

Chase Park Spatial Framework

Prepared for London Borough of Enfield
October 2023



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View south across the Placemaking Area towards the City skyline

1.0 Introduction

1.1 Background to the study

Hyas Associates along with Alan Baxter, We Made That and Tyler Grange, has been appointed by the London Borough of Enfield (LBE) to provide support in relation to the proposed strategic Placemaking Area allocations within Green Belt at Crews Hill and Chase Park.

These sites were identified as Placemaking Areas in the draft Enfield Local Plan (Regulation 18) in response to the Council's housing land supply position and the need to deliver family housing.

The support required includes the preparation of background evidence base documents to support the submission draft of the Local Plan (Regulation 19) including high level spatial framework plans, topic papers and policy advice.

The work is being informed by engagement with Enfield's Design Review Panel, a Developer Forum comprising the Placemaking Area promoters and landowners, and other statutory and Council stakeholders.

It has also been informed by a review of comments received during the Regulation 18 consultation.

Findings of the work will help inform some of the wider evidence base work being undertaken in parallel to inform the Local Plan, as well as being informed by findings of other evidence base documents.

The proposals set out in this Spatial Framework are illustrative and intended to inform the approach to policy development by London Borough of Enfield, and future planning applications to be prepared by landowners/developers. It is expected that further masterplanning will be undertaken in advance of the progression of planning applications, and therefore specific proposals will be subject to ongoing review and potential change.

1.2 Spatial Framework

This Spatial Framework relates to the proposed Chase Park Placemaking Area and has been prepared by Alan Baxter. It illustrates how the Placemaking Area could be developed in a way that addresses the local context and baseline conditions. It includes strategic design principles, a high level concept plan and an illustrative spatial framework masterplan for the Placemaking Area.

Further baseline information and analysis is provided in the Placemaking and Movement Baseline reports and the Heritage Assessment which are available as separate appendices.

1.3 Chase Park location

The Chase Park Placemaking Area covers 167 hectares (ha) of land to the east of Trent Park, north and west of existing residential suburbs of Oakwood and Enfield Chase, and south of Hadley Road.

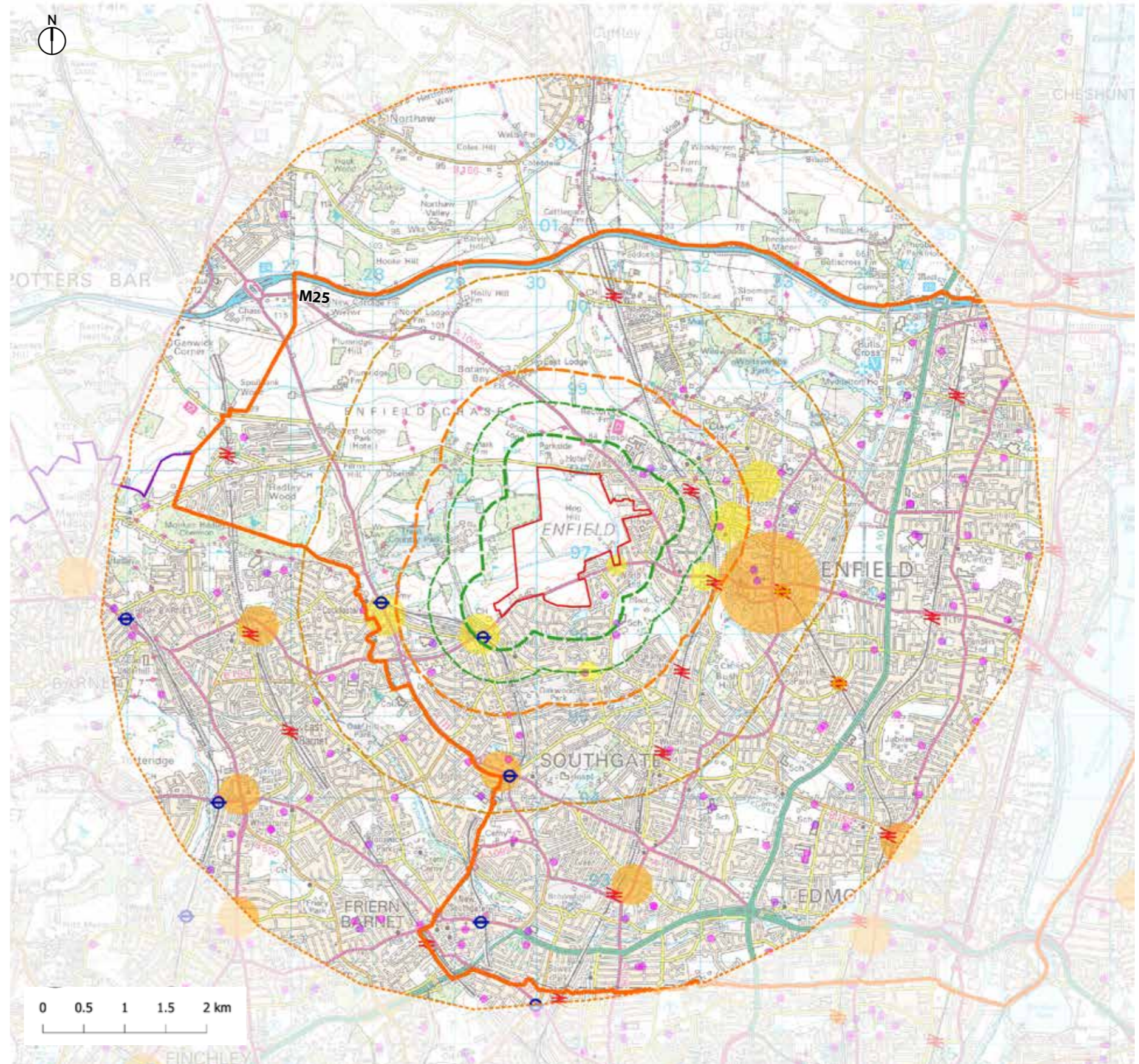
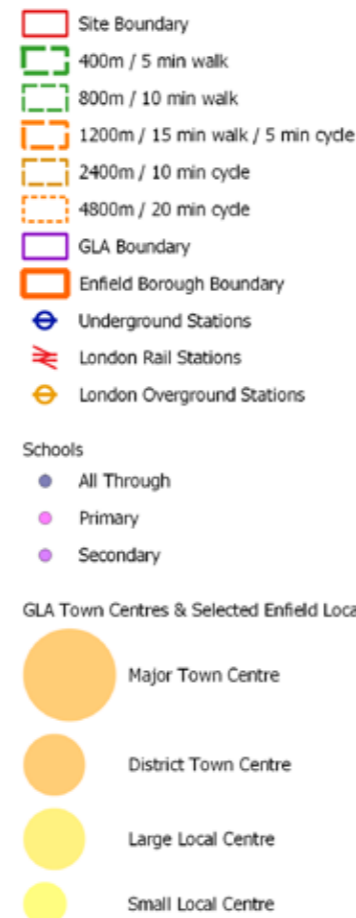
- The majority of the Placemaking Area is in agricultural use or horse paddocks.
- Trent Park Equestrian Centre occupies the western parcel. It is in active use and includes ancillary facilities such as a restaurant.
- 26th Middlesex Rifle and Pistol Club is located in the east, adjacent to the derelict remains of the former Slades Hill Gun Emplacement and military camp.



2020 aerial photography (Regulation 19 Local Plan proposed placemaking area at Chase Park marked in red)

1.4 Strategic context

- Enfield Town is the closest major town centre, located just further than 1200m to the east of the Placemaking Area.
- There are two rail stations to the east of the Placemaking Area within 1200m of the boundary at Gordon Hill and Enfield Chase.
- The closest underground station, Oakwood, is within 400m to the west of the Placemaking Area boundary.
- Chase Park Hospital is located within 800m to the north east.



Strategic context



View north west towards William's Wood

2.0 Local policy context

2.1 Draft Local Plan Regulation 19

The Local Plan Regulation 19 document carries forward the Regulation 18 preferred option approach, updated to reflect the additional sites identified within the urban areas and the longer plan period.

- The urban sites potential has increased from some 19,000 homes, to nearly 30,000 homes, with approximately 5,000 homes expected to be delivered on the two rural placemaking areas at Chase Park and Crews Hill during the Plan period. These areas are expected to complement other growth areas through delivery of a higher proportion of family and affordable housing.
- A new Green Belt boundary is to be created at Chase Park to enable development. Land immediately to the north of the Chase Park Placemaking Area is identified as part of the rural north of Enfield for landscape restoration.
- Other allocated sites are generally located in the central and eastern parts of the Borough primarily around Southbury, Enfield Town and Meridian Water.

2.2 Local Plan Spatial Vision

Section 2.3 of the Regulation 19 draft Local Plan sets out the borough-wide vision and strategic objectives which underpin the Plan. The vision sets out what Enfield will be by 2041 and is underpinned by four guiding themes with further detail provided by 20 strategic objectives.

Vision

"By 2041 Enfield will be a place of growing opportunity for future generations: a green lung of London and a place where new homes and jobs help all our communities thrive. Housing growth will be accommodated across the Borough, ensuring delivery of a mix of housing types and tenures that meet the needs of existing and new residents.

Employment floorspace will be delivered in town centres, existing employment areas and new locations in the north and east of the borough, building upon the Borough's existing economic strengths and supporting the growth of new economic sectors. East-west disparities will be reduced by delivering high quality new infrastructure, an uplift in employment floorspace and environmental improvements.

Across the borough, we will use biophilic design principles to ensure that opportunities are maximised to knit new development into improved blue-green networks."

2.3 Chase Park Placemaking Area

Chase Park Placemaking Area is dealt with in the draft Local Plan (Regulation 19) under the Strategic Policy SP PL10: Chase Park.

The Vision for the Chase Park Placemaking Area is as follows:

The comprehensive development of the Chase Park Placemaking Area will create a distinctive, sustainable and healthy new neighbourhood. Shaped by the brooks, hedgerows and SINCs that define the area, and its relationship to the adjoining woodlands and historic landscape at Trent Park and the wider Enfield Chase area and re-wilded landscapes, Chase Park will be an exemplar of design quality and provide a mixture of homes to support people through all stages of their lives, with a particular focus on the provision of family housing. This urban extension will provide approximately [3,765] homes in total together with a mix of other uses and enhanced transport connectivity.

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

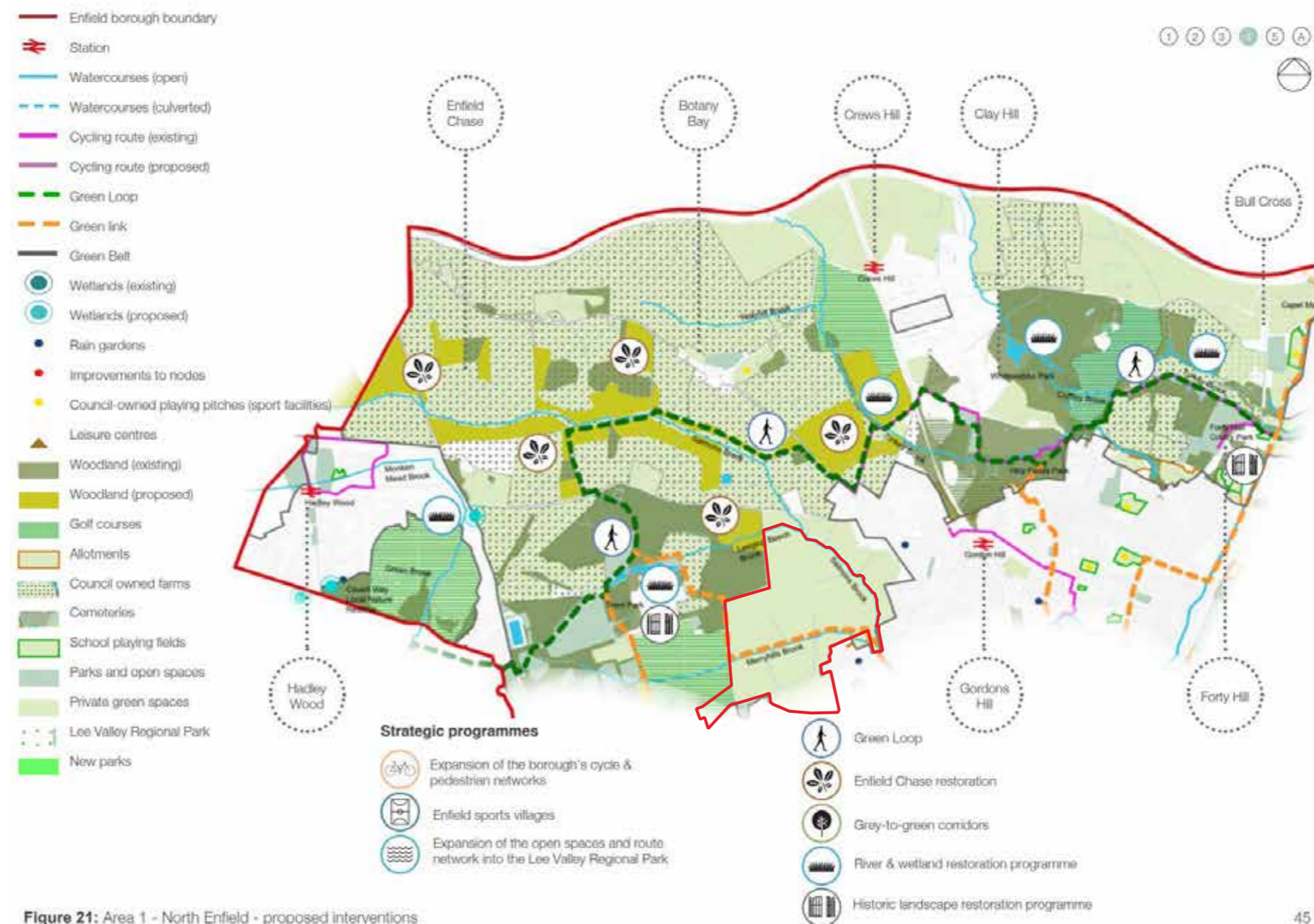
Situated on the main east-west route through the Borough, Chase Park will help to meet Enfield's development needs (in particular the need for more family and affordable housing) and provide wider benefits through improved connectivity, environmental quality and enhanced public transport, with a strong emphasis on improved active travel and sustainable movement.

It will also facilitate access to the borough's rural transformation area to improve the health and well-being of residents and visitors alike. It will provide opportunities to link the wild places within the site and in Enfield Chase to the north, to the south – extending green and blue infrastructure networks, improving their quality and access to nature for the benefit of all.

2.4 Strategic Landscape Proposals

Enfield's Blue and Green Strategy sets out a long term strategy to protect, maintain and enhance Enfield's network of blue and green assets, with the ambition of becoming the greenest of all London boroughs. The strategy was adopted by the Council in 2021. This strategy has been prepared alongside other relevant strategies and plans and sits alongside them, such as the emerging Local Plan.

- The Strategy proposes a series of interventions within Enfield's rural landscape, creating a mosaic of habitats and places of interest.
- The Enfield Chase restoration scheme is to take place to the north and north-west of the Placemaking Area. This includes expansion of woodland along the green loop and into Trent Park.
- New green corridors are proposed to be created through Enfield's parks, including a link from the green loop extending along Merryhills Brook across the Placemaking Area.
- The green space to the north of the Placemaking Area is predominantly council owned farms, supporting restoration of the Green Belt and the naturalisation of Salmon's Brook.



Extract from Enfield Blue & Green Strategy Adopted Version June 2021

2.5 Housing Needs

The release of Green Belt land requires evidence that the Exceptional Circumstances test has been met. At Chase Park the delivery of family and affordable housing is a key element of the exceptional circumstances case.

The ambition, to be reflected in the Placemaking approach, is to deliver the London Housing Needs Assessment housing mix and increase the proportion of 3-4 beds by 10% to make up for the shortfall against the LHNA targets in many of the urban areas.

Overall LHNA need (all tenures)					
NO. OF BEDROOMS	#Studio	#1B	#2B	#3B	#4B
PERCENTAGES	0	10.6%	28.6%	42.1%	18.6%
PERCENTAGES	0	39.2%		60.7%	

Overall LHNA need (all tenures) + 10% family					
NO. OF BEDROOMS	#Studio	#1B	#2B	#3B	#4B
PERCENTAGES	0%	5.6%	23.6%	47.1%	23.6%
PERCENTAGES	0	29.2%		70.7%	

3.0 Baseline summary

3.1 Historic evolution of Chase Park

Historic maps reveal the evolution of Chase Park and its surroundings from medieval Enfeylde Chase to the growth of Enfield's suburbs, public parks and town centres in the 20th century. Chase Park itself has remained generally free from development and part of Enfield's rural landscape.

