Playing Pitch Strategy and Blue and Green Infrastructure Strategy;
  - d. they facilitate outdoor sports provision (including camping sites, small stables, training academies, golf centres and changing facilities) within locations that offer good access to public transport, cycling and walking in the open countryside, especially within the Enfield Chase, while in line with national Green Belt policies; and
  - e. they secure new sport and leisure facilities within public parks like green gyms and large-scale mixed-use developments to meet the identified needs.
2. The Tottenham Hotspurs Training Centre and surrounding land as shown on the Policies Map and as Site Allocation policy RUR.09 continues to be designated as Green Belt. This designation allows for the potential development of professional and community sports, recreation and leisure facilities, including ancillary and related uses, in line with Green Belt policies in this plan, as well as the following considerations:
  - a. Any development related to professional and community sports, recreation, and leisure facilities, whether appropriate or inappropriate in Green Belt development, must meet the following development management criteria:
    - i. address strategic and local transport considerations, including potential improvements to the site’s connectivity with the surrounding public transport network;
    - ii. optimise pedestrian and cycling access to and through the designated site;
    - iii. adhere to high-quality design standards, including high sustainable construction and operational standards.
    - iv. take into account the site’s heritage

## EXPLANATION

- context and its impact upon any statutorily or locally listed asset, including but not limited to, the Forty Hall Conservation Area;
- v. restrict built development on the small paddock field to the north of Myddleton House, or at Beggars Hollow; preserve and enhance those parts of the Registered Parks and Gardens of Myddleton Hall and Lee Valley Regional Park which fall in the designated site, or where there are key aspects of their setting in the designated site;
- vi. protect local heritage assets in Myddleton and Whitewebbs Park;
- vii. retain existing watercourses, ponds, trees and other biodiversity features, where necessary for biodiversity conservation;
- viii. ensure no unacceptable visual and landscaping impacts, whilst protecting important views and gaps, including those from Forty Hall Conservation Area;
- ix. implement new landscaping with appropriate species selection and management to enhance biodiversity and climate change resilience;
- x. deliver community access, education, and socio-economic improvements available to all sectors of the community; and
- xi. comply with other relevant policies of the Local Plan.

- 12.18 Enfield enjoys a unique position, offering convenient access to both the open countryside and central London. This accessibility provides residents and visitors with unrivalled access to sporting attractions, including:
- golf courses like Whitewebbs Park
  - leisure centres with Picketts Lock as the largest indoor and outdoor athletics centre in South East England;
  - camping and visitor sites;
  - a range of water-based activities;
  - adventure playgrounds such as those found in Trent Park;
  - training grounds like the Hotspur Way Training Ground; and
  - a well-established community network of facilities for sports such as football, rugby, hockey and tennis.
- 12.19 Sport plays a fundamental role in Enfield's leisure and visitor offer, making substantial contributions to London's economy and cultural life. While the Borough is already home to world class facilities like the Lee Valley Regional Park, we want to build on this success and support the Mayor of London's ambition to become the most physically active city in the world.

12.20 Despite rising levels of physical activity and sport participation in the Borough, they continue to remain below the London average, especially among lower social economic groups. There is significant latent demand, representing an opportunity to improve the quality and range of sport and outdoor leisure facilities. However, the prevalence of obesity and mental health issues among adults and young children remains a concern, leading to associated healthcare costs.

12.21 This policy seeks to promote and encourage sporting excellence across the Borough, including the development of world-class sports facilities at locations like the Hotspur Training Ground, Picketts Lock (and the immediate surrounding area), Enfield Playing Fields and Firs Farm. In turn, this will:

- improve the health and wellbeing of residents, encouraging greater physical activity;
- provide new sports, recreation and leisure facilities which are open to the wider community in accessible locations while respecting the professional sporting function of the Tottenham Hotspurs Training Centre;
- promote social inclusion, increased community safety and security;

- support economic growth, generating employment opportunities for local residents;
- encourage sustainable travel choices and connections with surrounding public transport nodes;
- improve access to the open countryside, nature and key attractions, including east–west connectivity throughout the Borough;
- improve green and blue networks; and
- sustain and enhance the significance of heritage assets and open character of the landscape.

12.22 The hierarchy of priority locations as outlined within the policy sets out that the national, regional, sub-regional, or Borough-wide importance of the facilities at each of these locations based on their quality, scale and type. This hierarchy does not relate to the allocation of investment.

12.23 Outdoor sport and recreational uses are generally considered appropriate development within the Green Belt, as long as these uses and the associated facilities maintain the openness of the Green Belt and do not conflict with any of the five purposes including the land within it. The proposed policy designation supports the delivery of such uses, where they meet the development management criteria.

12.24 For uses or facilities that fall outside the definition of appropriate development, meaning that by definition they are inappropriate development in the Green Belt, but are deemed acceptable in principle within the policy designation, they must satisfy both the ‘Very Special Circumstances’ (VSC) test outlined in national Green Belt policy and meet the development management criteria provided. The policy designation provides a range of development management criteria (see part 2 of the policy) that any development which comes forward under the designation must meet, regardless of whether it is deemed appropriate or inappropriate under Green Belt policy.



Myddleton House



## DEVELOPMENT MANAGEMENT POLICY

# CL5: SPORT, OPEN SPACE AND RECREATION

1. Proposals involving the creation of new sports facilities or the enhancement of existing ones, specifically where a need has been identified, will be supported, particularly in or close to town centres and easily accessible locations. Proposals that include bringing private and educational related sports will be supported, with the condition that these development maintain or enhance their quality standards and reflect the most up to date Enfield Playing Pitch Strategy, Enfield Built Sports Facility and their respective Action Plans.
2. Development proposals that result in the loss of sports and recreational buildings and land will be resisted unless:
  - a. an assessment has been undertaken, clearly demonstrating the facilities to be surplus to requirements; or
  - b. the loss resulting from the proposed development would be replaced by an equivalent or better provision in a suitable location; or
  - c. the development is intended for alternative sports and recreational facilities, for which the needs clearly outweigh the loss incurred.
3. Major residential development will be required to improve open space provision, compatible with the needs and demands arising from the development and physical constraints of the site. Smaller developments will also be encouraged to incorporate open space enhancements, where feasible.
4. New open spaces, accessible to the public and consolidated, should be integrated on site, particularly in areas of deficiency and priority locations. Where on-site provision is not possible due to reasons such as site constraints, viability and competing policy objectives, off site contributions will be sought to improve open space enhancements in the vicinity of the site, based on the priorities set out in the Blue and Green Infrastructure Strategy and policy SP BG1.
5. Open space provision within developments should meet the standard of 'good to 'very good' quality, in line with the Green Flag Award, and adhere to the principles outlined in the Accessible Natural Greenspace Standard.
6. Developments that enhance or provide open space, sport and leisure facilities will be expected to:
  - a. meet the standards relating to quality, quantity and accessibility set out in **Table 12.1**;
  - b. be visible and accessible from the public realm surrounding the site;
  - c. establish well-connected pathways and directional signage linking them to other open spaces and routes, especially to public transport connections;
  - d. facilitate pedestrian and cycling movement both within the development site and wider area;
  - e. demonstrate flexibility, adaptability and multifunctionality, catering to the needs of different users and changing demands;
  - f. explore opportunities for co-location with other facilities, such as sport and leisure amenities where possible to promote more active and healthy lifestyles;
  - g. integrate soft landscaping, street furniture and sustainable urban drainage systems into the design and layout, ensuring they can be maintained over the lifetime of the scheme; and

- n. enhance the biodiversity of the site, contributing to the objectives identified in the Enfield Biodiversity Action Plan.
- 7. Development should not solely depend on existing publicly accessible open spaces to contribute towards the requirements for on-site communal amenity space and children’s play space.

### Playspace

- 8. In areas where there is a deficiency of children’s play space or where the nearest play space is over 200 metres away, developments are required to provide on-site children’s play spaces to meet the needs arising from the development, accommodating a mix of ages and backgrounds. Major development should provide a minimum of 10 square metres of play space per child.

### Sport, leisure and recreation

- 9. Development involving more than 100 homes or exceeding 10,000 square metres of floorspace will be expected to meet the demands it generates by providing on-site sport, leisure and recreational facilities, or by making a contribution toward the development of new or improved facilities within the

vicinity of the site, especially where there are existing deficiencies (as identified in the Playing Pitch Strategy and Blue and Green Infrastructure Strategy). These sport, leisure and recreation facilities must be designed and constructed in line with Sport England guidelines and relevant guidance from national sport governing bodies.

- 10. The Council will ensure that development and growth are accompanied by an appropriate level of playing pitch facilities. This will be achieved through protecting and improving the stock and capacity of playing pitch facilities, as well as improving the quality of existing playing pitches and their ancillary facilities.
- 11. New residential development on larger sites will, where practicable, be expected to deliver new playing pitch facilities on site as part of an integrated scheme. On smaller sites or where on-site provision is not practicable, planning obligations will be sought to mitigate for the impact of new residents through the creation of new or improved provision in an appropriate location.
- 12. Wherever possible, new playing pitches on existing or proposed school sites (as shown on the policies map) should include natural grass pitches. Proposals

involving artificial pitches must:

- a. not have an adverse impact on the amenity of local residents and neighbouring sites in terms of noise and light pollution;
- b. avoid light spill from floodlighting into Metropolitan Open Land and the Green Belt (as shown on the Policies Map) unless very special circumstances can be demonstrated in line with policies SP BG4 and BG5; and
- c. ensure that site is level and has suitable ground conditions.