- In 1322, Enfield Chase was an 8349-acre area mainly used for hunting deer. A large amount of land was redistributed in the Tudor period.
- Housing increased with the arrival of new rail services. The Enfield Branch railway was built between 1871 and 1924. By 1894 Hadley Road and Enfield Road are evident, together with a connecting track/field boundary running north-south. Fields within the Placemaking Area are smaller than the current day, but the general arrangement is the same.
- Home ownership and residential development aimed at well-paid working and middle-class owners increased from the 1920s to the east. By 1920 a hospital has been developed to the south. Within the Placemaking Area, smaller field boundaries have been lost.
- By 1970, development increased to the edge of the current Green Belt, with most construction concentrated in Enfield Town to the east and around Oakwood underground station to the south west. Remnants of second world war British Army camp and anti-aircraft battery are visible in the east of the Placemaking Area at Slades Hill. Following the war the camp was converted in an army records officer before being abandoned.

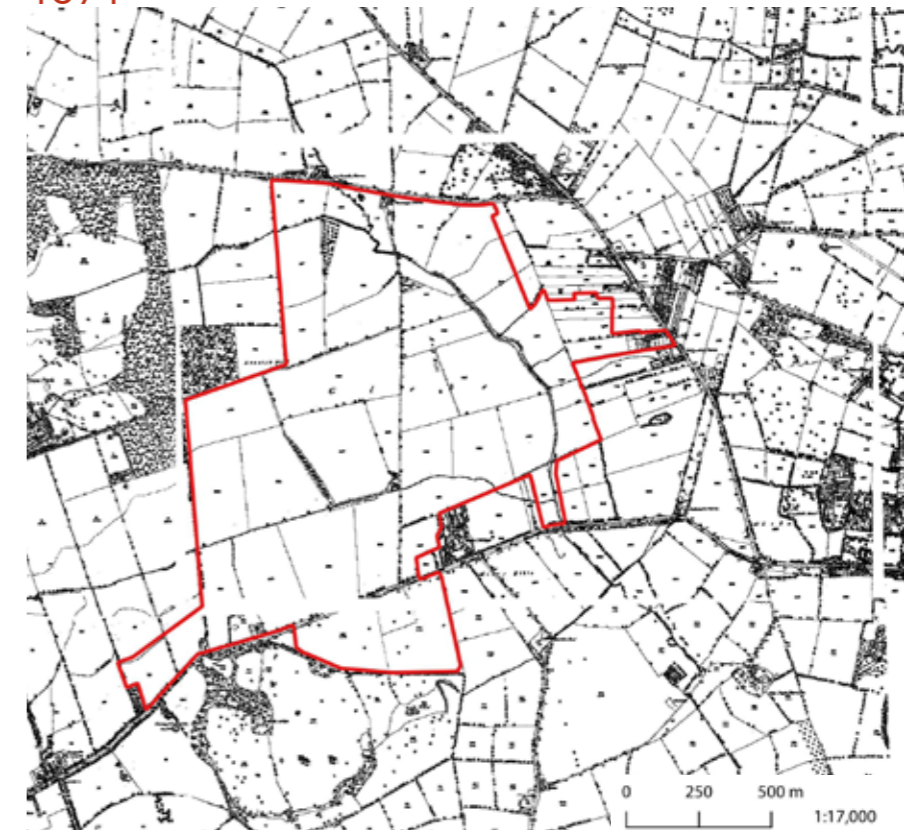
Further, detailed information regarding the historic development of the Placemaking Area and surrounding area can be found in the Heritage Assessment compiled by Alan Baxter Ltd.

1593



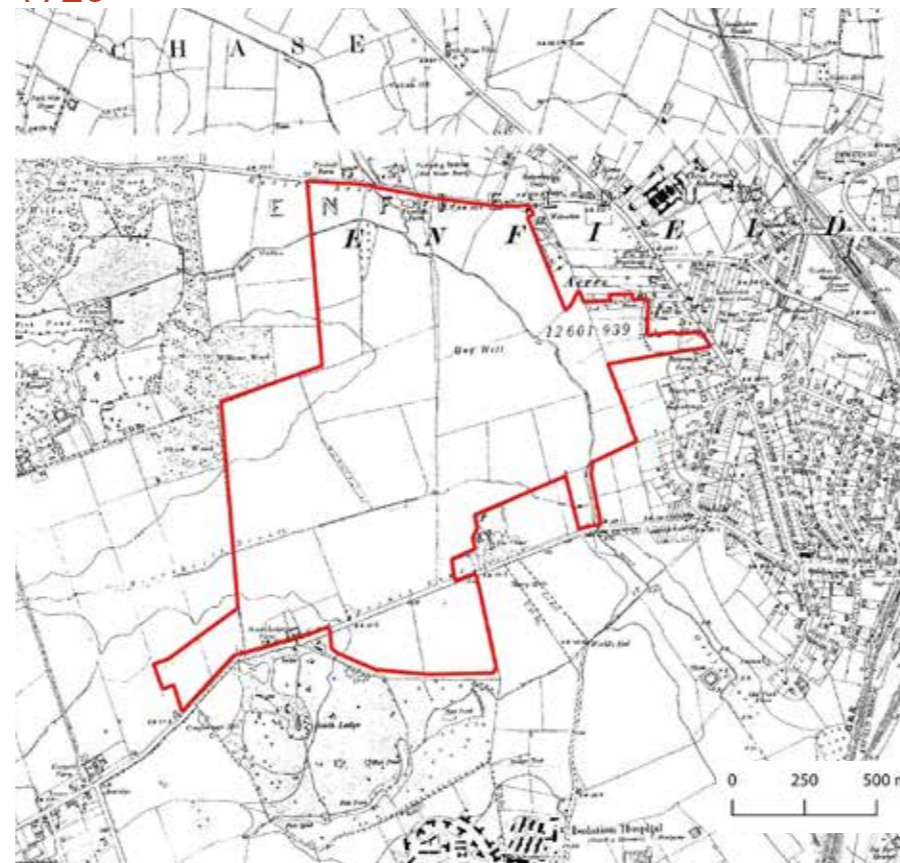
1593 map showing Enfield Chase ('Enfeylde Chase')

1894



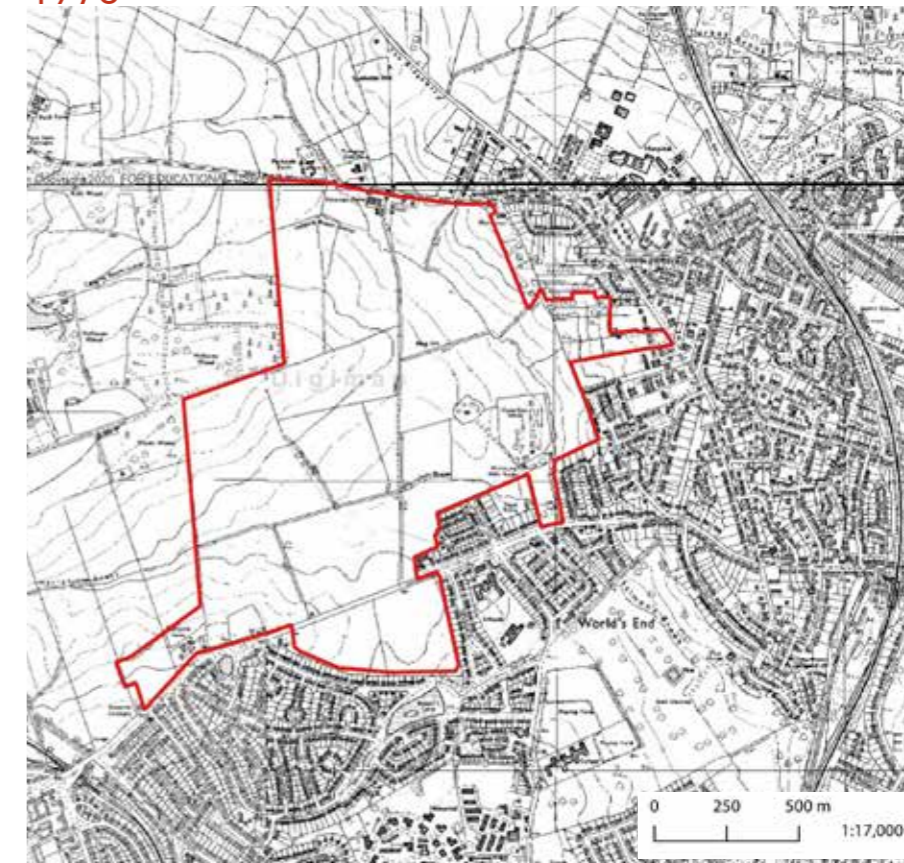
1866-1894 1st Edition Ordnance Survey map (Proposed Placemaking Area boundary at Chase Park marked in red, Trent Park estate on its western edge)

1920



1920 Ordnance Survey map (Proposed Placemaking Area boundary at Chase Park marked in red)

1970



1970 Ordnance Survey Map (Proposed Placemaking Area boundary at Chase Park marked in red)

3.2 Heritage designations

Designated assets

- Adjacent to the Trent Park Conservation Area
- Trent Park (though not the entire Conservation Area) is a Grade II listed Park and Garden
- This includes the original great house at Trent Park and a number of statues and other structures located within the grounds, all of which are Grade II listed buildings.
- The southwest corner of the Placemaking Area is close to Oakwood Underground Station – Grade II* listed

Locally Listed Heritage Assets

- Across the whole of the Borough there are 263 entries in the Local Heritage List prepared by Enfield Council and other stakeholders in 2018
- 16 fall within the Placemaking Area or 500m from its boundary.
- North of Enfield Road and equidistant between Merryhills Brook and Salmon's Brook is the remains of a Second World War Heavy Anti-aircraft battery at the former Slades Hill Army Camp. The battery has been vacant since the 1960s and the site is currently the subject of a Scheduled Monument application (1485382). The site is also a designated SINC.



A CGI showing the redeveloped Grade II listed Trent Park House. The house is currently under development, behind scaffolding and beyond public access



Grade II listed front lodge at the western end of the main drive into Trent Park Country Park, which falls within the Trent Park Conservation Area (listing no. 1387178)

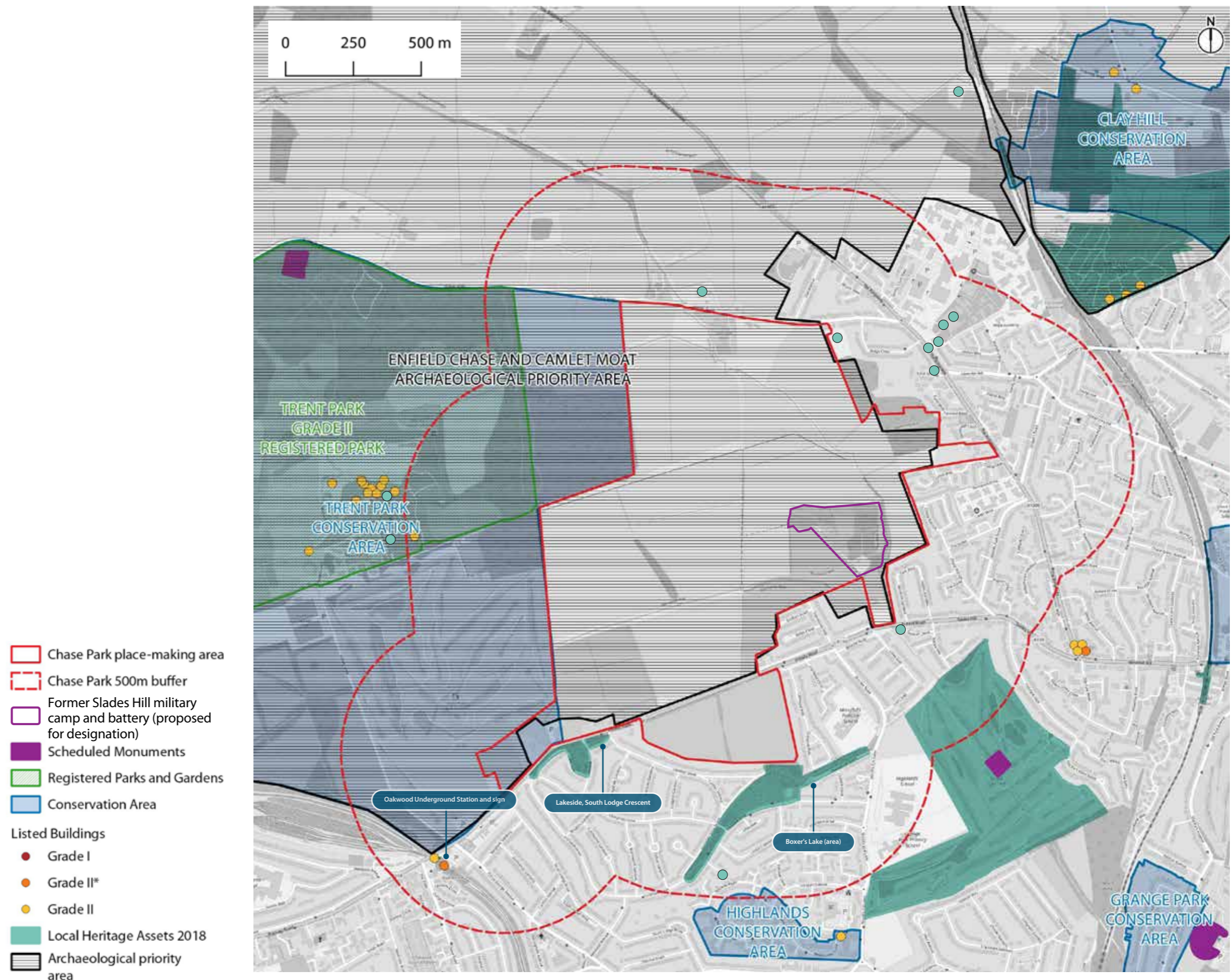


Grade II* listed Oakwood station, which sits southwest of the proposed Chase Park site



Grade II listed stone monument dating from early 18th century at the eastern end of the avenue approaching Trent Park House

Heritage designations map



Heritage designations (based on GIS data provided by London Borough of Enfield)

3.3 Chase Park today

LBE's Enfield Character of Growth Study notes that In the vicinity of the Placemaking Area the predominant developed typologies are residential, including classic suburban typologies to the south and street-based/free form estates to the east.

Metroland Centres



Oakwood

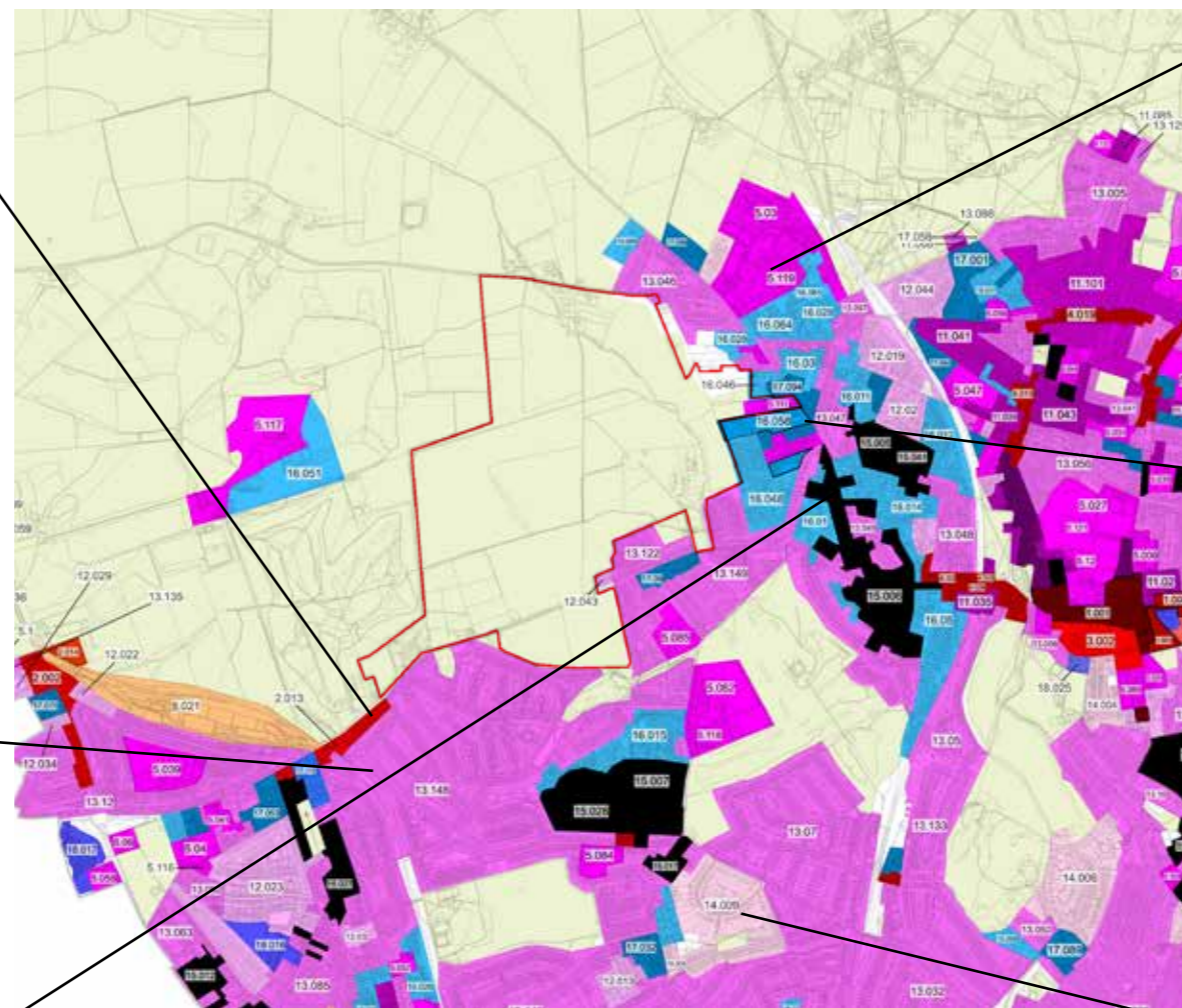
Classic Suburban



Suburban Flats



Enfield Character of Growth Urban Typologies Areas Map



Typology Key		Predominately Residential		Free Form Estates		Non Urban	
Centres		Pre-Victorian Residential	Contemporary Flats (New)	Reservoirs			
Urban Centre	Urban Terrace	Mews/Infill (New)	Landscape Typology				
Historic Centre	Classic Suburban	Big Box Retail					
Metroland Centre	Garden City	Large Scale Industry					
Linear Centre	Large Suburban	Small Scale Industry					
Institutions	Suburban Flats	Office / Technology Park					
	Street Based Estates						