## EXPLANATION

12.25 For the purposes of this policy, the term ‘sport and leisure provision’ covers various facilities and areas intended for sports and recreational activities, including:

- indoor sports facilities such as swimming pools, health and fitness gyms and sport halls;
- sports pitches identified in the Playing Pitch Strategy;
- golf courses;
- outdoor waterspace;
- multi-use games areas and their associated facilities;
- outdoor gyms and athletic tracks; and
- playing fields and sites located within educational establishments.

12.26 It is essential that everyone in Enfield, regardless of age, physical ability, or disability has equal access to the wide variety of sports, leisure and physical activities available in the Borough. Promoting active lifestyles can lead to numerous health and wellbeing benefits, ranging from lower levels of cardiovascular disease through to maintaining a healthier body weight and lowering levels of depression. In Enfield, physical activity and sports participation are lower than the national average, and obesity rates are higher than average.

However, there remains a considerable unmet demand for various activities particularly related to playing pitches, presents opportunities to increase participation, especially in deficient areas.

12.27 Playing pitches are a key part of the Borough’s sporting offer, significantly contributing to the health and wellbeing of our communities. It is important to protect, enhance and provide new facilities based on up-to date assessments. The Playing Pitch Strategy identifies a number of priorities in respect of sport, leisure and recreational pitches, including:

- protecting and improving the quality of existing sport facilities, especially artificial grass hockey pitches, rugby pitches and cricket pitches;
- increasing public access to sport and leisure facilities (including school playing fields and sport halls) though the use of community use agreements and management contacts;
- securing additional full-sized pitches, such as 3G football pitches, junior rugby pitches and artificial cricket wickets/squares, along with associated improvements like new or refurbished changing rooms, floodlights and drainage installations, to meet projected demand.

12.28 The policy distinguishes between larger and smaller sites as detailed in part 10. This differentiation reflects the general principle that it is better to provide playing pitches closest to the point of need. Nevertheless, the application of this principle will need to be determined on a case-by-case basis, taking into consideration not only to the practicality and viability of delivering on-site facilities, but also to the context of the development in relation to other sports infrastructure within the locality. For example, creating sports facilities as part of a network, rather than as isolated facilities, is more appropriate. For this reason, this policy does not identify a specific size threshold to define ‘larger sites’, allowing this determination to be made during the planning application process.

12.29 Sport, leisure and recreation facilities should reflect guidance from Sport England, other national sport governing bodies and active sport and leisure organisations. Applicants will be advised to consult with Sport England and relevant national sport bodies, and local sports and leisure organisations prior to the submission of their planning applications. Developments that enhance or provide open space, sport and leisure provision will be expected to meet the standards relating to quality, quantity and accessibility set out in

**Table 12.1.**

<sup>67</sup> [https://new.enfield.gov.uk/services/leisure-and-culture/sports-facilities/playing\\_pitch\\_strategy\\_sports\\_180319.pdf](https://new.enfield.gov.uk/services/leisure-and-culture/sports-facilities/playing_pitch_strategy_sports_180319.pdf)

- 12.30 The latest assessment of the Borough’s open spaces, including their quality and value based on the criteria established by the Green Flag Award is provided in the most recent audit of Enfield’s existing blue and green infrastructure.
- 12.31 This policy also sets out more detailed requirements relating to the design and layout of new or improved open space within new developments and their integration into the wider blue-green network. Open space should form the centrepiece of new developments and should blend with the surrounding urban form. These individual spaces should also be seamlessly integrated into the wider public realm and green grid network.
- 12.32 Regeneration initiatives for housing estates should maximise the reuse of existing publicly accessible spaces, accompanied by the incorporation new open spaces such as pocket parks, communal gardens and linear verges to meet the needs of new residents.
- 12.33 Where sites have multiple owners, developers and landowners will be strongly encouraged to work jointly to develop masterplans or design codes covering the entire allocation or developable area. This joint working arrangements aims to secure consolidated publicly accessible open spaces, taking into account technical feasibility and other pertinent planning considerations.
- 12.34 Newly created publicly accessible open spaces, like parks should achieve the national standards of green space quality as outlined in the Green Flag Award, and for natural green space accessibility, following the Accessible Natural Greenspace Standard (ANGSt) best practices. These spaces will be assessed against bases on the quality and accessibility criteria set out in these standards.
- 12.35 The development of new children’s play space will be assessed against the principles of good design set out in Play England’s “Design for Play” guide. GLA’s child yield calculator should be used to determine the number of children expected to reside in a given development.

Table 12.1: Open space standard

TYPE	QUANTITY: THE PROVISION (MEASURED IN HECTARES) OF EACH TYPE OF OPEN SPACE WHICH SHOULD BE PROVIDED AS A MINIMUM	ACCESSIBILITY: THE MAXIMUM DISTANCE RESIDENTS SHOULD BE REQUIRED TO TRAVEL TO USE AN OPEN SPACE
Open space	2.15 ha per 1,000 population	Parks and gardens / natural and semi-natural green space: Metropolitan: 3.2km District: 1.2 Local: 400m Small local: 280m Amenity green space: 400m
Allotments or community garden	0.125 ha per 1,000 population	800m
Children’s play space: formal equipped play	0.15 ha per 1,000 population (aged 19 and under)  1.5sqm per person (aged 19 or under)	Doorstep (100m) Local (400m) Neighbourhood (800m) Other play (1km)
Playing pitches	2.43 ha per 1,000 residents	

## DEVELOPMENT MANAGEMENT POLICY

# CL6: PROTECTING AND ATTRACTING PUBLIC HOUSES

### Protecting public houses

1. Public houses will be protected for their important community, social and economic role in local communities. There will be a presumption in favour of the retention of public houses and bars in Enfield. Any proposals involving the loss of a public house that has heritage, social, economic or cultural value to the community, including through the change of use or redevelopment, will be refused, unless they comply with London Plan policy HC7. Proposals will be supported if there is robust evidence to demonstrate the following:
  - a. legitimate efforts have been made to preserve the facility as a public house. This includes through the evidence of regular maintenance, upkeep of good management and through business diversification;
  - b. the public house is not financially viable and there is no reasonable prospect of the premises remaining in its current use, or an alternative community use in the foreseeable future. This should be evidenced through attempts at different business models, management approaches, and an active marketing exercise at an appropriate market rate (relative to the type and location of the public house) over a minimum continuous period of three-years; and
- c. all feasible options to re-provide the public house have been investigated and sufficient justification is provided where these are not considered;
  - i. the proposed redevelopment would provide sufficient community benefit to outweigh the loss of existing facility; and
  - ii. new or replacement facilities can be provided to meet an identified need in locations which are easily accessible to the local community.
2. Proposals affecting a public house, including its operational and ancillary amenity space, will be refused, unless there is robust evidence to demonstrate that the viability of the public house and its current and future operation will not be compromised and development will not detract from the appearance and character of the building, including any features of historic or cultural significance.
3. Proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of comparable character and quality as the existing public house and has an appropriate amount and configuration of floorspace to enable the continued viability of the public house.
4. Where the change of use of a public house is considered acceptable, development proposals will be expected to retain the building and other associated features where these make a positive contribution to local character, including their historic, streetscape and townscape value.
5. Proposals involving new public houses will be encouraged within town centre locations and other accessible locations as part of wider strategies to promote the evening and night-time economy and attract a more diverse range of town centre uses, taking account of agent of change principles.

## EXPLANATION

- 12.36 Public houses play an important role at the heart of many local communities in Enfield. They act as social hubs offering a welcoming environment for people of all backgrounds to socialise and interact. Many pubs are heritage assets and make a positive contribution to the historical development of the townscape and identity of places. Pubs are more than just a place to drink - they can host cultural events, clubs, and provide informal meeting spaces for local interest groups, and thus contribute to people's sense of place and belonging. They are also particularly vital to the visitor and evening and night-time economy in Enfield.
- 12.37 In recent years, like many other London Boroughs, Enfield has lost a significant number of public houses and bars. This policy will therefore seek to protect the loss of these important community and cultural facilities. Particular consideration will be given to the need to protect historic pubs (built in the 20th century or earlier), especially where these are landmark features in the townscape.
- 12.38 However, exceptions will be made where the site is vacant and has become surplus to requirements; the existing use is no longer viable; there is no loss of public house provision (e.g. the public house can be relocated as part of a wider redevelopment) and the proposed development does not have any significant cumulative impacts. In the case of changes of use, existing features

of architectural and heritage value in the public should be retained as part of any redevelopment.

- 12.39 As part of any proposal involving the demolition or loss of an existing public house, including a change of use, the Council will expect to see full details of patronage levels and trading accounts over the past three years, including accounts from previous management where appropriate. In addition, applicants must provide a statement outlining the steps taken by the owner or operator to respond to viability concerns. This might cover considerations given to business diversification (for example, expanding the food and drink offer), promotions or building refurbishment. Finally, proposals will need to provide proof of a marketing exercise covering a minimum continuous period of three years, including details of commercial agents, advertisements and lease terms offered. During this time the pub must be actively marketing at a reasonable local market rent. The Council will consider whether any ties or restrictive covenants have affected interest.
- 12.40 Public houses require dedicated operational spaces. They also feature function rooms and/or ancillary amenity space, including outdoor gardens, which are critical to supporting their role as places of gathering and community facilities. Where proposals involve a reduction or reconfiguration of operational and ancillary spaces, it must be demonstrated that this will not have a detrimental impact on the financial viability

of the public house. Furthermore, proposals must show that the remaining space will be of a sufficient amount and quality to continue to meet the needs of pub users.