00.000 Reference Number - see table for details

Institutions



Enfield Chase Hospital

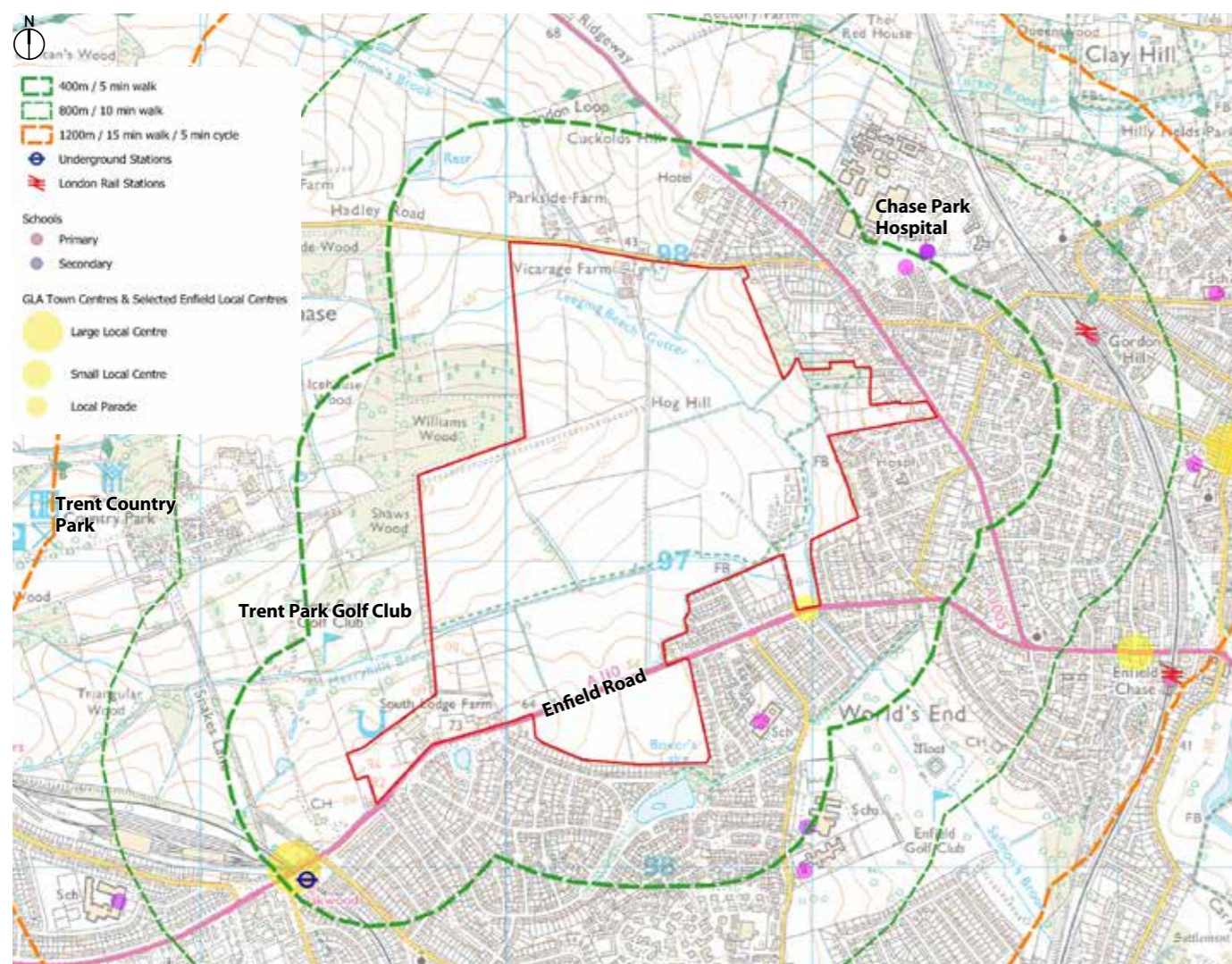
Free Form Estates



Large Suburban

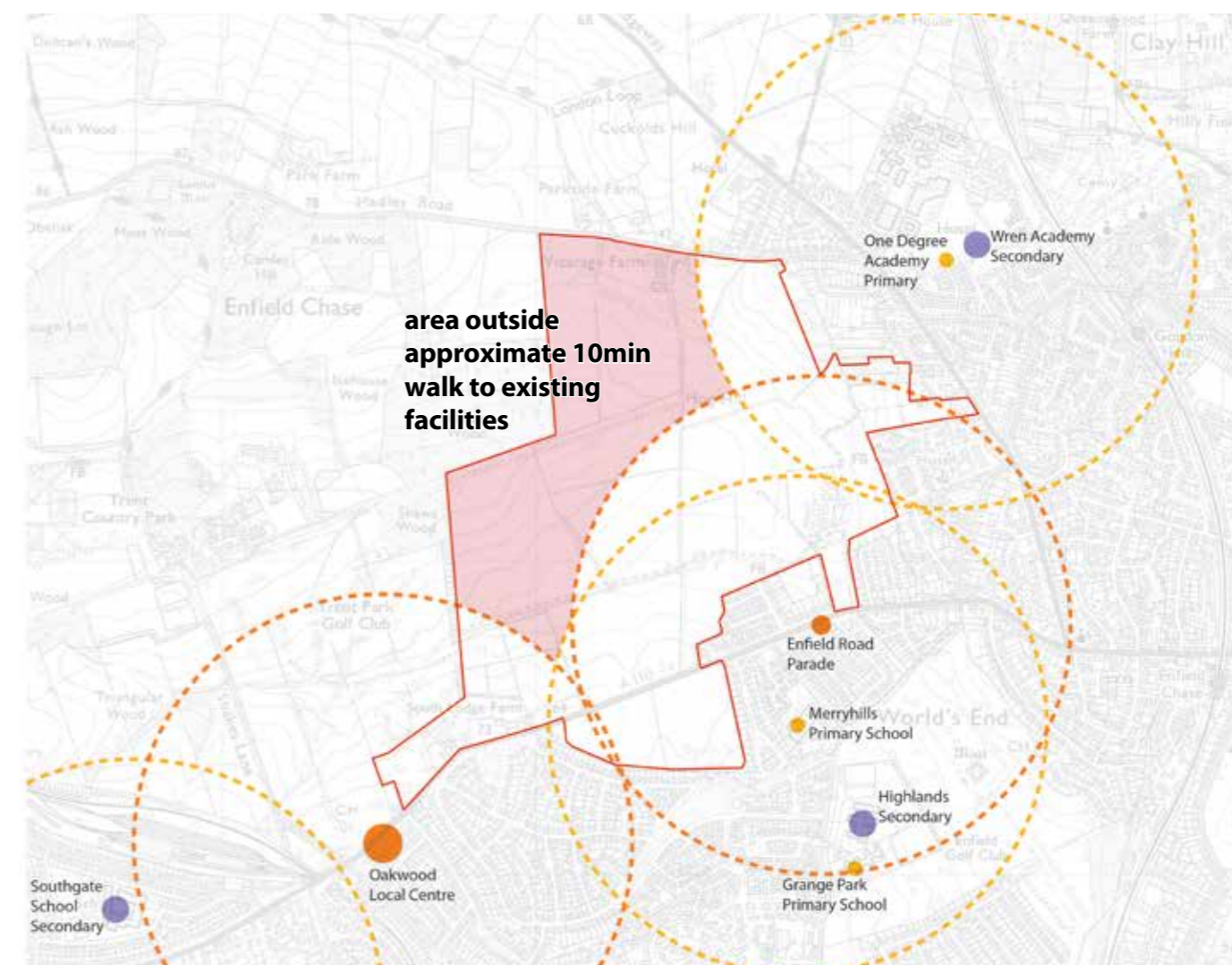


3.4 Local facilities



Local facilities within 400m and 800m from the site boundary

- There is a large local centre just over 400m to the west adjacent to Oakwood station, and a small local parade of shops and public house to the south-east on Enfield Road.
- There is one primary school within 400m of the Placemaking Area. The next five closest schools lie between 400m and 1200m.
- There are two secondary schools within 800m of the Placemaking Area.
- Chase Park Hospital is located within 800m to the north east.
- Leisure and recreational facilities are available at Trent Country Park to the west.



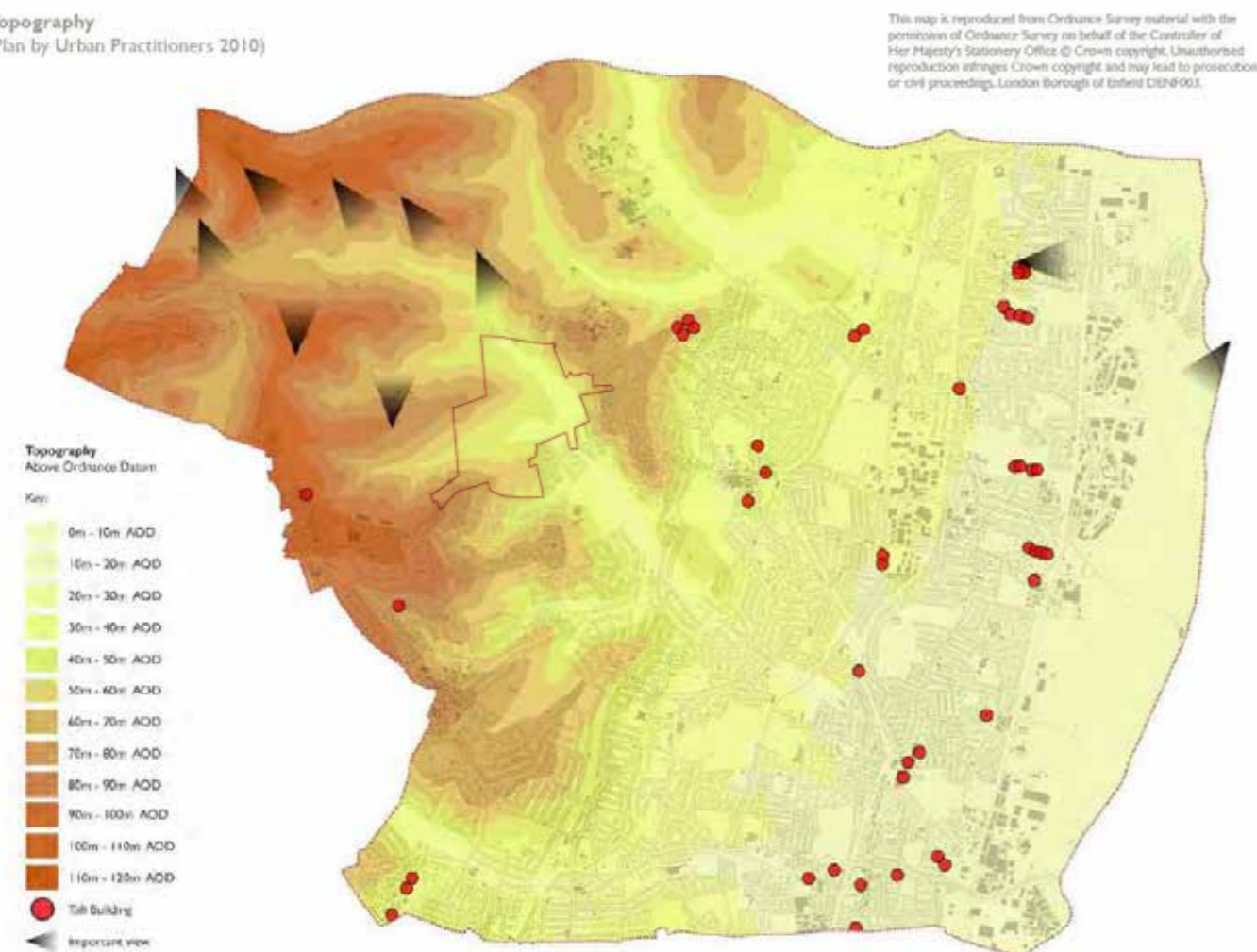
Existing 800m catchments/approx. 10 mins walk to primary schools and local centres

- The north western part of the Placemaking Area is further than 10mins walk to existing primary schools and local centres.
- There is a lack of existing capacity in nearby primary schools. As the child population trends are subject to change, the primary school capacity will require reassessment in advance of development commencing.
- As a result there is an opportunity and a need to provide a mix of non residential uses to serve new and existing residents and to provide a focus for the community.

3.5 Landscape character

Topography

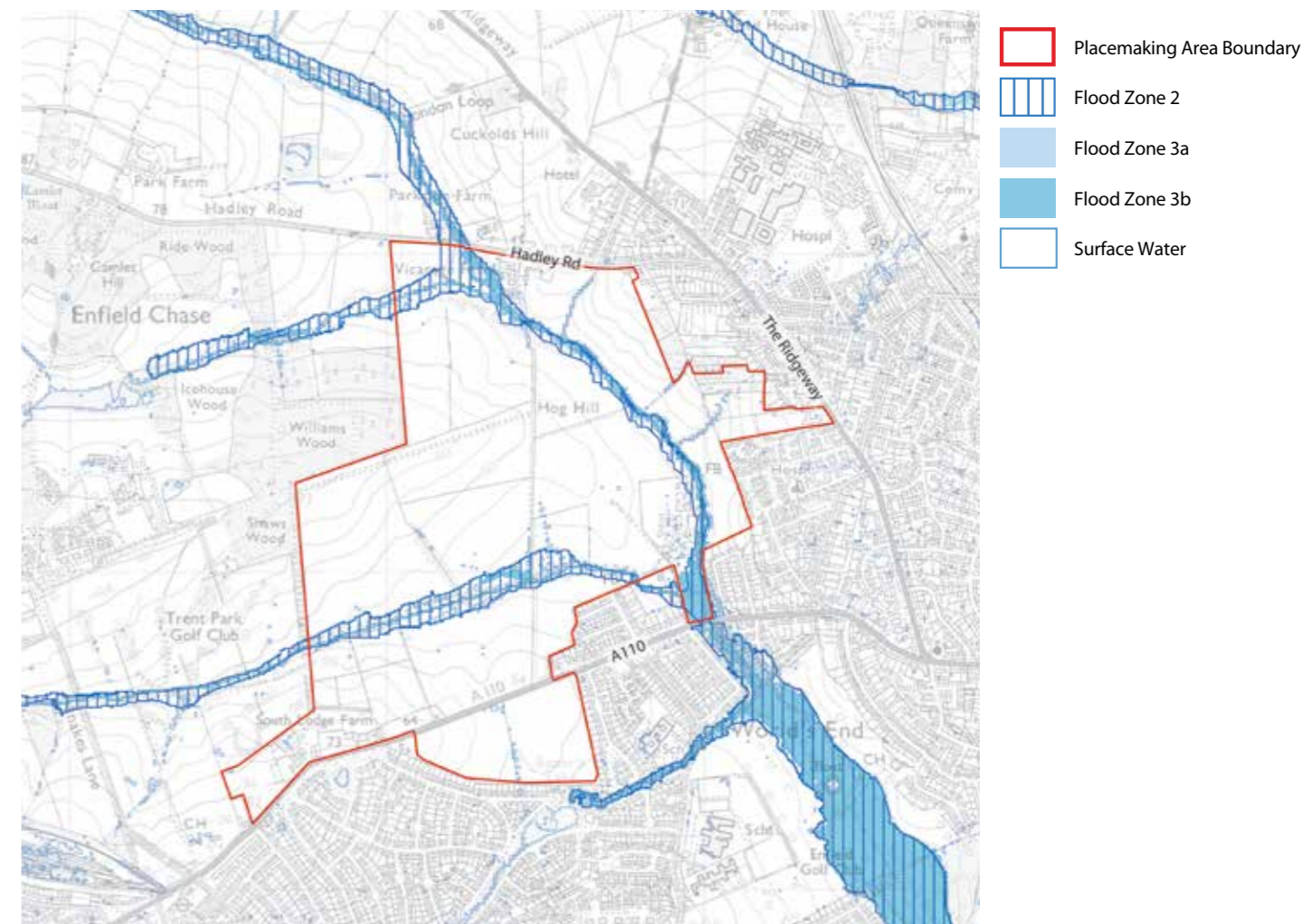
Topography
(Plan by Urban Practitioners 2010)



Borough topography, extract from Enfield Characterisation Study Final Report February 2011

- The Placemaking Area sits between three ridges to the north east and west.
- There are views within the Placemaking Area across undulating topography.
- Chase Park is classified as being predominantly within Landscape Character Area 1c Merryhills Brook Valley on the edge of the Green Belt. Key characteristics include: undulating fields dropping to Leeging Beech Gutter and Merryhills Brook, enclosing hedgerows, mature vegetation lining watercourses, public rights of way and permissive paths.
- The majority of the Green Belt including the land at Chase Park is designated as an Area of Special Character in the draft Local Plan.