- 12.41 Operational and ancillary spaces include, but are not necessarily limited to, beer gardens, function rooms, kitchens, cellars and accommodation integrated into the building (often used by staff as resting space).
- 12.42 Where sites are redeveloped, including through comprehensive redevelopment, our priority is to protect pubs particularly where they are of historic, cultural or community interest. However, in certain circumstances it may be acceptable that a facility is replaced or re-provided.
- 12.43 Proposals will be required to demonstrate that they have considered all reasonable options for retaining the pub in situ. Where this is not possible, the replacement provision must be designed to a sufficient quality and standard to ensure the continued viability of the pub.
- 12.44 The policy ensures that any development proposals that would result in the loss of a public house must be subject to an assessment of both existing use and the need for and value of the facility to the community. Where there is evidence that existing provision is not able to meet needs, we will work with partners to seek and where possible, enable new facilities.

# 13 Movement and Connectivity

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# INTRODUCTION

13.1 Appropriate transport infrastructure is fundamental to development in Enfield, to support growth, relieve pressure on Enfield’s transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will. Transport profoundly impacts the lives of our residents. Often, individuals face choices when it comes to transport, including whether to walk, cycle, use public transport, or use a private car. However, these choices may be limited by various factors such as travel conditions, personal preferences, inadequate investments or other local circumstances. Transport is not only a driver and a maker of economic development but also acts as catalyst, connecting individuals and communities, facilitating access to job opportunities and enabling businesses to connect to goods and markets, both within London and the wider sub-regional marketplace.

13.2 Enfield is committed to meeting the Mayor of London’s Transport Strategy objectives, aimed at creating a transport network that improves the health and wellbeing of all Londoners. London is committed to achieving an 80% mode share for active and sustainable travel by 2041, with the additional goal to have zero road deaths by the same year. To achieve these targets, a

significant shift towards walking, cycling and public transport use is needed over the next 20 years. Development will be expected to contribute to these aims by enhancing local active and public transport networks, as well as minimising the need to travel through good design and location.

13.3 The policy objectives contained in the ELP align with those found in Enfield’s Transport Strategy published alongside it. More detail on transport policies can be found in the Transport Strategy. These policies also form part of the Borough’s response to the climate emergency, serving as a means to significantly reduce greenhouse gas emissions and address issues related to poor air quality and noise pollution.



Cycle Enfield opening of Edmonton Green cycle hub



## STRATEGIC POLICY

# T1 : PROMOTING A SUSTAINABLE AND DECARBONISED TRANSPORT SYSTEM

### Part 1: Ensuring access to a fully connected sustainable transport network

1. New and planned transport investment will be required to support the levels of planned transport growth within the Borough over the plan period, as well as significantly increase the proportion of journeys via walking, cycling and public transport.
2. New development will safeguard existing land and buildings where necessary to facilitate active travel (walking and cycling), public transport or related support functions and future access to future infrastructure projects including the line of the potential Crossrail 2 route;
3. Development will be expected to deliver improvements to the sustainable transport network, promote sustainable modes of travel, reduce severance and barriers to sustainable modes and improve road safety. Planning applications should include Construction Logistics Plans, Travel Plans and Delivery Service Plans to detail how the impact of road based transport will be mitigated and maximising the use of sustainable modes.
4. Development should actively seek to reduce traffic where possible, particularly on residential roads) and promote the safety of the transport network.

5. The Council will promote the sustainable movement of goods and materials while minimising their movement of goods and materials by road, by:
  - a. encouraging the use of canal, rail and bicycle transport, where possible;
  - b. protecting existing facilities for waterborne and rail freight traffic; and
  - c. promoting the provision and use of freight consolidation facilities.
6. Developments likely to generate significant movement of goods or materials by road both during construction and operation, will be expected to:
  - a. prioritise the use of Transport for London Road Network or other major roads to minimise the impact of freight movement
  - b. provide accommodation for goods vehicles on site
  - c. submit Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate, while contributing towards their subsequent monitoring.

### Part 2: Increasing all active travel opportunities

#### Walking

7. Walking is an important mode of travel for short journeys. Developments should promote walking and active travel in the Borough by improving the pedestrian environment, this includes Developments should promote walking in the Borough by improving the pedestrian environment, this includes:
  - a. safely connecting to the existing pedestrian network
  - b. enhancing the pedestrian environment by providing high quality footpaths and pavements meeting the prescribed width guidelines for the expected number of people, contributing to a high quality public realm
  - c. making improvements to the pedestrian environment by including the provision of safe road crossings, seating areas, signage and landscaping that facilitate safe and pleasant walking experiences, ensuring permeability and adequate lighting
  - d. Assisting individuals with mobility impairments and supporting vulnerable road users where appropriate
  - e. Contributing to the establishment of bridges and water crossings where appropriate.

## Cycling

8. Developments should promote cycling in the Borough and ensure a safe and accessible environment for cyclists, complying to the appropriate guidance, such as LTN 1/20 or its successor. This includes:
  - a. Safely connecting to the existing cycle network. All developments should be situated within 400 metres of a safe cycle route, as per the MTS target, or provide new cycle connections to the network.
  - b. Providing for or making contributions towards connected, high quality, convenient and safe cycle routes within and beyond the development site, in line or exceeding LTN 1/20. These routes should be permeable and well lit, incorporating green chains and links as set out on the Policies Map.
  - c. Providing accessible, secure cycle parking facilities, as outlined within the London Plan. Cycle parking should be secure, well-lit, clearly sign-posted, and situated in convenient locations, including proximity to stations, main entrances and public spaces. Provision should also be made for visitors and hire bikes/ scooters within the development. In areas well-served by cycling infrastructure, higher levels of provision may also be required, considering the size and location of the development.

- d. providing high quality facilities that promote cycling, including changing rooms, showers, dryers and lockers.
- e. contributing towards the establishment of bridges and water crossings for cycle use where appropriate.

### Public Transport is a viable option for everyone

9. Development should provide public transport infrastructure to safeguard and promote the provision of public transport in the Borough by:
  - a. contributing towards improvements to bus network infrastructure, including improved access to bus stops, shelters, passenger seating, waiting areas, signage, and timetable information
  - b. improving accessibility to public transport through improved interchange between different modes of transport, such as the provision of safe and secure cycle parking at stations, along with ensuring step-free access.
10. Development should contribute to safeguard and promote the provision of public transport in the Borough by:
  - a. contributing to the delivery of improved and new public transport services where development is proposed in areas of low public transport accessibility, particularly in rural areas.

- b. Supporting the delivery of improved and new public transport services in areas where the demand generated by the development is likely to exceed existing capacity of bus services.
- c. in major developments, contributions may also be sought towards the improvement of other forms of public transport, where appropriate. This includes:
  - i. the implementation of four-tracking of the West Anglia mainline (between Tottenham Hale and Broxbourne) to increase the frequency of train services to eight trains per hour
  - ii. upgrades to the Piccadilly Line
  - iii. increasing the frequency of rail services to at least four trains an hour during peak hours and three trains an hour during off-peak hours on the Enfield Town/Cheshunt services to and from London Liverpool Street
  - iv. Safeguarding space to deliver future improvements to Bus, Underground, Overground and National Rail networks, including potential future routes like Crossrail 2.

## DEVELOPMENT MANAGEMENT POLICY

# T2: FORMING A HEALTHY AND CONNECTED ENFIELD

### Part 1: Active Travel and Mobility is part of a healthy lifestyle

1. Development will be expected to:
  - a. improve walking access and routes to local services, including schools and retail locations, by incorporating new safe, effective and efficient routes, networks and streets designed in accordance with regional and local guidance and standards. This includes adhering to the healthy streets' indicators set out in Transport for London's guidance.
  - b. actively promote road safety and contribute to creating safer cycling and pedestrian movement around town centres, transport nodes and quieter neighbourhoods. This includes implementing traffic-calming measures within residential areas and the wider pedestrian environment, where necessary.

### Part 2: Open spaces are green, multi-functional and accessible

2. Development will be expected to support the healthy streets approach by:

- a. prioritising measures that encourage a substantial shift from private car journeys to active transport modes, with a particular emphasis on increasing cycling and walking, especially but not limited to, journeys under 2 kilometres. This should also include enhancing access to public transport and creating high-quality public realm.
- b. creating or contributing to the creation of quieter neighbourhoods throughout the Borough, through the removal of road traffic and prioritising active travel measures over car journeys. Streets or other selected locations should also include new pedestrian crossings and 20 mph speed limits and zones, where appropriate, and where suitable require contributions towards creating well-connected, high quality, convenient and safe network of cycling and walking routes to local destinations.

### Part 3: Making transport choices which positively impact health and wellbeing

3. The Council will limit the availability of parking by:

- a. utilising the London Plan parking standards as the maximum permitted but may consider further reductions in car parking provision based on local considerations. This could include limiting on-site parking spaces designated for disabled people where necessary, and/or essential operational or servicing needs only
  - b. prohibiting the issue of on-street or on-site parking permits in connection with new developments, and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;
  - c. considering the redevelopment of existing car parks for alternative uses
  - d. resisting the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking
  - e. strongly favouring off-street parking, loading and servicing solutions to ensure that development requirements do not create a barrier or introduce conflicts with active travel.
4. Complementary measures which reduce parking demand, such as car clubs, and supporting integrated and well-designed walking and cycling routes (giving support to any retrofitting proposals) will be supported.
  5. Provision of Electric Vehicle Charging Points should comply with the London Plan, with the possibility of seeking contributions towards on-street EVCPs.