Flood risk



Flood zone mapping based on LBE SFRA data

- There are two watercourses passing through the Placemaking Area, Merryhills Brook running east-west into Trent Park, and Salmon's Brook running north-west to south-east, with associated valley landforms.
- The majority of the Placemaking Area is within flood zone 1. Land alongside Salmon's Brook and Merryhill Brook is located within flood zones 2 & 3.

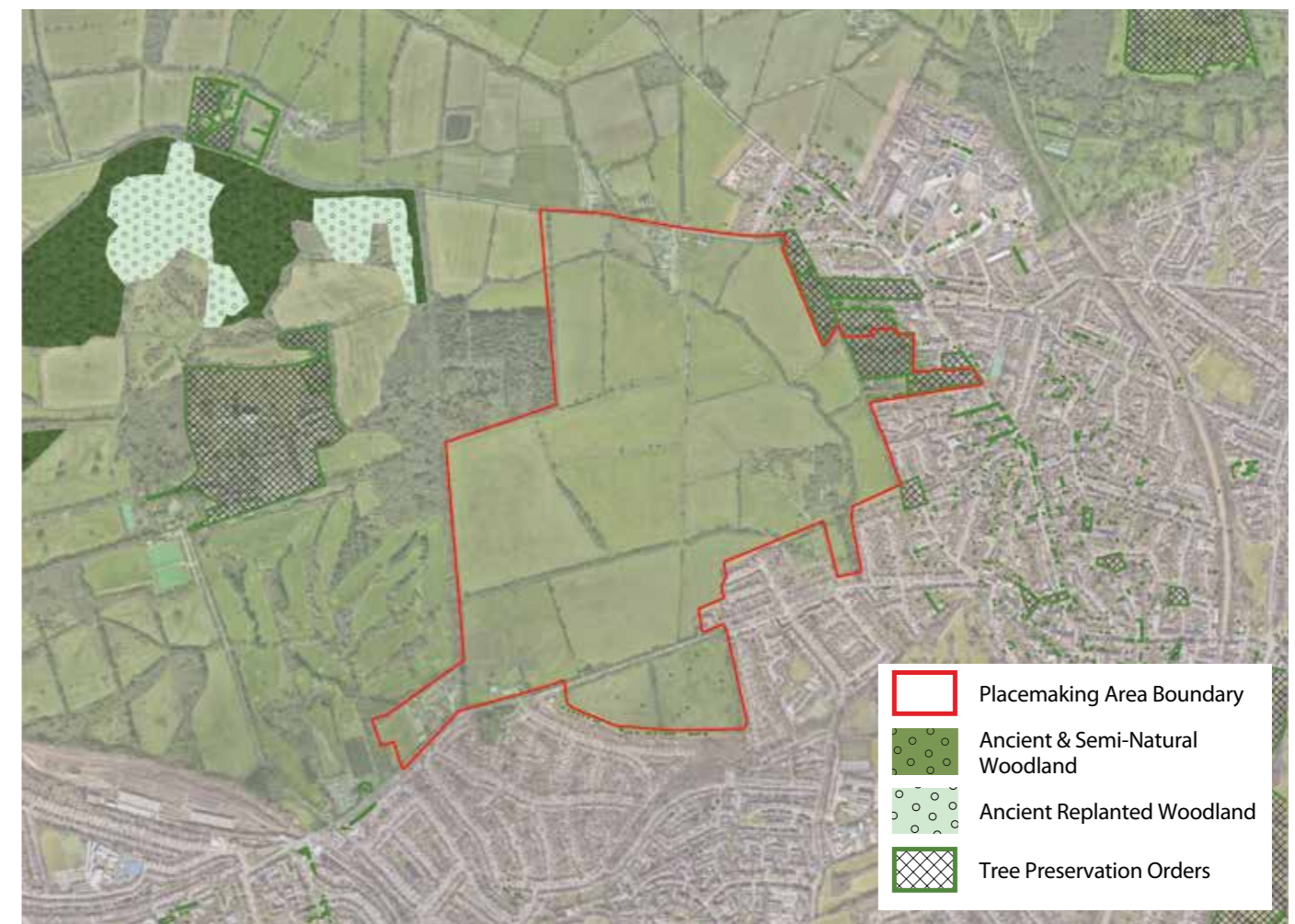
Sites of Importance for Nature Conservation (SINC)



Royal Enfield Rifles Site and Woodlands at Vicarage Farm Habitat Features Plan, Tyler Grange

- A 25.2 ha borough Grade I SINC 'Royal Enfield Rifles Site and Woodlands at Vicarage Farm' straddles the eastern boundary of the Placemaking Area. Part of the SINC was previously a military camp. Public Rights of Way cross the SINC. A 'Sites of Importance for Nature Conservation Report' has been prepared by Tyler Grange Group Ltd on behalf of the London Borough of Enfield, informed by a UK Habitat Classification survey of the SINC. The report found that:
 - The SINC is designated for its importance as part of the wider green/blue ecological network running through Enfield. It contains wet woodland, lowland mixed deciduous woodland, neutral grassland, scrub, native hedgerows and two brooks. Some areas appear degraded and of poor ecological condition.
 - Any development within the SINC should be confined to the south west field of neutral grassland and scrub, which is of relatively poor ecological condition. Off-site compensation may be required should development occur. Merryhills and Salmon's brooks, their associated flood plains and area of wet woodland, and lowland deciduous woodland should be appropriately buffered, retained and enhanced.
 - Retained areas of SINC should be managed primarily for biodiversity value.

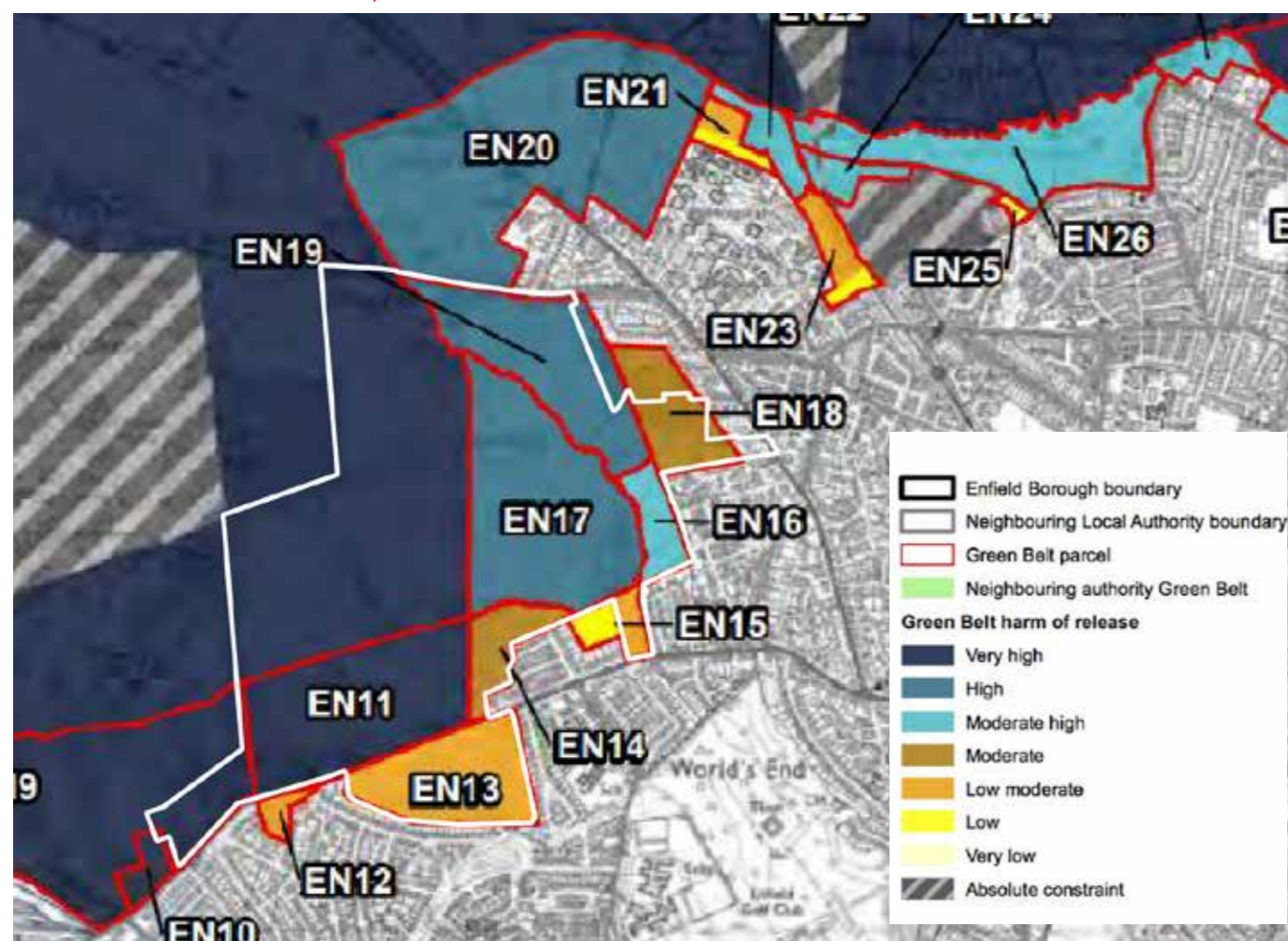
Tree cover



Tree Cover

- There are several tree preservation orders (TPOs) surrounding the Placemaking Area, the most significant ones being to the west in Trent Park.
- TPO trees and tree groups within the Placemaking Area boundary are located to the south of the A110 and in the east near Arnold House.
- Ancient woodland is prominent to the north-west of the Placemaking Area in Trent Park.
- The larger areas of tree cover generally lie within the Green Belt, with sporadic TPO trees filtering into the urbanised regions to the south and east of the Placemaking Area.
- Non-TPO trees and hedgerows within the Placemaking Area are located at field boundaries, along watercourse corridors and within the scrubby woodland around the former military camp. Arboricultural surveys will be required to understand the quality of existing trees and hedgerows to inform future planning applications.

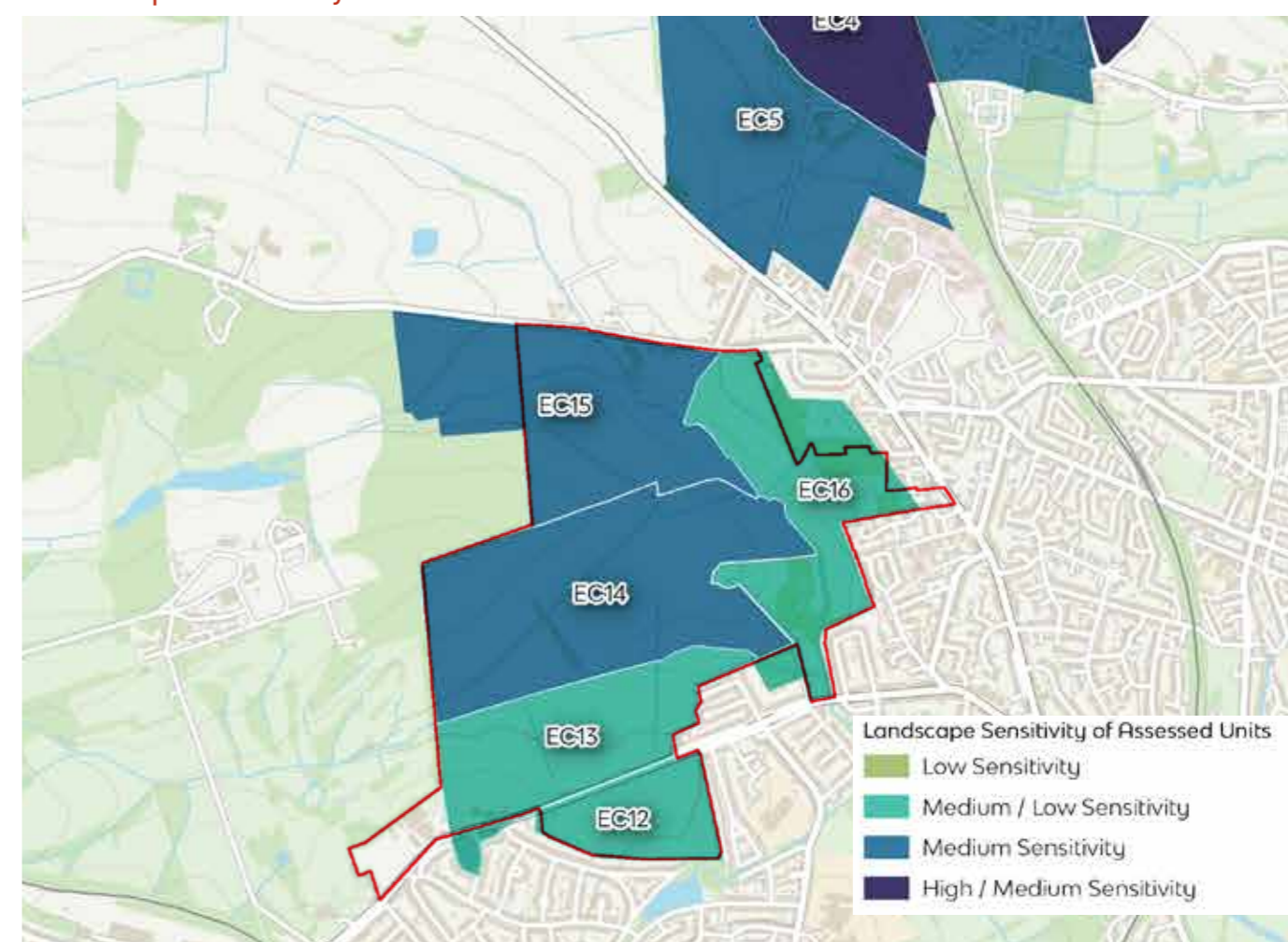
Green Belt Assessment, 2021



Enfield Green Belt and MOL Assessment

- LUC's Enfield Green Belt and Metropolitan Open Land Assessment for LBE concludes that within the Placemaking Area there are parcels of low moderate harm of Green Belt release, and areas of moderate rising to high harm, followed by very high harm further away from the urban edge and in the western part of the Placemaking Area.
- Land to south of Enfield Road has Low Moderate harm and is surrounded by visible urban form.
- Harm reduces to High, Moderate High and Moderate in the eastern part of placemaking area and to the east, due to the visibility of the urban edge.
- This report was prepared in 2021 and we understand that further updates are being undertaken.

Landscape Sensitivity Assessment



Landscape sensitivity assessment

- Landscape sensitivity has been assessed by Tyler Grange for LBE.
- The study concludes that land to the east of Salmon's Brook and south of Merryhills Brook has medium/low landscape sensitivity noting the visibility of the existing urban edge.
- Within parcel EC16 the study notes that the sense of enclosure reduces the sensitivity of the southern part of this unit.
- Within parcel EC15, the woodland backdrop and ridgeline of Hogs Hill are noted as sensitive features.

3.6 Placemaking Area images

View locations



Vicarage Farm, North of Enfield Road



1. View north towards Williams Wood from A110



2. View north towards Vicarage Farm from centre of the Placemaking Area



3. View east towards Enfield Chase & St Mary Magdelene Church



4. Footpath on western Placemaking Area boundary adjacent to Trent Park

Smaller parcels



5. Trent Park Equestrian Centre



6. Land north of the Jolly Farmers



7. View looking east along A110



8. Land south of the A110

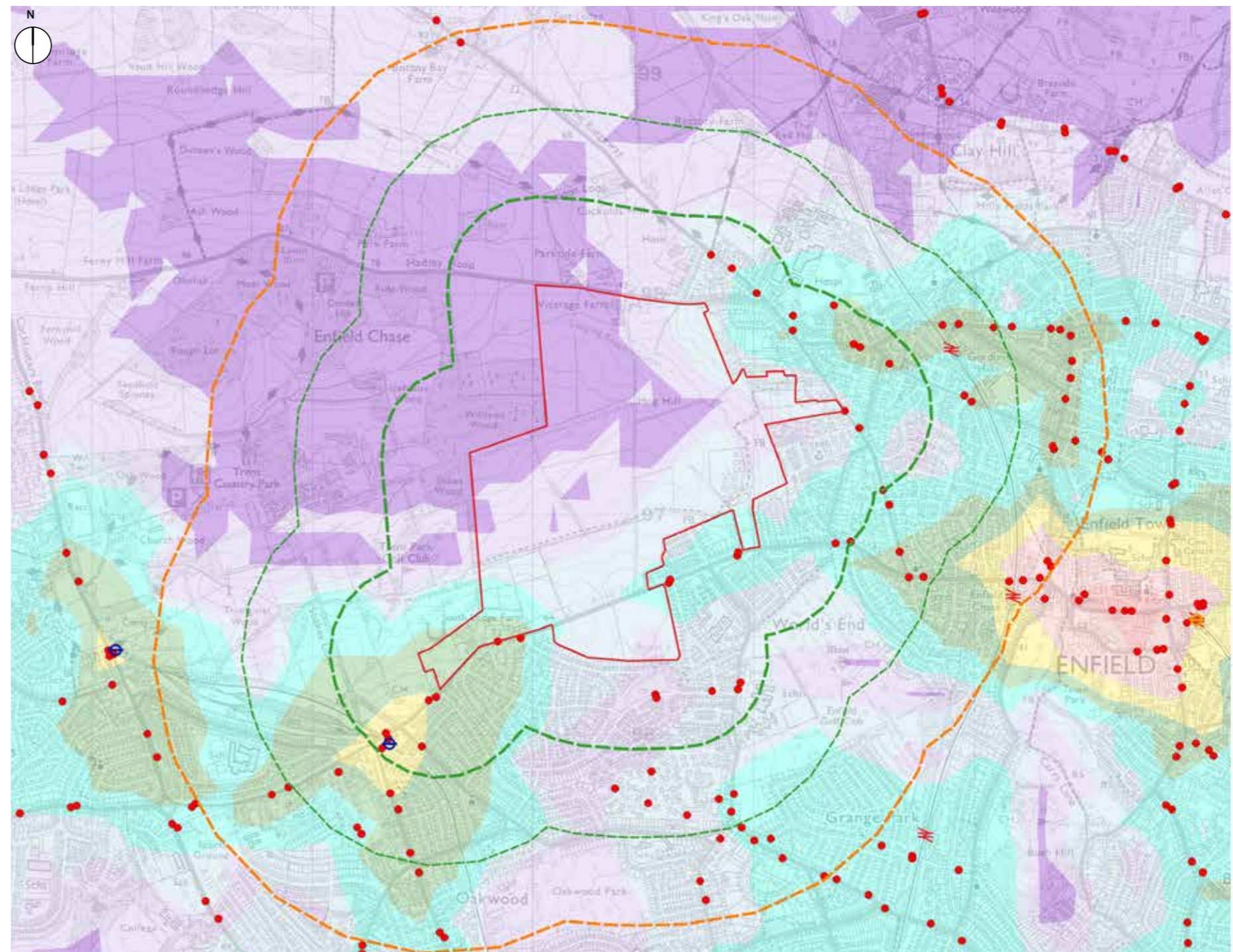
3.7 Transport and movement

Sustainable and active travel

- Census data for 2011, reveals that 37% of residents in the area travelled using sustainable modes (public transport, walking, cycling).
- The existing PTAL (TfL’s “Public Transport Accessibility Level” metric) is low across the majority of the Placemaking Area. This is in part due to a lack of paths through the Placemaking Area. However, PTAL increases towards Oakwood and Enfield Chase stations.

Bus and rail

- Oakwood underground station has high quality service, with 18 trains per hour (tph) and connections to many other services. Enfield Chase railway station is served by 4 tph. Generally, all railway corridors are radial in nature, and serve to facilitate commuting journeys to/from Central London.
- There is a notable bus corridor along the A110, which is one of two heavily used east-west bus corridors through the borough (the other being the North Circular).
- The “Enfield Transit Corridor” study was previously undertaken, in which the A110 and the North Circular were identified as suitable for east-west bus corridor infrastructure improvements.
- Generally, buses in Enfield serve a more local, borough-wide function in comparison to rail, likely with many purposes.

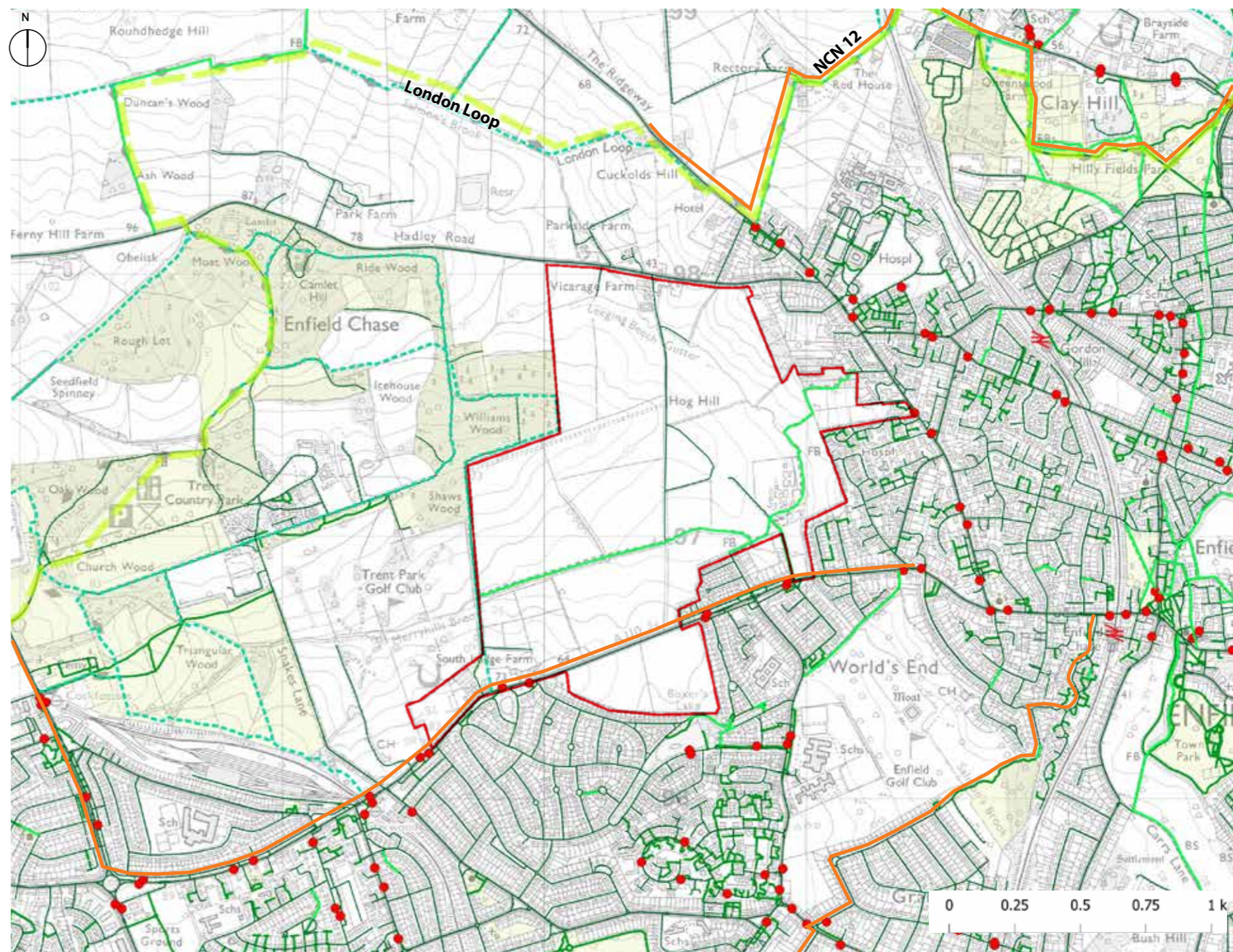


Placemaking Area Context - Existing PTAL



Walking and cycling

- There has been an increase of cycle infrastructure in the last 5-10 years within Enfield. Recent investment in cycling infrastructure has been directed elsewhere in the borough as a cycle route already existed along the A110. However, as this cycle route is now of some age it has been identified by LB Enfield as suitable for upgrade to current standards.
- Many local destinations are within a 20-minute cycle/4800m distance of the Placemaking Area, including local schools and town centres. Enfield town centre and Oakwood local centre are within 10-15 minutes walk of the site boundary.
- National Cycle Network Route 12 passes to the north of the Placemaking Area, and shares a route with the London Loop in places. This is a long-distance cycling route suitable for leisure usage.
- Many walking routes and rights of way are in the vicinity of the Placemaking Area, including the Enfield green loop/London Loop.
- Within the Placemaking Area itself there is a Public Right of Way, running parallel to Merryhills Brook and connecting eastwards over Salmon's Brook to Fairview Road.
- Permissive paths are located at the western boundary of the Placemaking Area adjacent to and within Trent Park, however the Golf Course limits connectivity with Trent Park in the central part of the Placemaking Area.

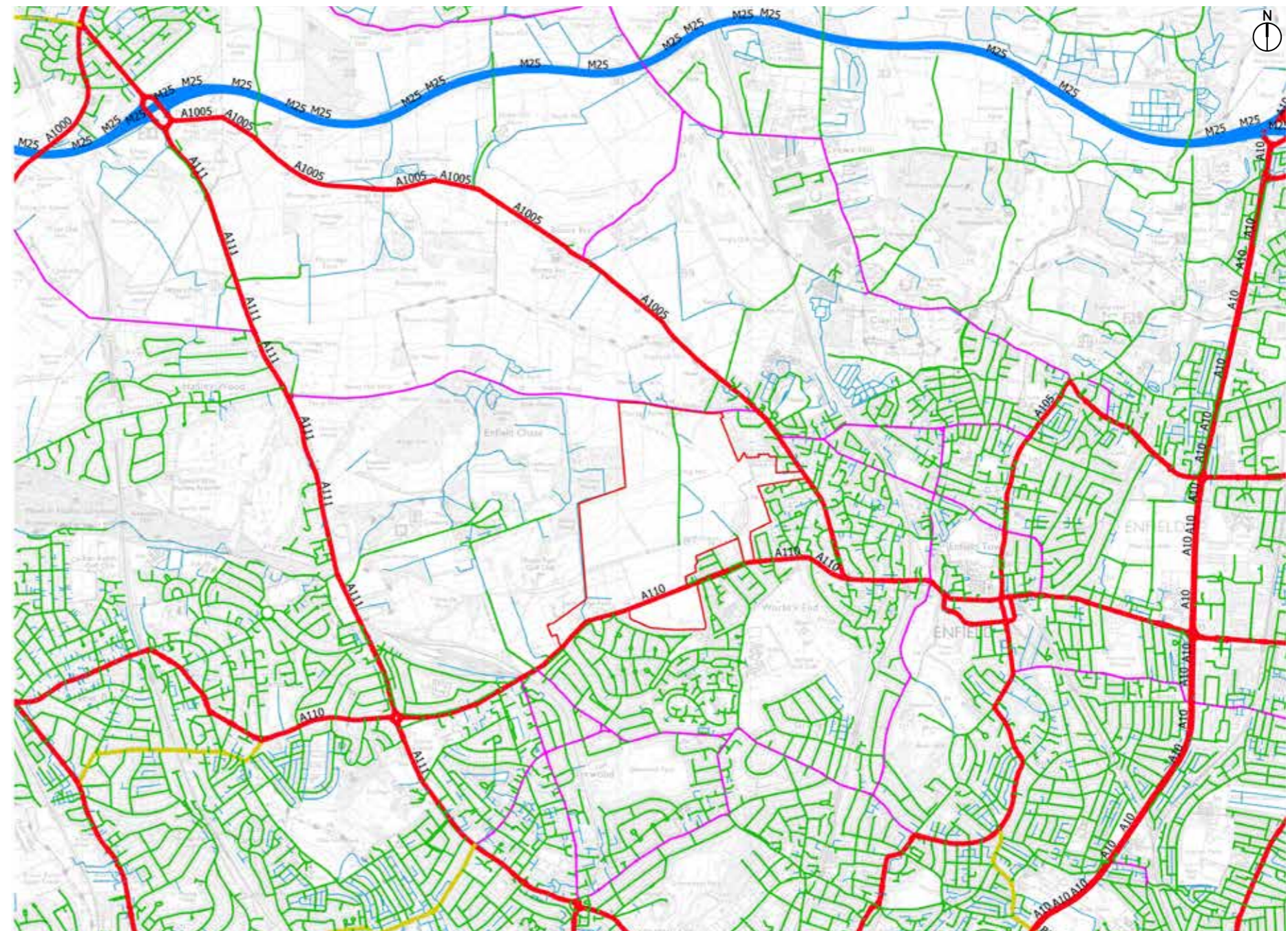


Existing walking and cycling network

- Public Highway (Footways)
- Public Rights of Way
- - - Permissive paths
- Other Paths
- Enfield Green Loop/ London Loop
- ⌘ London Rail Stations
- Bus Stops
- Cycle Route

Highways

- The A110/Enfield Road is the key highway crossing the south of the Placemaking Area, and it is also part of London's Strategic Road Network.
- Due to its greenfield nature, there are no other highways within the site other than minor access routes.
- Other notable highways at the site boundaries are Hadley Road to the north and The Ridgeway to the east.
- The M25 is 4km to the north.



Highway Context



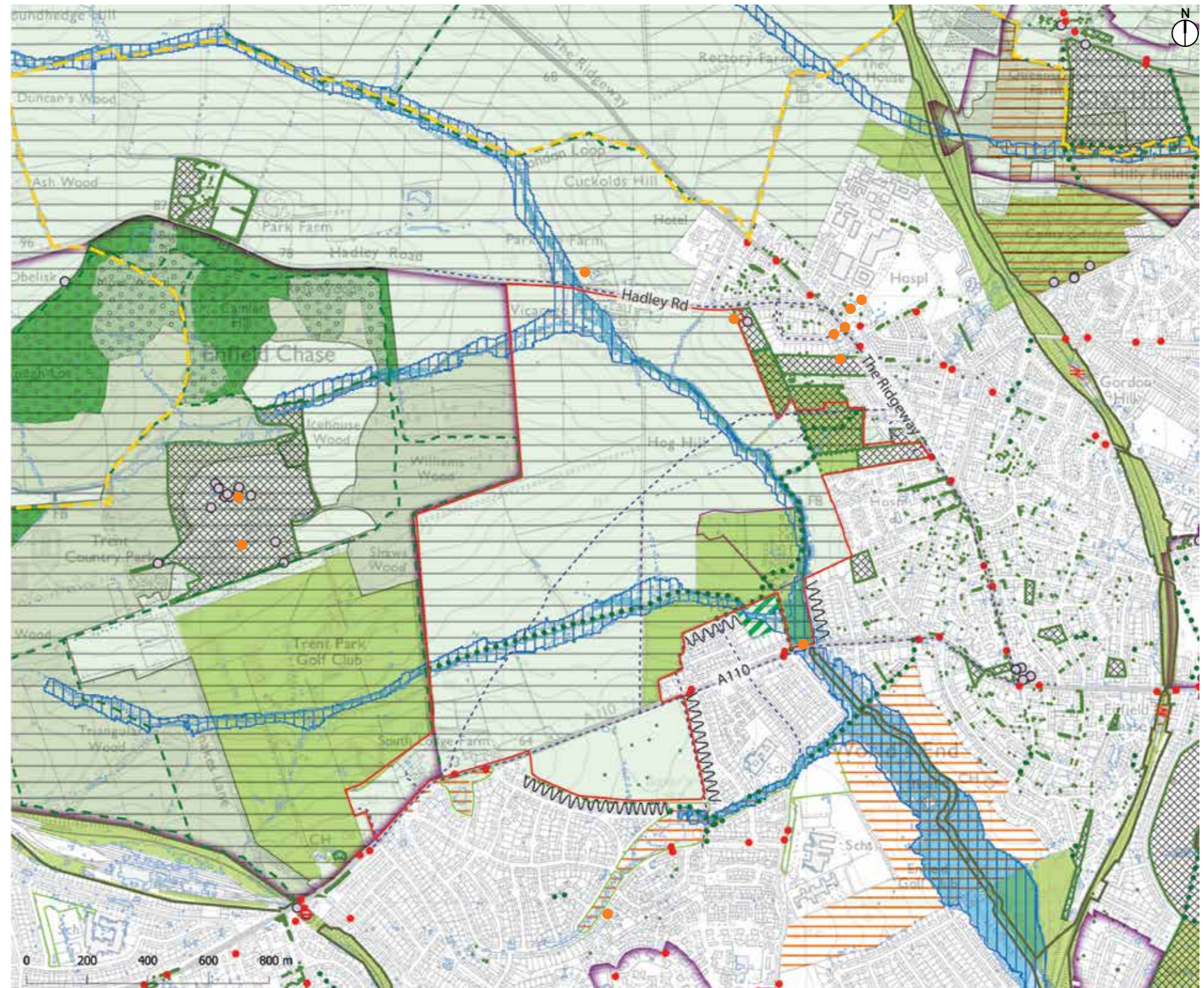
3.8 Baseline synthesis

Combined constraints plan

This plan overlays the key physical constraints and features of the Placemaking Area, together with planning, heritage and landscape designations.

Taken together these characteristics of the Placemaking Area and its context form the starting point for the development of a bespoke placemaking strategy and vision which is presented in the later sections of this document.