## DEVELOPMENT MANAGEMENT POLICY

# T3: CONSTRUCTING A VIBRANT AND SAFE ENFIELD FOR EVERYONE

### Part 1: Neighbourhoods are compact and mixed use

1. Development that are well connected by public transport and have active travel opportunities should be designed as car-free or offer a very low level of parking provision which are appropriate to the proposed use of the development, in line with the standards set out within the London Plan.
2. Developments should have well-connected, high quality, convenient and safe active travel routes both within and extending beyond the development site. These routes should be easily navigable and safe, permeable and well lit.

### Part 2: Achieving 20 minute accessibility to destinations and services

3. A Transport Assessment should identify key local services, including shopping, education, healthcare, and greenspaces, within a 20-minute Active Travel Zone from the development site. The Transport Assessment should consider how these services will be accessible by walking and cycling, while also identifying any barriers and proposing potential mitigation measures.

4. Larger developments should contain all key local services to further reduce the need for travel on existing, often congested networks. It is expected that active and sustainable mode infrastructure and services should be in-situ prior to the occupation of these developments.
5. Developments should have minimal impact on existing transport networks, particularly residential neighbourhoods. Where Transport Assessments indicate the potential for additional traffic, appropriate mitigation measures will be actively sought.

### Part 3: Feeling of safety on the Borough's roads

6. Developments will be expected to:
  - a. be well-connected, high quality, convenient, effective, efficient and safe active travel routes within and beyond the development site, that are easy and safe to use (i.e. permeable and well lit)

- b. promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and quieter neighbourhoods, and traffic-calming measures within residential areas and the wider pedestrian environment
- c. ensure safe connections to existing transport networks and making improvements to the pedestrian environment, including the provision of safe road crossings.



Cycle lane A105 guided rides

## EXPLANATION

- 13.4 To achieve equality of access to opportunities for Enfield’s residents and facilitate growth in an effective, efficient and sustainable way, an effective, resilient and safe transport network is necessary. The integration of land use and transport is an important consideration, both at the strategic Borough-wide and when planning individual site levels. A fully connected sustainable transport system involves connecting multiple modes of transport. For example, integrating active travel with public transport provides an attractive alternative to using cars. By combining public transport up with active travel options, we can encourage people to use active travel as part of their first and last mile journeys. The provision of segregated bike lanes, bike route signage, safe and secure bike parking facilities, as well as office amenities like showers and changing facilities, along with bike rental schemes, can help to encourage more people to take the bike as part of their journey.
- 13.5 Enfield is not unusual among outer London boroughs for having a lower proportion of trips made by sustainable modes compared to inner London boroughs. However, approximately half of trips are shorter than two miles in length, a distance that could be covered on foot or by bicycle. Some residents may rely on cars for trips outside of

Greater London or to destinations in other parts of outer London that may be time consuming or challenging to make by sustainable modes. Additionally, almost one third of Enfield households (31%) had no cars or vans in 2021, with the highest proportion of households in the south and eastern parts of the Borough such as Edmonton Green, where 52.7% of households lacked access to a car or van. This means that we have to take a broad view of transport to ensure that is equitable for all.

### Active Travel

- 13.6 Increasing active travel, i.e. cycling and walking, can help tackle some of the most challenging issues we face as a Borough; improving air quality, combatting climate change, improving physical and mental health and wellbeing, addressing inequalities and tackling congestion on our roads. To achieve this, we need to tackle the main barriers by building better quality infrastructure, making streets better for everyone, and we need to make sure people feel safe and confident cycling from an early age as children who walk, cycle or scoot to school from an early age have more road sense and an improved ability to travel independently and safely.
- 13.7 The Council is committed to increasing cycling and walking. Through our

‘Journeys and Places’ programme, the Council is delivering schemes to support cycling and walking Borough-wide. The A10 and A406 are the two busiest roads and the two biggest physical barriers (particularly between the east and west) to cycling within the Borough. It is recognised that there is a heavy reliance on cars to make local trips and there are currently limited alternative travel options with lower density of public transport provision. Enfield is one of five Outer London boroughs identified as having the greatest number of potentially cyclable trips, with nearly 80% of car trips in Enfield considered as being of cyclable length.

- 13.8 The Council wants to develop a safe, connected, high quality active travel network. Developments will need to provide safe connections to this and where necessary, land will be safeguarded to assist in the provision of the network.

### Public Transport

- 13.9 Public transport options, such as trains and buses, have a significantly lower carbon footprint per passenger when compared to individual cars. Encouraging the use of public transport for longer journeys can lead to a collective reduction in carbon emissions, alleviation of traffic congestion, and an improvement to air quality. Moreover, investing in efficient public transport infrastructure to meet the needs of current and future residents not only enhances accessibility and reduces the reliance on private cars, but also fosters a sense of community.

13.10 However, there is an unequal distribution of transport resources in the Borough, particularly in relation to access to public transport and orbital movements. While the Borough has access to the various public transport networks such as the Piccadilly Line, Overground, National Rail, buses, and active travel networks, there are disparities in their availability.

13.11 Furthermore, although Crossrail 2 has the potential to unlock development opportunities in the eastern part of the Borough, the project is currently on pause. The Borough is actively working with key stakeholders including the GLA, TfL and Network Rail along with landowners and development industry partners to deliver new and improved transport infrastructure to support changing demands of residents, businesses and visitors. These improvements involve the safeguarding of land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Enfield's future transport network.

### Road Safety and Healthy Streets

13.12 Everyone should benefit from safe and convenient access to public transport, local services, community facilities, education, training and employment opportunities. These aspects collectively contribute to making neighbourhoods

and streets in Enfield safer, greener and less polluted, more legible and accessible for all residents.

13.13 The healthy streets approach aims to bring about a significant step-change away from car usage to more sustainable transport modes such as walking, cycling and public transport. Developers are expected to use the indicators of the healthy streets approach set out in the Transport for London's healthy streets toolkit, to demonstrate how their scheme, including the main access points, will positively interface with the street and help improve the amenity of the area. Proposals should be prioritising the needs for pedestrians, cyclists and public transport over private vehicles. In some cases, financial contributions may be required to mitigate the impact of development on the surrounding streets. Implementing measures that prioritise safe pedestrian and cycling movements, as well as reducing the adverse effects of vehicles such as speed reduction, safer street designs, vehicle safety enhancements, and educational programs to promote safe behaviour, is crucial to achieving the Mayor of London's objectives for modal shift and zero targets vision.

13.14 The feeling of safety experienced by people when travelling on the Borough's roads and streets not only

safeguards their physical well-being but also significantly enhances their overall quality of life. A sense of safety encourages people to engage in active travel, such as walking and cycling, which leads to improved physical health. Furthermore, a safe environment fosters a vibrant and connected community, as residents are more inclined to interact and participate in local activities. In essence, creating safe roads and streets within the Borough is an essential requirement for promoting healthier and happier communities, enhancing economic vitality, and strengthening social cohesion.

13.15 High-quality public spaces play a fundamental role in the integrated approach to land use and transportation. By enhancing the public realm and creating well-connected, greener, and safer places and streets, we can encourage a higher proportion of trips via walking, cycling, and public transport. This, in turn, has the potential to generate improved health outcomes for the community.

### Reducing the Need to Travel

13.16 Vehicles like cars, vans, and lorries are significant contributors to air pollution, which leads to approximately 4,000 deaths in London every year. Additionally, carbon emissions from fossil fuels play a substantial role in climate change. In Enfield, 40% of carbon emissions are attributed to the movement of people

and goods, with three-quarters of these emissions stemming from road transport. Furthermore, air pollution disproportionately affects the most economically disadvantaged communities. Residents with lower incomes in London are more likely to reside in areas heavily impacted by air pollution, despite being less likely to own a car.

13.17 Maintaining current levels and the high proportion of journeys made by private vehicles is neither efficient nor sustainable. Enfield is faced with the challenge of transitioning from private vehicles to more sustainable transportation methods, such as cycling and walking. This challenge is further complicated by the existing network's constraints and the more spacious and less densely populated land use. Many of Enfield's streets are already heavily congested, and the road network has limited capacity to accommodate additional vehicles. In response, we aim to achieve a more efficient and effective utilisation of land and road space through the promotion of walking, cycling, and public transport.

13.18 This policy seeks to create places where essential daily services, such as work, shopping, education, healthcare, and leisure activities, are reachable within a 20-minute walk or bike ride from home. By bringing neighbourhoods closer

together, this approach reduces the reliance on cars, leading to improved air quality and decreased carbon emissions.

13.19 Mixed-use development fosters inclusive and interconnected communities where residents can access a wide range of services, including housing, dining options, services, cultural facilities, parks, and more. This connectivity also reduces the need for private vehicles, making public transport, walking, and cycling more attractive. By reducing the dependency on private vehicles, mixed-use development can flourish, providing spaces for parks and pathways that encourage community interactions that would be challenging to achieve in a car-dominated design.

### Parking, Deliveries and Servicing

13.20 Historically, substantial portions of road space have been designated for stationary vehicles. While this may have been deemed acceptable in the past, achieving the desired active travel networks requires a shift in this approach. Parked vehicles not only contribute to traffic congestion but can also create road safety hazards. Therefore, there are benefits for all modes of transportation if these parked vehicles are accommodated off-street. Simultaneously, it is acknowledged that parking provision can be a vital consideration for maintaining the

vibrancy of town centres and ensuring access to services, which development must also address. Limiting parking opportunities within the Borough can reduce car ownership and usage while enhancing the appeal of an area for local walking and cycling.

13.21 The number of vehicles registered to addresses in Enfield has exhibited a slight decline since 2016. However, the number of plug-in vehicles, including electric and plug-in hybrid vehicles, has increased twelve-fold between 2016 and 2021. While this increase is substantial, plug-in vehicles still constitute a relatively small proportion of the overall number of registered vehicles in the Borough.

13.22 Freight vehicles, owing to their size, have a more significant impact on transport emissions than cars. Reducing the volume of freight vehicles on the road or substantially mitigating their emissions should be considered a top priority. Roads deemed most suitable for use by freight vehicles include those in the Transport for London Road Network and others designated as Major Roads. Therefore, efforts should be made to route freight vehicles to minimise their use of local and residential roads. Additionally, opportunities for freight consolidation and cycle deliveries should be explored where feasible.



# 14 Environmental Protection

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# INTRODUCTION

14.1 Enfield Borough has high environmental quality in most areas, which needs protecting, while certain areas would benefit from environmental improvements. Therefore, protecting the environment involves actions such as maintaining or improving air quality, and minimising or reducing nuisance affecting human senses, such as noise and odour. These measures serve to protect health and safeguard the quality of residential amenity.

14.2 Although legislation exists to control emissions from polluting activities, the planning system has a complementary role in directing the location of developments that may give rise to environmental protection problems. These challenges can manifest itself either directly from the development or indirectly such as through the potential traffic it generates.

14.3 This policy comprises two strands. Firstly, it ensures that new development proposals do not generate issues which unduly impact on the surrounding environment. Secondly, it ensures that these proposals are not the recipients of existing issues. Similarly, it is important that existing lawful uses do not become compromised by virtue of subsequent new development.

14.4 Environmental protection aligns with the objectives of the ELP, aiming to minimise impact of development on climate change and the environment while promoting environmental improvements. The Borough is committed to protecting existing environmental quality and, where possible reducing adverse effects on the local and natural environment resulting from changes in activities or new development.

## Agent of change principle

14.5 The 'Agent of Change Principle' encapsulates the idea that a person or business introducing a new land use is responsible for managing the impact of that change. This principle is embedded in the London Plan particularly Policy D13. For developers proposing residential development, it is vital to consider potential significant adverse effects on future occupiers of that development from any nearby source(s) of noise, such as pre-existing entertainment venues. In the event of identifying such potential significant adverse effects, developers will need to factor in suitable mitigation measures into their planning applications to avoid any significant adverse impacts on health and the quality of life for future occupiers.

14.6 The policy in this section of the plan applies to all forms of pollution including noise, vibration, light, odour, dust, as well as water and air pollution. Pollution can reduce the environmental quality of the Borough, amenity, and negatively affect human health and well-being. This policy aims to ensure that all forms of pollution are taken into consideration, controlled, and mitigated against as part of all developments.

## STRATEGIC POLICY

# ENV1 : LOCAL ENVIRONMENTAL PROTECTION

New developments should actively contribute to the health and wellbeing of both existing and future occupiers by effectively mitigating the adverse negative impacts of noise and other pollution generating nuisances on the environment and on the quality of life of residents. This should be achieved by applying the following principles:

### 2. Noise and vibration

- a. Developments that have the potential to generate noise must demonstrate that measures will be implemented to mitigate the impacts on surrounding occupiers; and
- b. If the development involves a noise sensitive use or has the potential to generate noise, a noise assessment will be required as part of the planning application.

### 3. Light pollution

- a. Proposals that include flood lighting or external lighting must incorporate measures to mitigate the potential impacts arising from such lighting. Additionally, where appropriate, details must be provided to demonstrate that the use of external lighting is appropriate for its intended purpose; and
- b. Proposals must be designed to minimise the adverse impacts of light pollution on adjacent occupiers as well as on natural habitats, biodiversity and the ecology of watercourses.

### 4. Water Pollution

- a. New development that have an adverse impact on water quality, which includes waterways, identified Source Protection Zones (SPZ) or Aquifers, resulting in an

unacceptable risk to the quality of the water catchment, groundwater or surface water will not be permitted; and

- b. Proposals should actively reduce the runoff of particulates and other forms of biological and chemical pollution into waterways through sustainable drainage techniques and pollution prevention methods, including the incorporation of oil interceptors.

### 5. Land contamination

- a. All development on land that is known or may be affected by contamination and/or instability must be accompanied by a detailed assessment to identify any potential risks . This assessment should include risks to both human health and the environment, and measures must be taken to adequately address these risks effectively, ensuring the safety of the development.

### 6. Waste and Hazardous Installations

- a. Risk assessments will be required to ensure that appropriate safeguards are incorporated as part of the development of hazardous installations, and proposals for waste facilities, to adequately mitigate their impact on amenity, air quality, noise and other relevant environmental considerations by fully enclosing the facility.

### 1. Air Quality

- a. All major developments will need to demonstrate that they are at least “air quality neutral”;
- b. Air quality assessments will be required of all major developments and developments in the Air Quality Focus Areas as identified in the Enfield Air Quality Action Plan; and
- c. Development proposals should incorporate on-site measures aimed at improving air quality. In cases where on-site solutions can be demonstrated as impractical or inappropriate, off-site measures to improve local air quality may be considered, provided they demonstrate equivalent air quality benefits.

## EXPLANATION

14.7 This policy is comprehensive in its scope, addressing all forms of pollution including noise, vibration, light, odour, dust, as well as water and air pollution. Pollution, in all its forms, has the potential to reduce the overall environmental quality of the Borough, disrupt the sense of amenity, and have adverse effects on the health and well-being of residents. Additionally, pollution can impact the local flora and fauna negatively. The primary objective of this policy is to ensure that all forms of pollution are thoroughly taken into account, effectively controlled and actively mitigated in the context of all developments.

14.8 The Environment Act 1995, Part IV, the Environment (Northern Ireland) Order 2002 Part II, require local authorities in the UK to assess air quality in their area and designate air quality management areas (AQMA's) if improvements are necessary. The National Planning Policy Framework (NPPF) provides detail how planning policy should interplay with local authority requirements, with specific emphasis on Air Quality Management Areas (AQMA's) and Clean Air Zones (paragraph 181). Specifically, planning policies should sustain and contribute towards compliance with relevant limit values or national objectives, whilst being consistent with the Local Air Quality Action Plan.

14.9 Air pollution levels in large parts of Enfield exceed the standards set by the European Union (EU) and World Health Organisation (WHO). DEFRA and the GLA have externally verified and accepted Enfield's air quality objectives. Existing concentrations of nitrogen dioxide and particulate matter (PM10) are of considerable concern and pose a significant threat to human health. Addressing air quality is a top environmental priority for Enfield, and the Council is committed to tackle poor air quality in an integrated way.

14.10 Development that aims to meet air quality neutral standards will be strongly supported, particularly in the case of larger scale developments, in line with the London Plan. Additionally, innovative design solutions, urban greening and other mitigation strategies will be actively encouraged to improve air quality in all developments. In accordance with the London Plan, air quality assessments will be required for major developments, developments associated with sensitive uses/receptors and where considerable demolition will occur.

14.11 Air quality assessments will also be required in instances where there will be a significant increase in vehicular traffic and the use of more polluting technologies, including the use of non-road mobile machinery (NRMM) in construction. These assessments aim to identify major sources of pollution, constraints placed on sites by poor air quality, suitable land uses for sites, and design strategies that could improve air quality. New development will be intelligently designed to minimise direct exposure to air pollution, and the plan will support on-site and off-site measures, provided they demonstrably contribute to achieving air quality improvements in line with the London Plan.

### Air Quality Management Areas (AQMAs)

14.12 To ensure effectiveness, the policy takes an evidence-based approach to determining geographical scope. Planning decisions will be informed by Enfield's Air Quality Management Area (AQMA) as designated by the London Plan. These AQMAs are areas which not only exceed air quality limits but are also locations with high human exposure to pollution. This approach is closely aligned with the principles outlined in Enfield's Air Quality Action Plan, ensuring a targeted and effective approach to addressing air quality concerns.

## Noise and Vibration

- 14.13 Noise is an inherent part of our daily surroundings, contributing to the character of different places. Its absence marks places of tranquillity while its presence in areas with mixed activities contributes to their vibrancy. Nonetheless, excessive noise levels can adversely affect the health and wellbeing, productivity, and overall quality of life for all Enfield residents. Given the existing mix of land uses and activities, and the need to make the most sustainable use of land, there is the potential for conflict between developments sensitive to noise and those generating noise.
- 14.14 In line with the Sustainable Design and Construction SPG in the London Plan, developments should seek to minimise the adverse impacts of noise. It is not advisable to place noise sensitive developments or land uses in close proximity to major sources of noise, such as roads, railways, or certain industrial facilities, unless effective mitigation measures are used to reduce noise levels.
- 14.15 Persistent and intermittent noises such as those made by industrial activities, transport, construction and congregations of people can undermine quality of life. In cases where a proposed development has the

potential to negatively impact on a noise sensitive development or where there is a proposal for a new noise sensitive development near major sources of noise, the Council will require a noise impact assessment to investigate noise levels and determine the effectiveness of mitigation measures. When assessing proposals, the Council will have regard to relevant noise exposure standards and internal noise standards which apply to particular uses. Regard will be had to the Mayor's Ambient Noise Strategy as a reference source for understanding noise and identifying best practice.

## Light pollution

- 14.16 Lighting can play a vital role in enhancing community safety, helping people find their way and allowing many commercial and recreational activities to be carried out in the evening. However, inappropriate or excessive lighting can cause great public nuisance and have a significant adverse effect on residential amenities or the character of the countryside. This policy seeks to prevent disruption caused by excessive brightness and light spillage while ensuring that other positive aspects associated with lighting, such as facilitating opportunity for evening activities and increasing the perception and feelings of safety and security, are realised.