- | | | | |
|---|---|---|--|
|  | Placemaking Area Boundary |  | Archaeological Priority Area |
|  | Green Belt (2010 Local Plan) |  | Flood Zone 2* |
|  | Ancient & Semi-Natural Woodland |  | Flood Zone 3a* |
|  | Ancient Replanted Woodland |  | Flood Zone 3b* |
|  | Tree Preservation Orders |  | Surface water flooding* |
|  | Wildlife Corridor |  | Allotments |
|  | Metropolitan SINC |  | Sensitive Edge |
|  | Borough SINC |  | Bus Stops |
|  | Local SINC |  | London Loop |
|  | Conservation Area |  | Footpath (Public Right of Way) |
|  | Local Heritage Assets |  | Permissive Path |
|  | Locally listed building |  | Potential underground electricity cable (11kV) |
|  | Listed Building |  | Potential overhead line (33kV) |
|  | Former Slades Hill Military Camp and Battery (proposed for designation) | | |



Combined constraints plan

*Flood zone mapping based on LBE SFRA data

Constraints and opportunities summary

Planning

- The proposed Placemaking Area is designated Green Belt (Local Plan 2010). Proposals to de-designate land will be required to meet the Exceptional Circumstances test in line with the NPPF.
- The Green Belt and MOL Assessment by LUC indicates that release of the site from the Green Belt would result in Very High harm.

Landscape and ecology

- Land to the east of Salmon's Brook and south of Merryhills Brook has lower landscape sensitivity, than land to the north west.
- The woodland backdrop and ridgeline of Hog's Hill are sensitive features.
- SINC and brook corridors would need to be retained as green and blue infrastructure with appropriate buffers.
- Existing hedgerows and trees to be retained where appropriate to wider placemaking objectives

Flood Risk

- Fluvial flood risk zones 2 & 3 associated with Salmon's Brook and Merryhills Brook crossing the Placemaking Area.
- Flood risk 2&3 across the majority of the land north of Jolly Farmers which is also a designated SINC. Suggests this parcel has limited/no potential for built development.
- Importance of blue infrastructure for wider borough flood management.

Movement

- Low existing PTAL across the majority of the Placemaking Area in part due to a lack of access, rising towards Oakwood and Enfield Chase stations.
- Access to the Placemaking Area limited to Hadley Road to the north, Enfield Road to the south and Ridgeway Road to the east. Connections west via Trent Park possible by footpath.
- Access to land to the east of the placemaking area boundary is limited.
- Watercourses and topography limit ease of connectivity.
- Potential widening of A110 impacted by existing trees and hedgerows
- Need to retain existing rights of way

Heritage

- Adjacent to Trent Park Conservation Area. The south western parcel is within the conservation area but has existing built development.
- Placemaking Area is designated as an Archaeological Priority Area together with the wider rural landscape.
- Former military camp and battery at Slades Hill is being considered for potential designation.

Context

- Sensitive edges to existing residential areas backing onto the Placemaking Area which are of generally of very low density and suburban character.
- Relationship to wider Enfield Chase landscape and restoration proposals to the north and Trent Park to the west.

Other

- UKPN mapping indicates the potential location of 11KV and 33KV electricity cables crossing the Placemaking Area. These are not considered to present a significant constraint to development.
- No other known major utility lines or easements.
- Remains of former military camp in eastern part of Placemaking Area - contamination risk unknown.

Opportunities

Opportunities which have emerged through the baseline study and are taken forward in the spatial framework include:

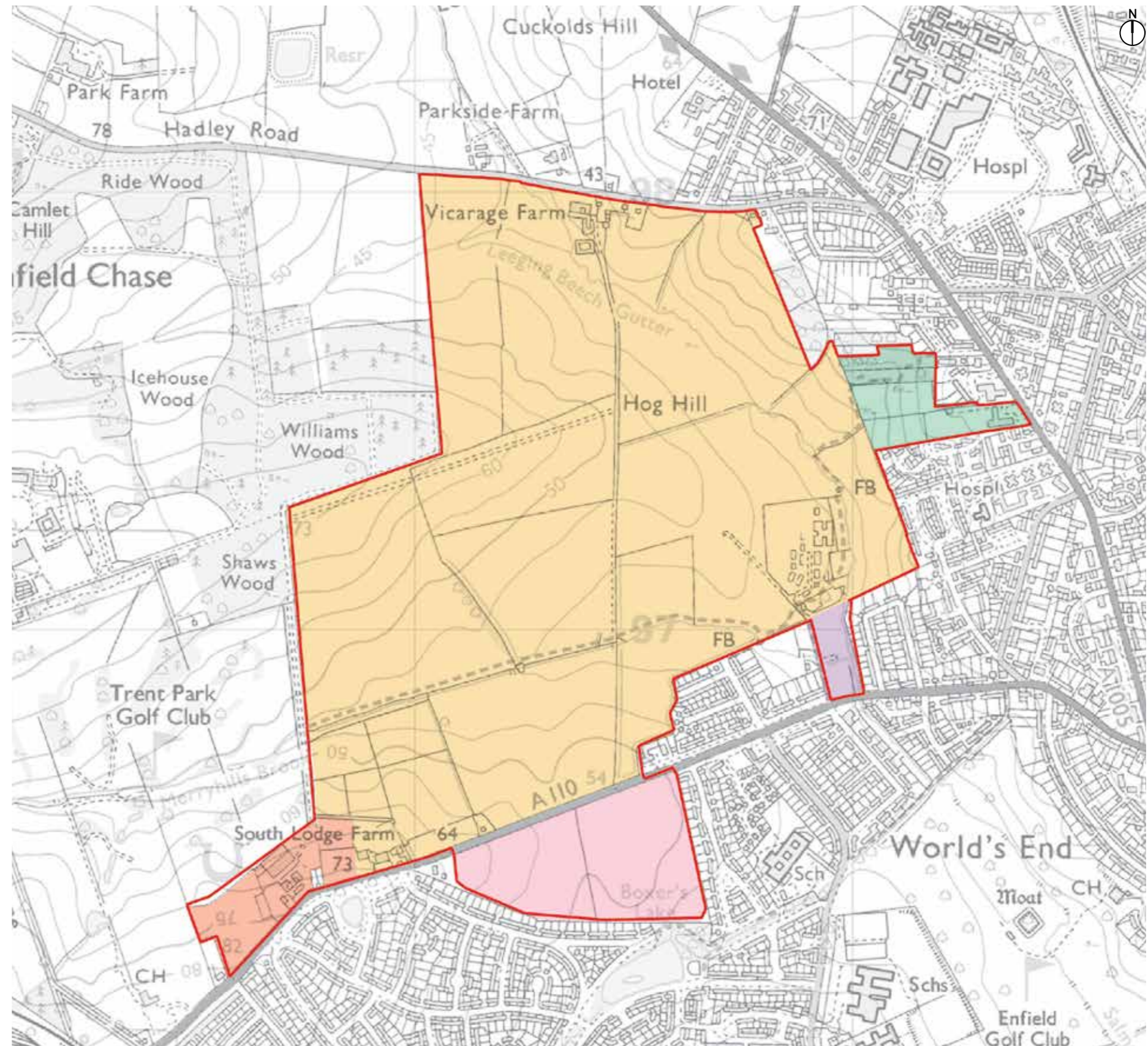
- Opportunity to expand Regulation 18 placemaking boundary to include constraint-free land to the north and east for movement links, green infrastructure and/or development. This is reflected in the Placemaking Area boundary shown throughout this study.
- Opportunity for the existing landscape to be a key characteristic of the neighbourhood and structure the layout, through incorporation of wide green corridors aligned with brooks within the Placemaking Area.
- Opportunity to deliver wider GBI benefits within the Placemaking Area including rewilding and restoration of Salmon's Brook, connecting with Enfield Chase restoration project, and creation of accessible open space and enhanced habitats within the retained Green Belt.
- Opportunity to deliver family housing and affordable housing at higher densities in line with the LHNA housing mix +10% family (~70% 3 and 4 bed properties) together with necessary community infrastructure.
- Opportunity to develop a sustainable community that has the ability to meet needs with on site services and facilities and define the requirements for social infrastructure through a placemaking led approach.
- Opportunity to reveal the heritage of Enfield Chase and Slades Hill Camp in the design of public spaces.
- Potential to change the character of Enfield Road to a place of higher density with urban frontage and create a place with a distinctive character of its own
- Opportunity to respond to Placemaking Area topography in the urban layout and building heights
- Opportunity to explore a north-south sustainable transport link connecting towards hospital
- Opportunity to support proposed Rapid Bus Corridor along A110
- Opportunity for better cycle routes on the A110 Enfield Road corridor.

4.0 Land availability

4.1 Site promotion

The Placemaking Area includes sites put forward for potential development through the Local Plan Call for Sites consultation.

- The largest land parcels are being promoted by Comer Homes and Fairview at Vicarage Farm to the north of A110 Enfield Road and the land south of the A110 respectively.
- Trent Park Equestrian Centre, lying mostly in the Trent Park Conservation Area, is being promoted by Lansdown. Two properties fronting Enfield Road are omitted from the promoted area.
- The land opposite the Jolly Farmers is owned by Diocese of London.
- Land to the west of The Ridgeway is being promoted by PJB Planning on behalf of a consortium of landowners and was, in part, proposed as a separate allocation site in the Regulation 18 draft Local Plan. The eastern part of the site, Arnold House, is the subject of a submitted planning application.
- To the north of the Placemaking Area the land north of Hadley Road is primarily owned by London Borough of Enfield, with some areas leased to farmers.



Promoted sites

4.2 Promoted Site Masterplans

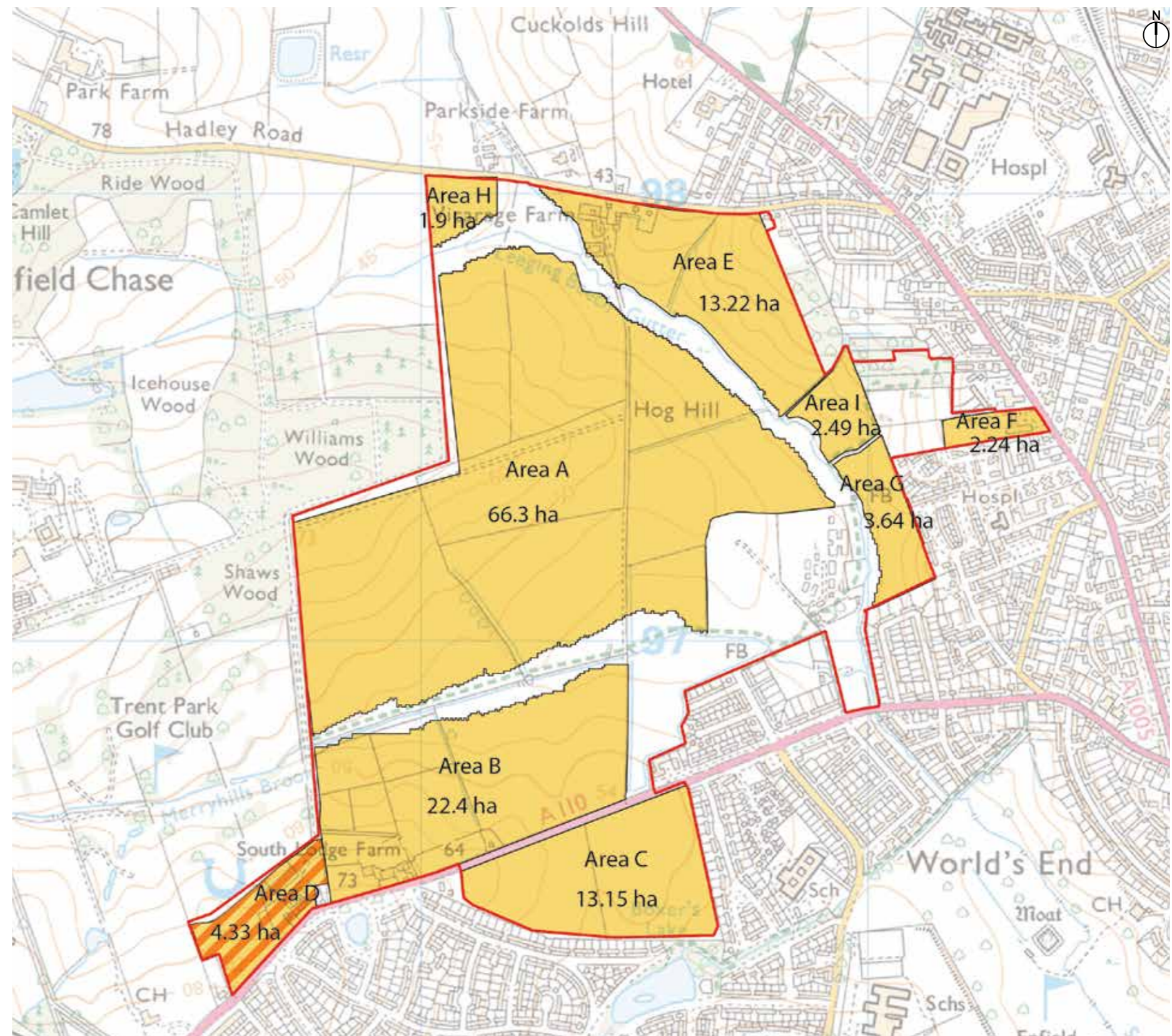
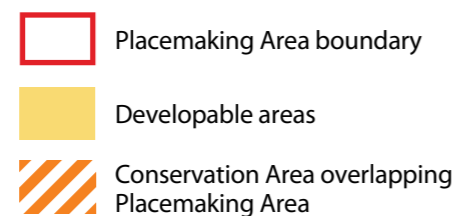
- This composite plan of promoter proposals brings together the design work submitted to the Council to inform the Local Plan process.
- Promoter masterplanning work has generally been prepared on a site by site basis with a range of different design approaches.
- It illustrates the necessity for a joined-up placemaking approach across the Placemaking Area to enable comprehensive and cohesive development.
- For further details of individual site promoter proposals please refer to the Placemaking Baseline report.



Composite plan of Site Promoter masterplans

4.3 Review of developable areas

- This plan indicates the maximum extent of built development, omitting areas covered by Flood Zone 2 & 3 and designated SINC. This equates to ~130 ha of the total 167 ha Placemaking Area.
- Land promoted by the Diocese of London to the north of the Jolly Farmers is constrained by both SINC and Flood Zones 2 & 3. As a result it has been assumed that this will not be suitable for built development.
- Areas of landscape constraint that are not suitable for built development can however form part of the Placemaking Area's accessible green and blue infrastructure.
- In addition to the physical onsite habitat and flood constraints, the proposed extent of development within the Placemaking Area has been informed by the findings of the Exceptional Circumstances Case. Details of this are provided in section 5.5.



Maximum developable area omitting Flood Zones 2 & 3 and SINC

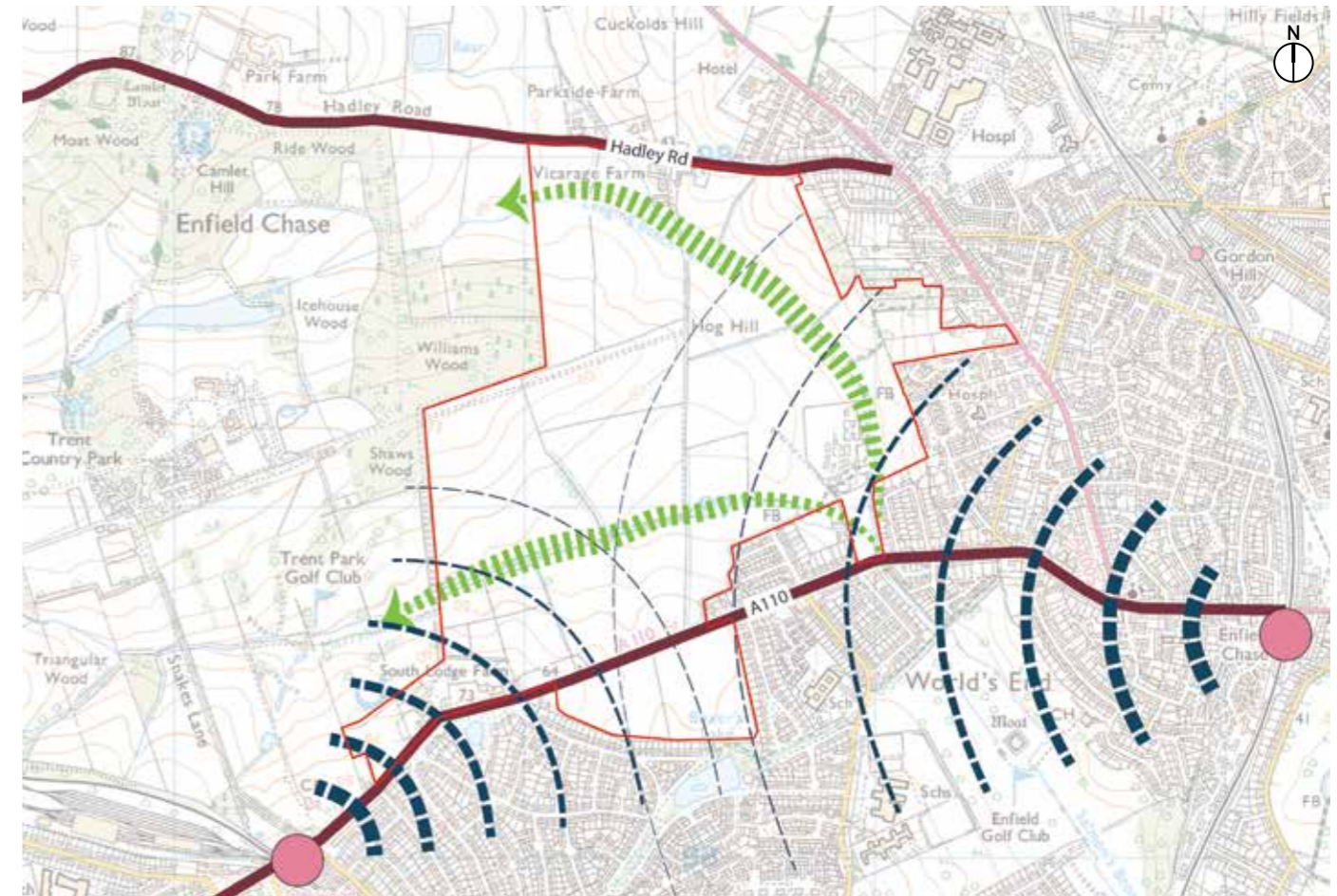
5.0 Evolution of placemaking approach

The spatial framework proposals presented in chapter 6.0 onwards are the result of a masterplanning process which has considered alternative spatial approaches and tested these with project stakeholders including Council Officers, site promoters and the Enfield Design Review Panel.

This chapter explains the evolution of the placemaking approach leading to the agreed spatial framework.

5.1 Directions of growth

Alternative strategic options for the focus and direction of growth within the Placemaking Area were developed and tested in collaboration with stakeholders to establish a strategic approach to the design of Chase Park, in light of the baseline findings.

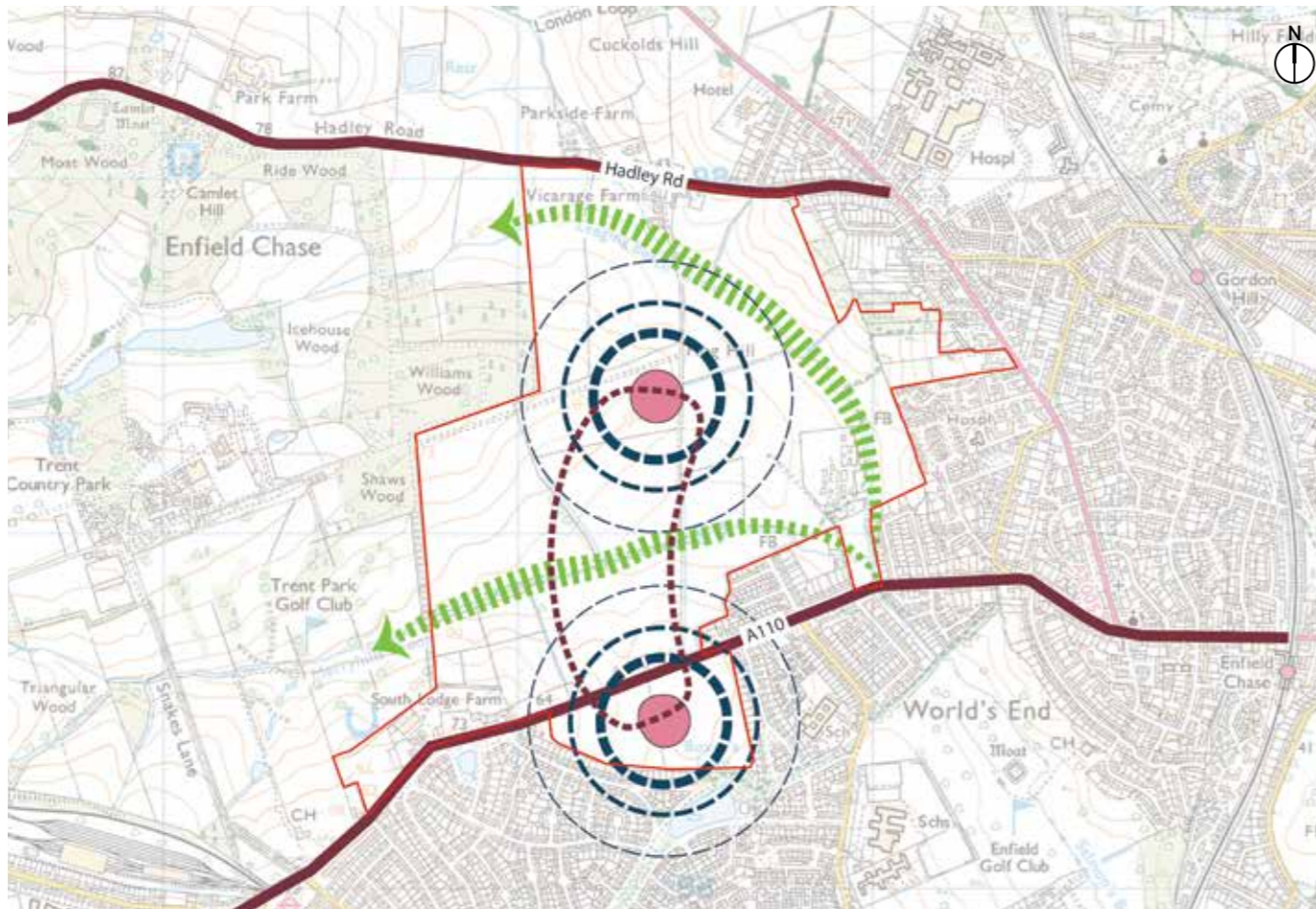


Scenario A: Access to Rail / Tube Focus

- Density of development concentrated towards existing rail/ tube stations to the east and west.

Comments:

- The western parcel of the Placemaking Area is close to Oakwood Station, and provides a good opportunity for higher density development, while recognising some sensitivities given its location with the Trent Park Conservation Area.
- The eastern parcel (Jolly Farmers) is not developable due to SINC/flood risk but could provide a walking / cycling route towards Enfield Chase station.
- This approach focused on rail and tube access does not recognise the importance of Enfield Road as a bus corridor and the opportunity this presents.

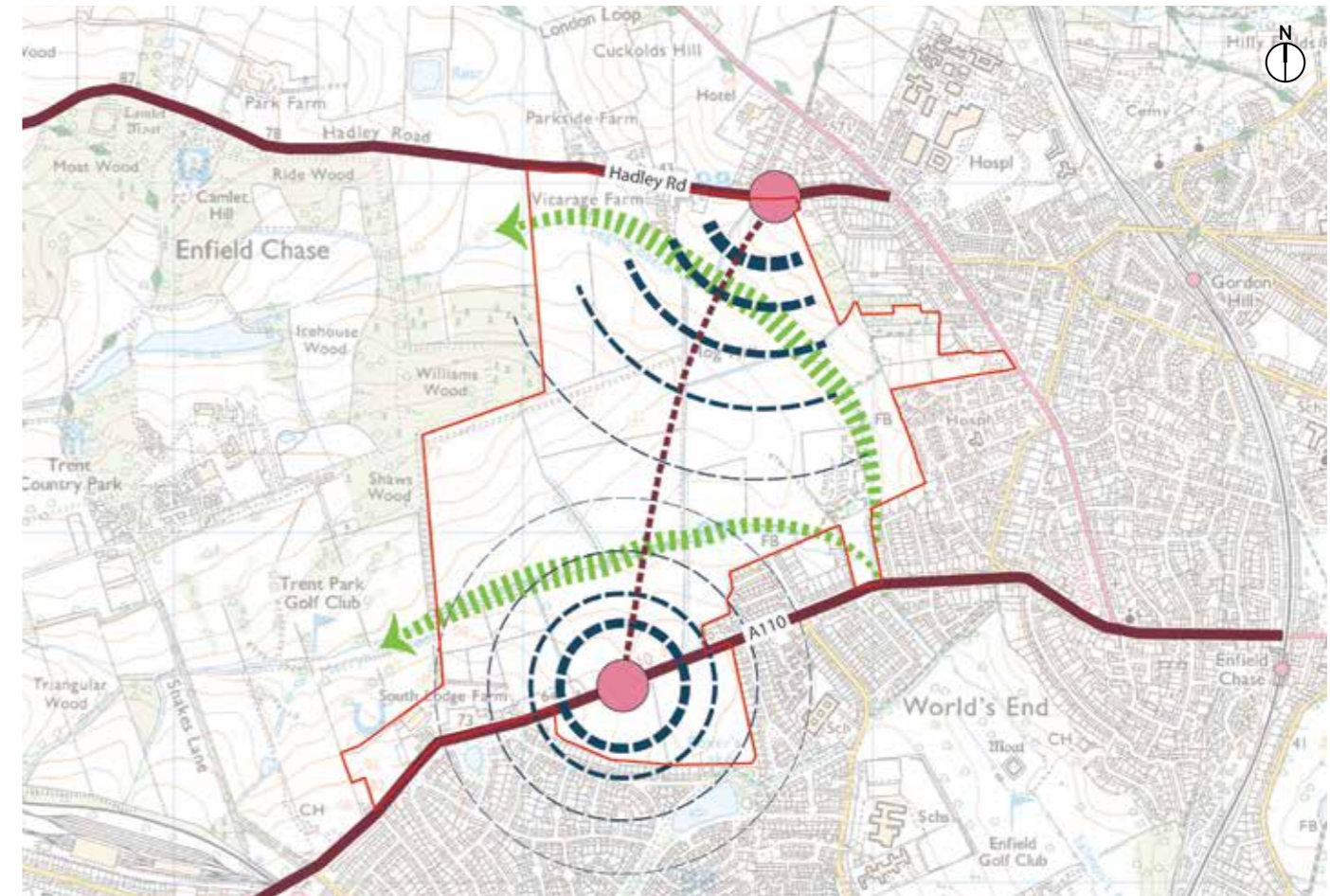


Scenario B: Internal Focus

- Scenario based on developer-led proposals for main parcels which focus activity towards the centre of each parcel.
- New neighbourhood centres / increased densities created in the centre of sites to north and south of Enfield Road.
- No connection to Hadley Road

Comments

- Approach is in line with site promoter proposals
- Lacks a joined up approach to placemaking across Enfield Road
- Relies entirely on Enfield Road for vehicle access.
- Character of Enfield Road potentially remains the same, with development set back behind hedge.



Scenario C: North-South Focus

- New neighbourhoods / local centres developed on Enfield Road and Hadley Road with connecting movement route. Densities decrease towards the east and west

Comments

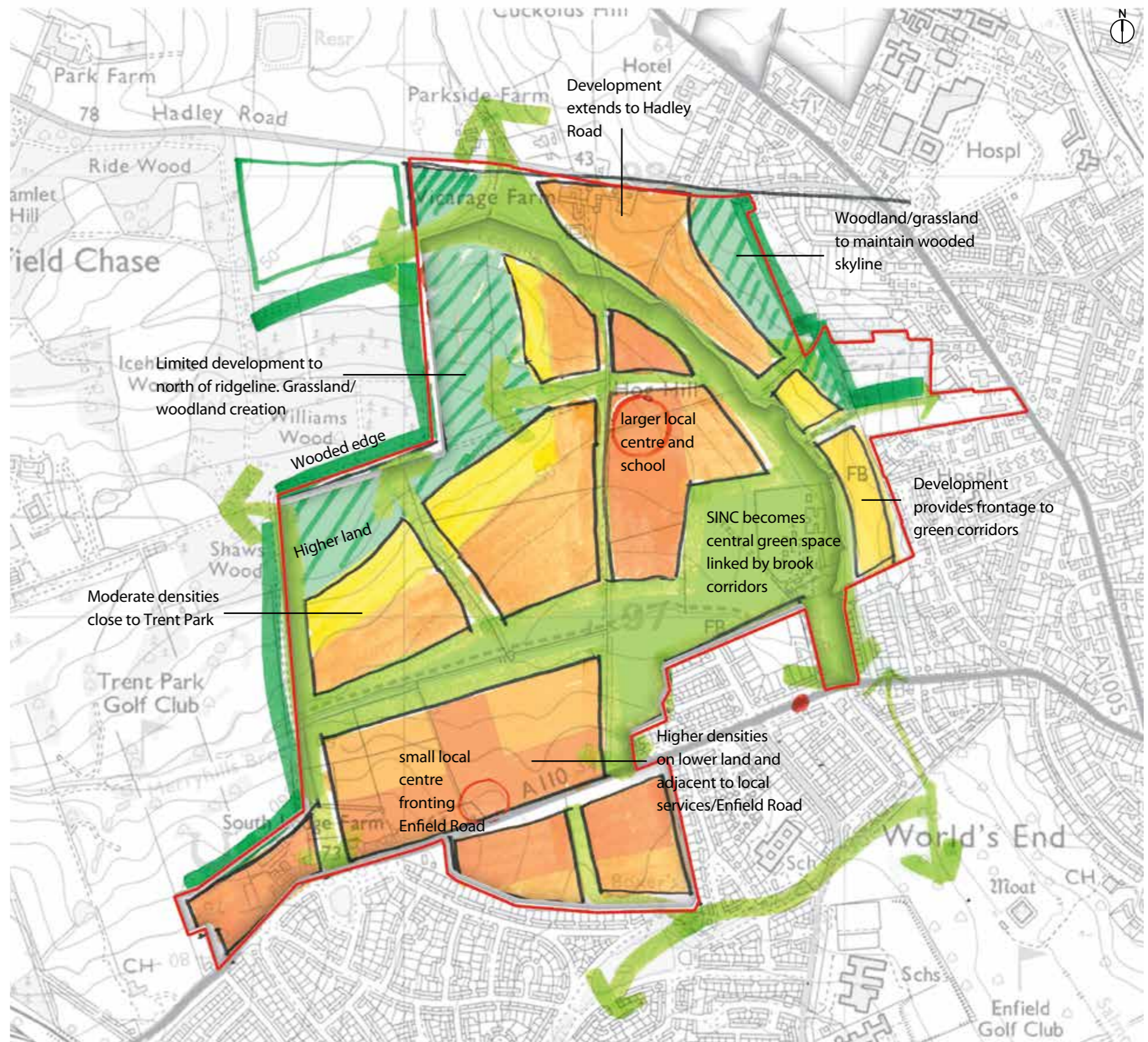
- Supports a new link between Enfield Road towards Chase Park Hospital, increasing PTALs across the Placemaking Area. However, this may not be deliverable within the first plan period.
- Expands development towards Hadley Road and east of Salmon's Brook. Potential to result in unacceptable visual impact
- Green corridors become internal features of the Placemaking Area.
- Existing adjacent residential areas are very low density. Sensitivities of creating new centres of much higher density in close proximity.
- Provides a joined-up approach to the sites north and south of Enfield Road, but does not recognise the importance of Oakwood as a local centre/transport hub and the potential for this to support higher densities.

5.2 Initial framework concept

Based on the comments received on the alternative scenarios, an initial framework concept was developed for further exploration with officers and for the Enfield Design Review Panel combining elements from scenarios A, B & C.

This concept was developed in advance of the landscape sensitivity study and further work on the Exceptional Circumstances Case, and assumed the full extent of available land could be considered for development.

- The concept assumed a focus of higher density development along Enfield Road with a new local centre, with a second centre of density in the northern/central part of the Placemaking Area associated with a larger local centre.
- Development to the east of Salmon's Brook would overlook the brook green corridor. Higher land to the east and west would be kept free from development.
- Merryhills Brook and the SINC / military camp area would become a second green corridor running east-west.