Woodland Way

14.17 Other adverse impacts include use of unnecessary amounts of energy and in some cases detrimental impacts on road safety and wildlife. It can disrupt ecosystems of nocturnal species. It is essential to ensure that that lighting is only focused on its intended areas and does not spill over to affect its surroundings. Proposals involving floodlighting should consider Sport England’s lighting guidance and apply the standards and recommendations outlined in the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light.

### Water Pollution

14.18 Water is a precious resource and it is essential that new development seeks to be efficient in using water, wherever possible to reduce consumption. Water pollution can affect the supply of water for leisure, industrial and agricultural uses and have a harmful impact upon riverside habitats. Water pollution can come from multiple sources and poses a threat to the natural environment. Addressing water pollution requires a collaborative effort multi-agencies. Sources of water pollution are varied, including issues like mis-connected plumbing, sewage overflows and pollutants arising from roadways. The Council will work with the Environment Agency and Thames Water to ensure their technical expertise

is considered where new development proposals pose a risk to water quality and to restrict development which may threaten the quality of either ground or surface water. Improving water quality aligns with a number of crucial objectives:

- it increases the potential for recreational activities in Enfield’s water resources;
- it fosters a better quality environment for everyone and offers opportunities for enhancing biodiversity; and
- it contributes to maintaining a good quality supply of high-quality drinking water.

14.19 Where a Water Framework Directive (WFD) assessment is required, developers will need to demonstrate there is no adverse ecological impact on the ability of the waterbody to meet its WFD objectives.

14.20 Groundwater is a significant contributor in supplying our drinking water and supporting wetland ecosystems and surface water flows as part of the wider water cycle. Within the Borough, there are a number of source protection zones and aquifers. These areas involve groundwater storage or sensitive areas of groundwater extraction where the risk to groundwater quality should be carefully considered. This policy seeks to protect these areas. Maps

showing the locations of Source Protection Zones in Enfield can be found at: <https://www.gov.uk/guidance/groundwater-source-protection-zones-spzs>

14.21 Activities involving de-watering should be avoided in Source Protection Zones. Developments should aim to steer high risk developments away from SPZ1. This includes proposals that have the potential to release hazardous substances into the ground, involve effluent discharge, or physically disturb an aquifer, such as petrol filling stations located in SPZ1.

14.22 Developers should take into account the Environment Agency’s Approach to Groundwater Protection and Land Contamination Risk Management guidance (or any updated versions).

### Contaminated land

14.23 Within the Borough, especially in the Lee Valley, there are significant concentrations of industrial activities and infrastructure. Contamination may arise from human activities, and there may also be natural sources of contamination. While modern pollution control measures aim to prevent new contamination and reduce the impact of existing activities, there is still the potential for contaminated land from previous land uses.

14.24 Where contaminated sites are identified through the planning system, developers will be required to carry out detailed site investigations. This process should include a risk assessment, remediation and management strategies that consider:

- the existing contamination status of the land in question through source-pathway-receptor pollutant linkages and how these linkages are represented in a conceptual model.
- Whether the development proposed will create new connections, such as new pathways by which existing contaminants might reach existing or potential receptors, and whether it will introduce new vulnerable receptors; and
- what actions are necessary to break these connections, prevent new ones, address any unacceptable risks, and enable the safe development and future use of the site and neighbouring land.

14.25 The remediation standards should ensure that the site is suitable for its proposed use and that all unacceptable risks to various receptors, such as living organisms, ecological systems including fauna and flora, property, landscape, amenity, controlled surface water and groundwater, have been effectively addressed.

### Waste and hazardous installations

14.26 Due to the prevalence of the many industrial estates within Enfield, many sites have been used for activities which may have contaminated the soil in ways that could potentially harm individuals exposed to these contaminants. Hazardous installations comprise a wide range of sites involving chemical processes, fuel and chemical storage, and pipelines. It is important to carefully consider any risks associated with new hazardous installations and developments within the vicinity of existing installations as part of the planning process.

14.27 To ensure that appropriate safety measures are integrated into development, risk assessments will be required. The Council will also take the opportunity to review previously granted planning consents for hazardous installations to ensure they reflect current conditions and the site's physical capabilities.

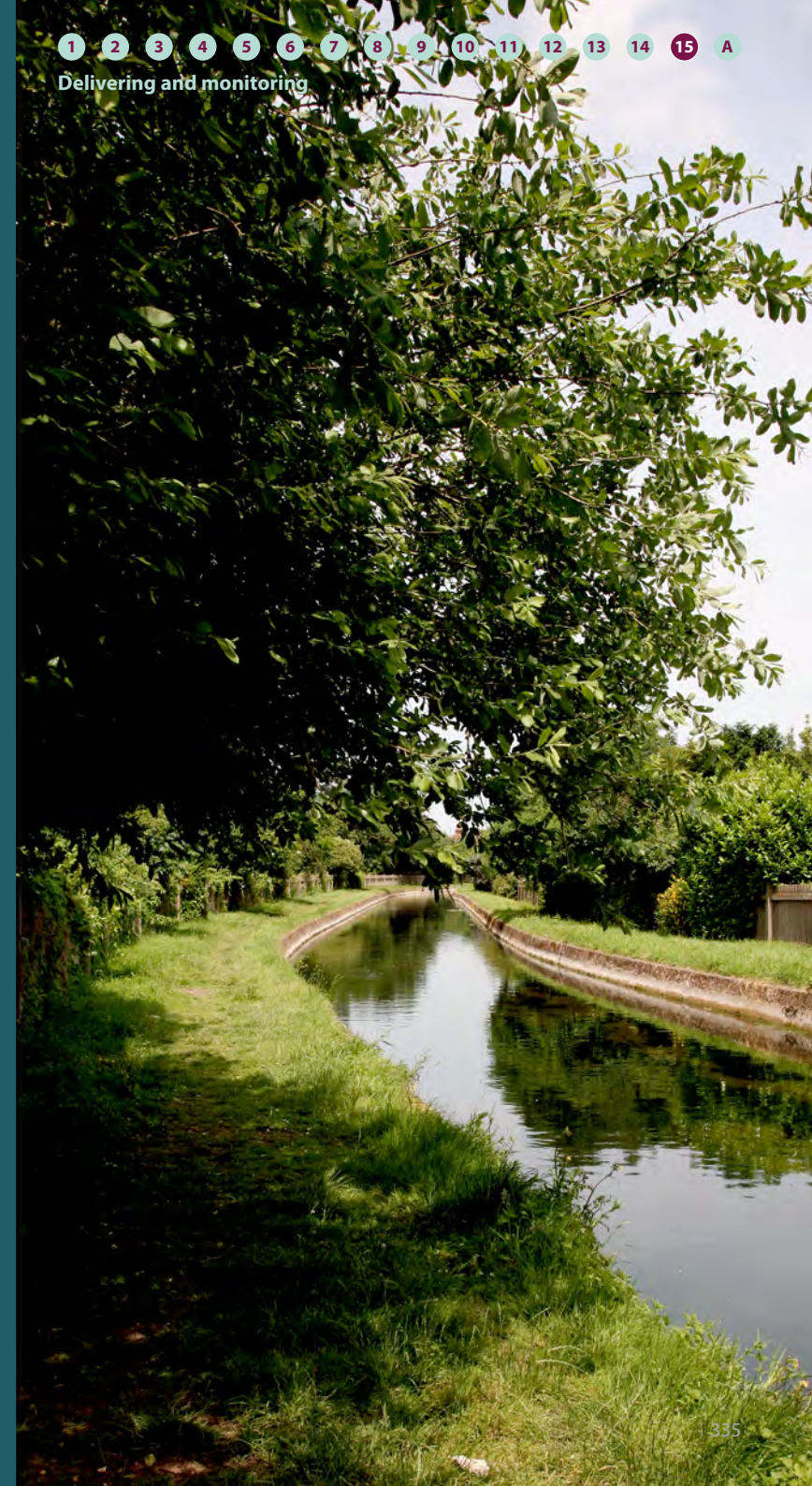
14.28 If the level of contamination requires remediation to safeguard future users or occupiers of the site, neighbouring land, or protect any buildings or services from the hazards, planning permission may be granted subject to conditions specifying the necessary measures to be carried out. Developers will also be required to notify the Council

of any suspected contamination encountered during redevelopment. Where development is proposed on contaminated land, particular attention should be paid to the requirements of the Building Regulations where they apply.

14.29 When assessing new waste-related development, it is important to consider the strategic framework established by the North London Waste Plan and the provisions the plan contains regarding individual development proposals. Applicants should also be aware that new waste activities and installations will require an Environmental Permit from the Environment Agency.

# 15 Delivering and Monitoring

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# INTRODUCTION

15.1 This chapter provides an overview of strategies and mechanisms for implementing the ELP to ensure that the development that is set out in this ELP is delivered. This chapter highlights the powers that Enfield has as Local Planning Authority to help deliver development and the Council's wider corporate objectives. As a local planning authority determining planning applications, the Council will determine applications in accordance with policy set out in this ELP unless material considerations indicate otherwise. Supplementary Planning Documents/ Plans and other relevant guidance, such as Opportunity Area Planning Frameworks and relevant guidance from the Mayor of London or any successor documents for further guidance will be used to assess planning applications. The Council will make use of various tools, such as planning performance agreements, design reviews and sustainability checklists, to improve the quality and the design of new development.

15.2 In addition, this section outlines the use of special legislative tools such as article 4 directions and highway orders, designed to protect the character and appearance of the Borough's built and natural environment. This section also explains the Council's strategies, including:

- allocating funds generated from development to contribute to the provision of supporting infrastructure and services aimed at mitigating the effects of new development;
- facilitating the timely delivery of sites and associated infrastructure in a well-coordinated manner, including appropriate phasing, masterplanning, and implementation;
- maximising the supply of new housing, services and employment opportunities in line with the spatial strategy set out in chapter 2; and
- establishing a monitoring framework to oversee the implementation of the policies set out in this plan and outlining the triggers that will instigate a review of the ELP.





## STRATEGIC POLICY

# D1 : SECURING CONTRIBUTIONS TO MITIGATE THE IMPACT OF DEVELOPMENT

1. Where appropriate, new development proposals are required to:
  - a. pay contributions through the Enfield Community Infrastructure Levy (CIL), based on the prevailing rates set out in the latest charging schedule. These contributions will be directed to support the delivery of the Borough’s infrastructure, based on the spending priorities set out in the Infrastructure Delivery Plan (IDP);
  - b. pay additional contributions through the Mayor of London’s Community Infrastructure Levy (MCIL) to fund strategically important transport infrastructure, including but not limited to Crossrail and other strategic infrastructure;
  - c. pay any contributions required under the proposed infrastructure levy and
  - d. for site specific requirements, enter into planning obligations, where compliant with CIL regulation 122 (or any future regulatory standard) ensuring that such obligations are:
    - necessary to make the development acceptable in planning terms;

- directly related to the development; and
- fairly and reasonably related in terms of its scale and kind to the development.

Following the assessment of need as set out in the Infrastructure Delivery Plan and subject to viability, priorities of such contributions are as follows:

**Figure 15.1:** Infrastructure priorities

<b>Key priority</b>	Affordable housing and specialised housing needed to meet acute housing need.
<b>Other priorities</b>	<p>Tackling climate change;</p> <p>Parks and open spaces (in particular Registered Parks and Gardens;, access to the countryside and Greenways)</p> <p>Air quality</p> <p>Biodiversity net gain</p> <p>School and childcare places, and other essential community facilities;</p> <p>Public transport, active travel, safety improvements and residual highway improvements to maintain and create healthy streets;</p> <p>Health facilities and services;</p> <p>Training, skills and job brokerage;</p> <p>Cultural facilities;</p> <p>heritage at risk; and</p> <p>Other site-specific mitigation (e.g. sustainable drainage systems).</p>

2. Development will be required to meet all of the relevant policies and infrastructure requirements set out in the Local Plan in a timely fashion, unless it can be clearly demonstrated that S106 contributions would result in rendering the development unviable. In such instances, all available options including flexible trigger points or phased payment of contributions will be thoroughly explored to address the viability gap.
3. Development will be expected to provide or deliver on-site infrastructure provisions to meet the demands it generates. In cases, where this is evidenced as not possible, often due to viability concerns or limitations in land availability c, contributions will be sought to support off-site infrastructure provision.
4. Where appropriate, mechanisms for review will be put in place to defer or amend planning contributions, including in-kind provisions, at agreed trigger points, in the event that market conditions improve over the lifetime of the development or if sales values are higher than anticipated, especially in the context of multi-phased sites.
5. Planning applications will be refused in situations where nil or reduced contributions would render the development unacceptable in planning terms, even after considering alternative funding sources. This includes where planning obligations are not concluded in a timely manner usually within three years from resolution to grant consent.



Meridian Water station

## EXPLANATION

- 15.3 This policy seeks to secure planning obligations including contributions from new development, which will help fund improvements to infrastructure and service provision as well as maximise the benefits and opportunities arising from Enfield's growth, while mitigating the impacts associated with development or compensating for its potential effects to make them acceptable in planning terms. These developer obligations and contributions are necessary where existing and planned provision of infrastructure, facilities and services are inadequate to meet the needs generated by a proposal to ensure that sufficient infrastructure and key services are provided in a timely and efficient manner to meet the needs arising from new development and to ensure development is 'acceptable' in planning terms by mitigation against the impacts associated with development proposals.
- 15.4 Planning obligations will only be sought where it is not possible to deal with the matter through the imposition of a condition attached to a planning permission.

- 15.5 In Enfield, there are two main types of contribution: the Community Infrastructure Levy (CIL) and planning obligations. The levy applies a standard charge to most new developments, specified in the charging schedule and will be used to fund infrastructure needed to support the future growth of the Borough. Planning obligations are used to address the impacts of development during the planning application process.
- 15.6 The majority of the funding generated from developer contributions will be used to fund the delivery of projects identified through the Infrastructure Delivery Plan (IDP). Each year, we will publish an Infrastructure Funding Statement (IFS) setting out how much CIL and S106 income has been collected, how it has been spent and future spending priorities in line with the IDP.
- 15.7 The Borough will update the Developer Contributions Supplementary Planning Document (SPD) to provide detailed guidance on how this policy should be implemented. Where appropriate, we will pool contributions from planning obligations and CIL to facilitate the delivery of necessary infrastructure, alongside other sources of funding.

- 15.8 This policy also aims to maximise contributions from development towards the delivery of affordable housing and infrastructure, based on the policy thresholds set out in this plan. Developers will be expected to assess the quality and capacity of existing infrastructure in partnership with relevant providers and service delivery stakeholders and contribute towards the timely provision of improvements and/or additional capacity to meet the demands arising from new development. Appendix E of the ELP sets out the thresholds to calculate planning obligations through new development, in line with the priorities set out above.



Woodland Way



15.9 NPPF highlights that where up to date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment. In exceptional cases, a shortfall of contributions towards the provision of infrastructure or affordable housing may be justified on viability grounds, such as significant changes in land and property values since the adoption of the ELP. In such circumstances, applicants will need to provide clear and robust evidence through a detailed financial viability appraisal from suitably-qualified experts (as identified in our preferred list of consultants) justifying any deviation from the policies set out in this plan. The viability appraisal must also be independently tested at the applicant's expense<sup>82</sup>.

15.10 Viability assessments will be tested on a case-by-case basis and will need to demonstrate that:

- the policy requirements set out in the ELP such as on-site affordable housing would render the development unviable due to unforeseen circumstances;
- the wider benefits of the scheme would outweigh the loss of contributions; and

- the potential opportunities for deferring, reducing or phasing contributions have been fully explored.

15.11 The Council's strategy is to optimise the use of existing infrastructure to reduce demand and to seek new infrastructure where required. The loss of existing facilities will be resisted, and land will be safeguarded for the provision of future infrastructure requirements, where necessary. A coordinated approach to infrastructure management and investment through partnership working with key infrastructure providers will be required. In cases where a departure from the policy requirements set out in the plan can be justified on viability grounds, an appropriate review mechanism (i.e. a reappraisal of financial viability) will be incorporated within the Section 106 agreement to capture any uplift in the value of the land that occurs between the granting of planning permission and the completion of the development. Further details on the S106 review process will be provided in the Developer Contributions SPD.

<sup>82</sup> Financial viability appraisals will also be made publicly available on Enfield's planning register (without redaction) along with the other documents supporting the planning application.

## Spatial Planning

- 15.12 Spatial planning extends beyond the scope of land use planning. Its overarching goal is to create sustainable communities by ensuring development policies are integrated with other policies and programmes that shape the nature and function of places. The pivotal role of infrastructure provision is therefore central to support the spatial vision and spatial strategy articulated in this plan.
- 15.13 Spatial planning is not limited to the activities of the Council. Fundamental to the delivery of the spatial strategy is the Council's ability to work with partners to deliver the spatial vision, with a particular emphasis on securing infrastructure delivery.
- 15.14 The Infrastructure Delivery Plan (IDP) that supports the ELP defines the categories of infrastructure as social and community amenities; health services, community and public services, highways and transport networks, utilities, and enhancements to open spaces and the environment, identifying them as crucial, essential or desirable. The IDP provides detailed schedules and a strategic view of the necessary infrastructure needed for supporting the implementation of the ELP. It also sets out the current capacity of existing infrastructure, the impacts of

development on that infrastructure, and the likely sources of funding available to meet future needs. The IDP remains as a living document, subject to updates as new information becomes available to inform the delivery of infrastructure projects.

## Changes to the Contributions System

- 15.15 The Council has already implemented the Community Infrastructure Levy (CIL) since 1 April 2016 and the IDP is the evidence base for a potential review of the CIL. This review will ensure that all new developments make contributions towards the provision of new infrastructure.
- 15.16 New legislation will replace CIL with a new Infrastructure Levy (IL), prompting a period of transition. The policy framework and levy rates will undergo a review in response to further information on how the new system will operate. Nonetheless, the policy framework in this plan has been written to minimise disruptions during this transition. It anticipates that planning obligations will continue to play a significant role under the new approach, particularly for large developments and specific pieces of infrastructure, as permitted by this plan. Currently only Meridian Water is nil rated. However, this will need to be reviewed if new strategic sites are brought forward in the new ELP.

## Enforcement

- 15.17 The Council aims to ensure that development complies with appropriate national and local planning policy and guidance through effective enforcement. In cases where it is expedient and necessary, the Council will use its powers to take planning enforcement action to ensure that unacceptable development built without the requisite planning permissions, or in breach of planning conditions attached to a planning permission or other necessary consents, do not compromise the delivery of the objectives set out in this ELP. The Council has a proactive enforcement team that carries out a large number of investigations each year and takes legal action to ensure compliance with planning legislation as necessary. Additionally, the Council will apply conditions and secure planning obligations when granting planning permissions. These measures are taken to ensure that development is consistent with the policies set out in this plan, as well as the relevant national policies and legislation.

## DEVELOPMENT MANAGEMENT POLICY

# D2: MASTERPLANS AND DESIGN CODES TO ACHIEVE COMPREHENSIVE DEVELOPMENT

1. Proposals must be accompanied by a masterplan, which includes any relevant design code, if they form to an entire site allocation. The preference is for whole site masterplans. If whole site masterplans are not feasible or viable, the proposal should include evidence justifying the scope of the masterplan and should demonstrate consultation efforts made with stakeholders controlling other parts of the allocated site.
2. In cases where masterplanning only applies to a portion of the site, it must also demonstrate that the proposal will not prejudice future development of other parts of the site or adjoining land. It should not compromise the overall delivery of the entire site allocation and benefits sought for the wider area.
3. The site masterplan will be expected to set out how development will contribute to realising the local plan's vision and aligning to planning policies SS1 and SS2 as set out in Chapter 2
4. The site masterplan must be submitted when the principle of the development is established. When an outline planning application is submitted, it should ideally be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of:
  - a. justification for masterplan's scope (as outlined in point 1 above);
  - b. an assessment of the site and its context to guide the overall development strategy;
  - c. a schematic site-wide masterplan that responds positively to the local plan's spatial strategy for the Borough, site specific development principles and guidelines, landscape considerations, and other relevant planning policies; and
  - d. a delivery strategy that identifies how the development will be implemented and managed over its lifetime. This includes land assembly and preparation, infrastructure requirements, development phasing and any necessary planning obligations or planning conditions. In cases where a masterplan is under multiple ownership or to be implemented by multiple developers, a planning application should be accompanied by a master developer agreement demonstrating how the masterplan will be implemented.
5. Applicants must demonstrate their appropriate engagement and consultation with the local community, relevant stakeholders, and those controlling other parts of the allocated site throughout the masterplanning and design coding process.
6. Outline schemes with multiple sites should be accompanied by design codes, following the principles of the National Model Design Code. These design codes should illustrate how good design and the principles of the masterplan will be achieved.

## EXPLANATION

15.18 The majority of site allocations are relatively large brownfield sites, therefore introducing complexity in terms of their redevelopment. These complexities may include situations such as multiple land ownership, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. We consider that these challenges are more likely to be overcome, and the optimal use of sites realised, where development follows a comprehensive approach, guided by a site-wide masterplan. In situations where a comprehensive approach is not achievable, evidence in the form of a statement that outlines any consultation undertaken with parties controlling other parts of the allocated site, and the outcomes reached, will be required.

15.19 To help ensure certainty of development outcomes, masterplans must be submitted when the principle of the development is established. In cases where schemes are subject to Environmental Impact Assessment (EIA), this should include parameter plans establishing the key parameters such as height, layout and open space. The masterplan should be informed by a baseline assessment of the site and its surroundings, drawing on the latest

available evidence. This may include demographic data, economic and social indicators, or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development.

15.20 The level of detail included in the masterplan should be proportionate to the nature and scale of development proposed, as well as site specific requirements. Depending on individual circumstances at hand, various matters may need be addressed within the masterplan process. These matters include, but are not limited to:

- historical and cultural context;
- the types of land uses, the quantum of development and its distribution;
- building heights and massing;
- building typologies and identities;
- layout and design;
- matters relating to access, circulation and parking;
- open space and landscaping; and
- infrastructure considerations including transport networks, and community facilities.

15.21 The fundamental objective of the masterplan process is to ensure effective communication and collaboration between landowners and developers. This process also serves to raise awareness of the planning objectives for the site and the wider area among all parties involved. through coordination between landowners and other stakeholders, especially infrastructure providers, the Council will help to ensure that proposals do not prejudice each other, or hinder the wider development aspirations for the Borough. By promoting comprehensive planning and development through the masterplan process, we will help alleviate issues that may arise through fragmented, piecemeal development. Such comprehensive planning is more likely to maximise wider public benefits.

Meridian Water - 2019 DRP



## DEVELOPMENT MANAGEMENT POLICY

### D3: INFRASTRUCTURE AND PHASING

Planning applications should provide robust information on the expected phasing and delivery rates of the proposed development. This information should include the proposed timetable, infrastructure delivery and maintenance arrangements. It is incumbent upon applicants to demonstrate that sufficient infrastructure capacity exists or will be made available to support the development over its lifetime. This assessment should take into account of existing infrastructure deficits as well as the needs it will generate, in line with the priorities and phasing requirements set out in the Infrastructure Delivery Plan.

#### EXPLANATION

- 15.22 Applicants will be expected to consult with relevant statutory and infrastructure providers at the early stages of the planning application process. This engagement is vital to demonstrate that the proposed development can be accommodated with the existing infrastructure capacity. It also helps in identifying any additional provisions required to meet the demands generated by the development, having regard to relevant evidence set out in pertinent strategies and the most up-to-date information available in the Infrastructure Delivery Plan (IDP).
- 15.23 Enfield's IDP identifies the different types of infrastructure that will be required to meet future growth needs of the Borough and outlines the strategies for their delivery and phasing to support new development. The IDP is a living document which will be updated on a regular basis as new information and evidence become available.
- 15.24 Site allocations will be the main mechanism for delivering infrastructure in the Borough. However, the long lead-in times associated with the delivery of infrastructure means that careful planning and phasing of site allocations to ensure the timely introduction of new development along with the required supporting infrastructure, particularly transport-related infrastructure.
- 15.25 In addition, it is essential to establish appropriate measures to be put in place to secure the ongoing maintenance and management of infrastructure and services within new development. In instances where it is appropriate, contributions will be sought towards on-going revenue costs associated with the physical upkeep and management of infrastructure assets linked to the proposed development. These assets may include publicly accessible open spaces, sustainable drainage systems, and highways. Planning applications will be expected to explain how this infrastructure will be maintained and managed over time.
- 15.26 Depending on the scale and nature of the proposed development, the developer has the option to either transfer the ownership and associated responsibility of this infrastructure to a public body such as the London Borough of Enfield or a third party organisation like a community-run trust. Alternatively, they may decide to maintain private ownership of the land and manage its upkeep for example through a property management company. Nevertheless, the authority reserves the right not accept a transfer of ownership, in which case the developer would be required to retain ownership and assume responsibility for the management of this infrastructure. It is crucial that open spaces and community facilities, including health centres and cultural hubs remain accessible to the public and are maintained at an acceptable standard in perpetuity.



## DEVELOPMENT MANAGEMENT POLICY

# D4: MONITORING AND REVIEW

1. Monitoring is an important part of the continuous planning process. A set of key indicators and targets have been developed so that the effectiveness of policies in achieving the objective can be assessed. Where regular monitoring indicates a significant and persistent shortfall in the delivery of housing and employment targets as set out in part 2 of the plan, including in the types and sizes of homes and employment spaces indicated in the latest evidence base documents, the Council will implement an action plan to increase the supply of land and supporting infrastructure. This action plan will involve various measures including:
  - a. utilising council-owned land and relevant powers such as compulsory purchase orders and site acquisitions to assist in the delivery of sites and associated infrastructure including the direct provision of new housing and employment facilities;
  - b. securing additional funding from various sources such as the GLA, TfL and government bodies to facilitate the timely delivery of sites and associated infrastructure, with the aim of achieving higher densities than those projected in the housing trajectory, as set out in Authority Monitoring Report;
  - c. maintaining a register of suitable and deliverable sites, including small sites and self-build projects, to ensure a rolling five-year supply of housing on an annual basis;
  - d. exploring opportunities arising from development proposals to unlock housing and infrastructure delivery across the Borough, including the pooling of contributions and the identification of new projects through the Infrastructure Delivery Plan;
  - e. working with a range of partners and stakeholder to ensure sustainable growth and regeneration opportunities are fully explored, with a focus on optimising the use of previously developed land and new delivery approaches and area-based masterplans, particularly in opportunity areas and town centres; and
  - f. supporting various initiatives such as neighbourhood plans, town centre partnerships, business networks and business-led and other neighbourhood management schemes to promote centres, attract inward investment, and effectively co-ordinate and manage improvements to the public realm.



Bloqs, Meridian Water

## Explanation

- 15.27 The ELP will cover a 15-year timeframe from 2019 to 2041. Plan reviews are required at least every five years to account for changing circumstances, such as shifts in market conditions, infrastructure deficiencies, updates or revisions to the London Plan, and the presence of unmet needs within wider housing and economic functional areas. The extent and timing of these reviews will depend on the extent to the effectiveness of the plan's policies.
- 15.28 In order to deliver the spatial vision and strategic objectives outlined in the ELP, the Council will monitor the implementation of policies, proposals and infrastructure projects on an annual basis. Key indicators are set out in the ELP's monitoring framework in Appendix E.
- 15.29 The ELP's progress will be continuously monitored through a framework of performance indicators and targets. In cases where the policies fall short of achieving the growth targets set out in Chapter 2, the Council will take appropriate actions to correct the situation. Some of the triggers that prompt a plan review include the persistent under delivery of housing and employment growth and the challenges in securing the timely provision of essential infrastructure.
- 15.30 Where evidence suggests that changes in land values are likely to impact significantly the viability of different types of development, we will consider the need to review the strategic approaches or policies within this plan to ensure they remain relevant and up to date. This is particularly pertinent to affordable housing and infrastructure requirements. For example, in scenarios where land values increase as a result of strategic infrastructure investment, the Council will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site-by-site basis.
- 15.31 Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, we will consider the need to review the strategic approaches or policies set out in this plan to ensure they remain relevant and up to date. This is particularly in respect of affordable housing and infrastructure requirements. For example, where land values increase as a result of strategic infrastructure investment, the Council will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site-by-site basis.