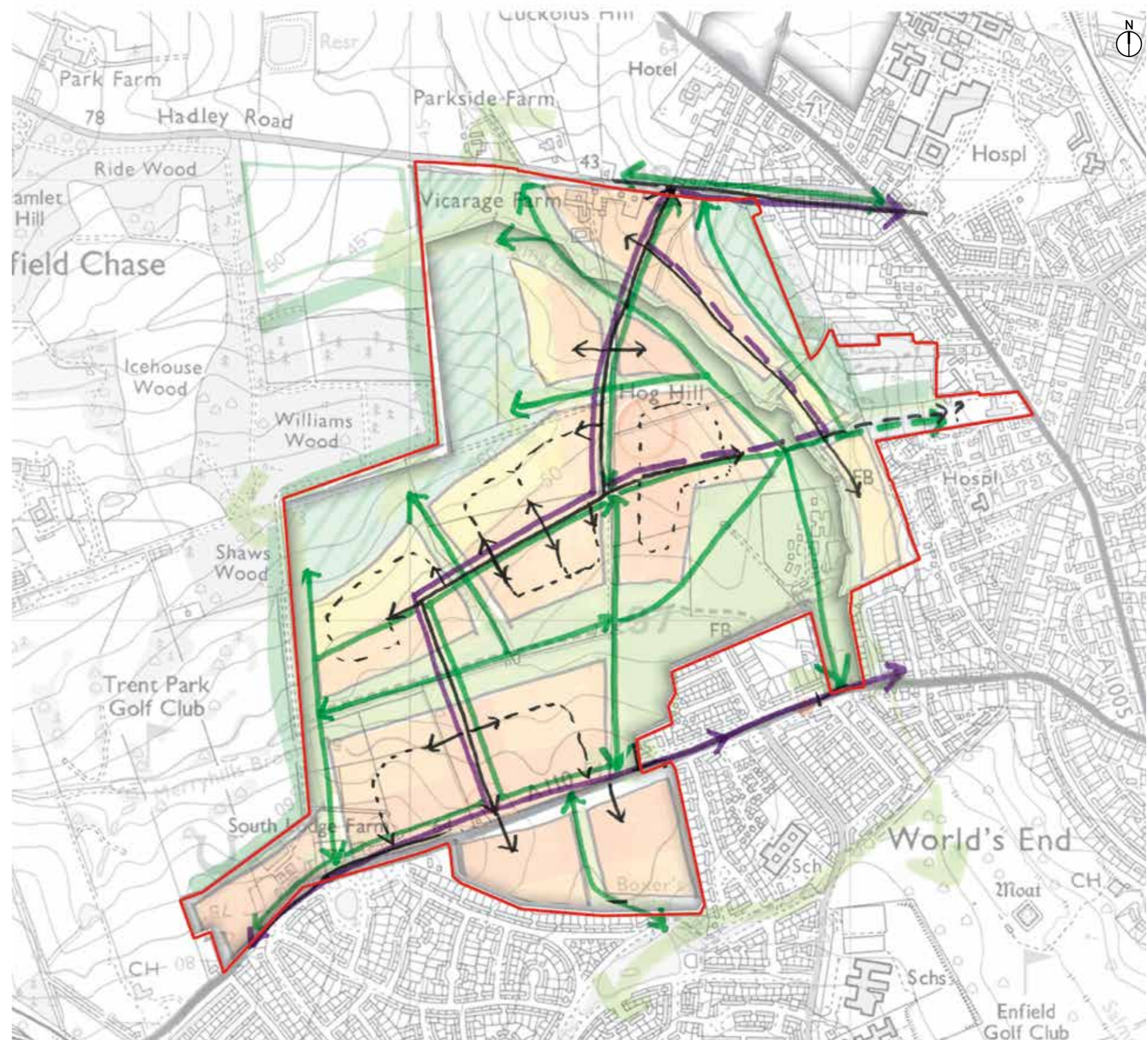
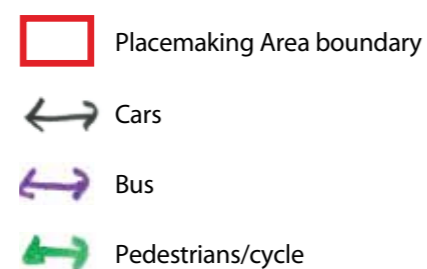


Initial framework concept

5.3 Initial movement framework

- A north-south movement route would connect Enfield Road to Hadley Road.
- The potential for access eastwards to The Ridgeway would be explored
- A network of cycle and walking routes would connect all parts of the Placemaking Area with the existing street, footpath and cycleway network.

As noted above, this concept was developed in advance of the landscape sensitivity study and further work on the Exceptional Circumstances Case, and assumed the full extent of available land could be considered for development.



Initial movement framework

5.4 Stakeholder feedback

Officer feedback

Officer feedback across urban design, landscape and ecology, planning, transport and conservation and education/community infrastructure specialists was obtained on the directions of growth and initial framework concept:

- Officer feedback supported a joined-up approach across the individually promoted sites, to enable a change in character to Enfield Road and walking / cycling connectivity north-south and east-west. As a result, Scenario B was the least preferable outcome.
- Further exploration of the potential for a north-south sustainable/active travel route identified in Scenario C was supported.
- The extent of development in the northern part of the site was noted as requiring further review given visibility from the rural landscape to the north.
- It was agreed that increasing densities towards Oakwood Station was sensible, but that Enfield Road bus route also has the potential to provide a focus for density.
- It was agreed that it was preferable to incorporate the existing brooks as green corridors within the Placemaking Area rather than excluding them from the placemaking approach.

Transport stakeholder feedback

Transport for London (TfL) was approached for comment on the emerging proposals. TfL responded that it was too early to indicate preferred bus options. Key considerations as the project progresses would include car parking, densities, and local amenities.

Development trip generation would affect capacity and frequency, and phasing would need to be considered. These factors should be investigated at more detailed stages of the project.

In general, TfL have an ambition for most Londoners to be within 400m of a bus stop.

Developers' Forum

The Spatial Framework has been informed by site promoter representations submitted to the Council during the Regulation 18 Local Plan consultation.

In addition, three sessions were held with site promoters and developers and their design teams to provide an opportunity for input and views to be shared on the emerging framework. An initial workshop focused on reviewing the emerging baseline analysis and a second and third on the emerging draft spatial framework approach.

Key comments raised through the engagement process include:

- welcoming the opportunity to collaborate
- comments that the Placemaking Area is large enough to establish a distinctive character, and should make efficient use of Green Belt release with high quality, modern forms of housing, not replication of suburbia
- support for increased densities close to local facilities and public transport corridors
- comments noting the need for specialist housing for older people (SHOP)
- comments noting the importance of delivering affordable housing and necessary community facilities, in line with identified needs
- comments noting that site allocations and phasing should take account of ownership boundaries to assist with delivery
- support for the proposed approach to sustainable movement connections north-south and east-west
- concerns regarding the extent of proposed development / Green Belt boundary noting that a more extensive development would have greater viability
- concerns regarding the potential landtake associated with the primary school, noting that this should have an efficient urban layout
- comments noting that further ecology work is being undertaken and will be made available to inform future development of the scheme proposals
- comments noting the importance of having clear guidance on required infrastructure and phasing as the project progresses, and the potential need for an equalisation agreement to support delivery of infrastructure.

Enfield Design Review Panel

The baseline analysis and the initial framework concept were presented to Enfield's Design Review Panel for review on the 29th June 2023 following a DRP Placemaking Area visit.

Key feedback from the review which took place in advance of the landscape sensitivity study included:

- support for the expansion of the Placemaking Area boundary to enable consideration of opportunities to the north and east of Salmon's Brook
- the need for landscape character and sensitivity to drive the extent and location of development
- a consensus that higher density development should be located along Enfield Road where it can benefit from good public transport access and proximity to services. Building heights of 4-5 storeys were indicated
- agreement that there appeared to be potential for development to the east of Salmon's Brook, subject to appropriate access arrangements
- a preference to reduce the extent of development (or remove development entirely) from the central part of the Placemaking Area (north of Merryhills Brook and west of Salmon's Brook) to retain the rural character of this part of the Placemaking Area
- mixed opinions as to the need for a bus route connecting north-south, but agreement that any through route should be for sustainable modes only and not for general traffic
- support for walkable higher density neighbourhoods that provide a range of house sizes and typologies, and appropriate community facilities.

Future consultation

In addition to the Local Plan Regulation 19 public consultation, it is recognised that further engagement and consultation with stakeholders and the public will be necessary as the Council and developers bring forward more detailed proposals for the Placemaking Area over time.

5.5 Evolution of approach in light of further evidence and feedback

Exceptional Circumstances

Further work in relation to landscape sensitivity and the Exceptional Circumstances Case has been undertaken by LBE following the stakeholder engagement. The findings of this work informed the final Strategic Framework proposals in the following manner:

- It is the Council's view that Exceptional Circumstances can not be demonstrated for the release of Green Belt in the northern part of the Placemaking Area. As a result the extent of development has been pulled back and is now proposed to the south of Hog Hill only.
- It is the Council's view that Exceptional Circumstances can be demonstrated for the release of Green Belt for development north of Enfield Road/south of Hog Hill, on the Trent Park Equestrian Centre, to the south of Enfield Road, and to the east of Salmon's Brook in the southern part of the site.
- The proposed north-south sustainable travel route is to be included within the proposals, with a focus on walking and cycling, and flexibility for bus travel should that be viable.

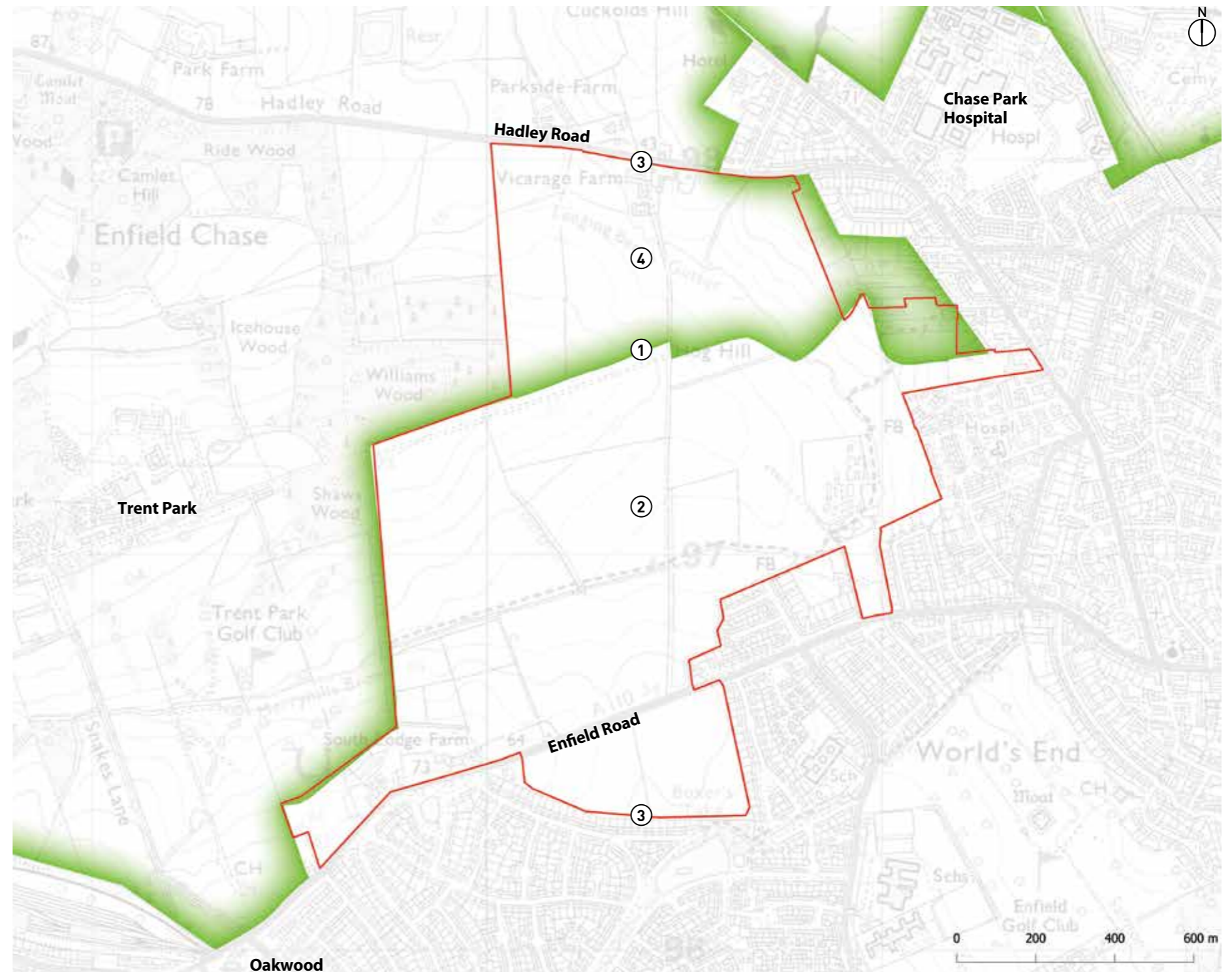
6.0 Illustrative spatial framework

6.1 Proposed planning boundaries

In response to the review of land availability, stakeholder feedback on the baseline findings and early capacity testing work, and the findings of Green Belt Exceptional Circumstances Case, the Local Plan Regulation 19 proposes the following boundaries at Chase Park. These form the basis for the Spatial Framework design proposals:

1. New Green Belt boundary, defined by the field boundaries running east-west from the Hog Hill ridgeline.
2. Land to the south of this is to be released from the Green Belt and is identified for built development together with green and blue infrastructure corridors, SINC and associated community facilities. This is focused on available land to the north and south of Enfield Road, which is accessible from Enfield Road. Land to the east of Salmon's Brook is accessible from The Ridgeway.
3. A wider Placemaking Area boundary incorporating both the land released from Green Belt for development and the publicly accessible green and blue infrastructure within Green Belt to the north, extending to Hadley Road.
4. The inclusion of retained Green Belt land within the Placemaking Area enables the delivery of compensatory enhancements to the Green Belt's landscape and accessibility in the north, tied to the delivery of built development in this south. This includes connected walking/cycling routes and a potential bus route towards Chase Park Hospital.

This joined-up approach to placemaking at Enfield's rural edge, maximises the public benefits of development for existing and future residents.



Proposed Placemaking and Green Belt boundaries

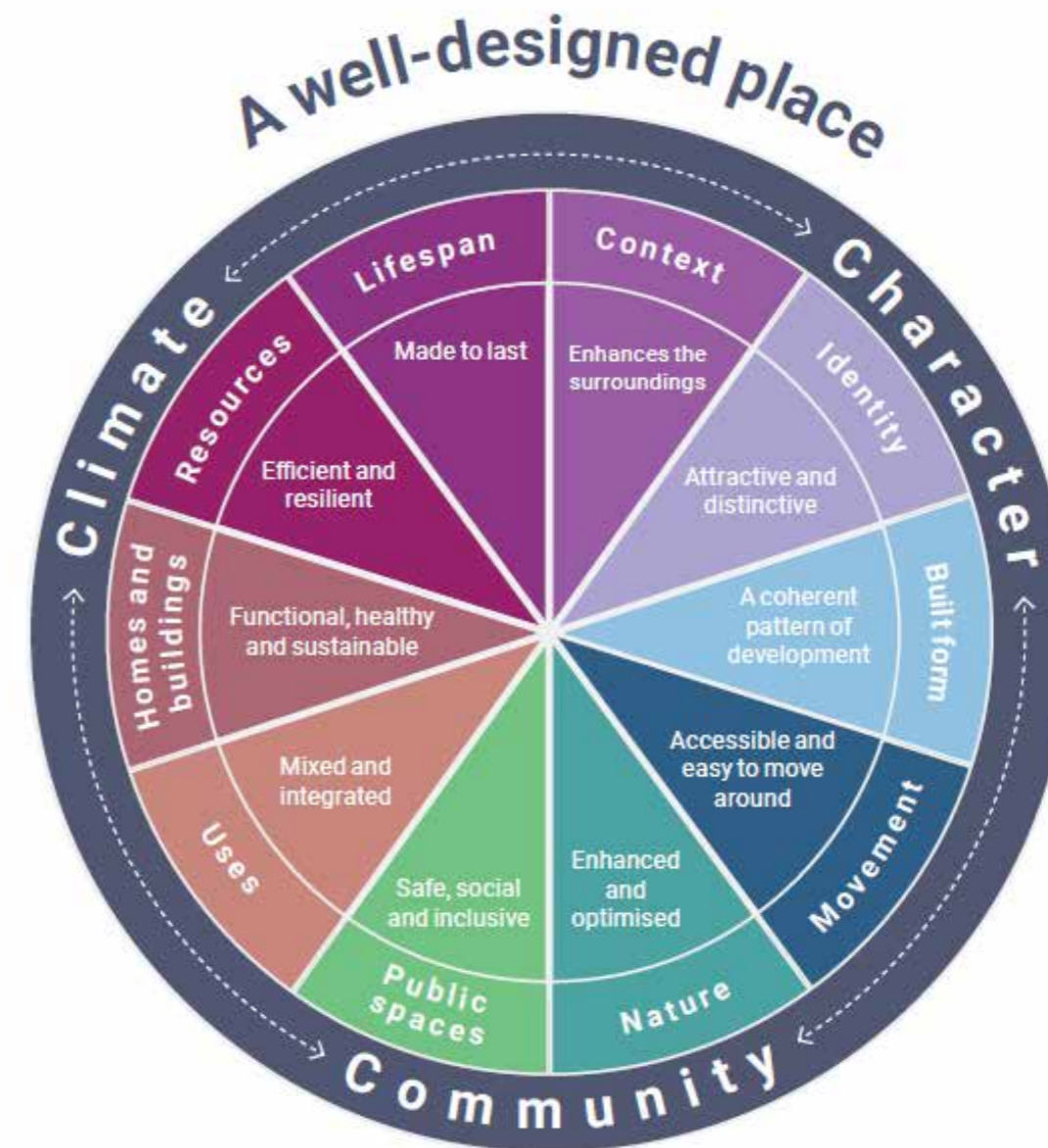
- Proposed Placemaking Area boundary
- Proposed new inner Green Belt boundary edge

6.2 Strategic design principles

National Design Guide

The Government's National Design Guide published January 2021 'addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics' (paragraph 9. NDG).

The spatial framework for Chase Park is structured by strategic design principles, reflecting the NDG's characteristics of well-designed places. These respond to the Vision set out in the draft Local Plan, and the Placemaking Area's particular character, context and opportunities.

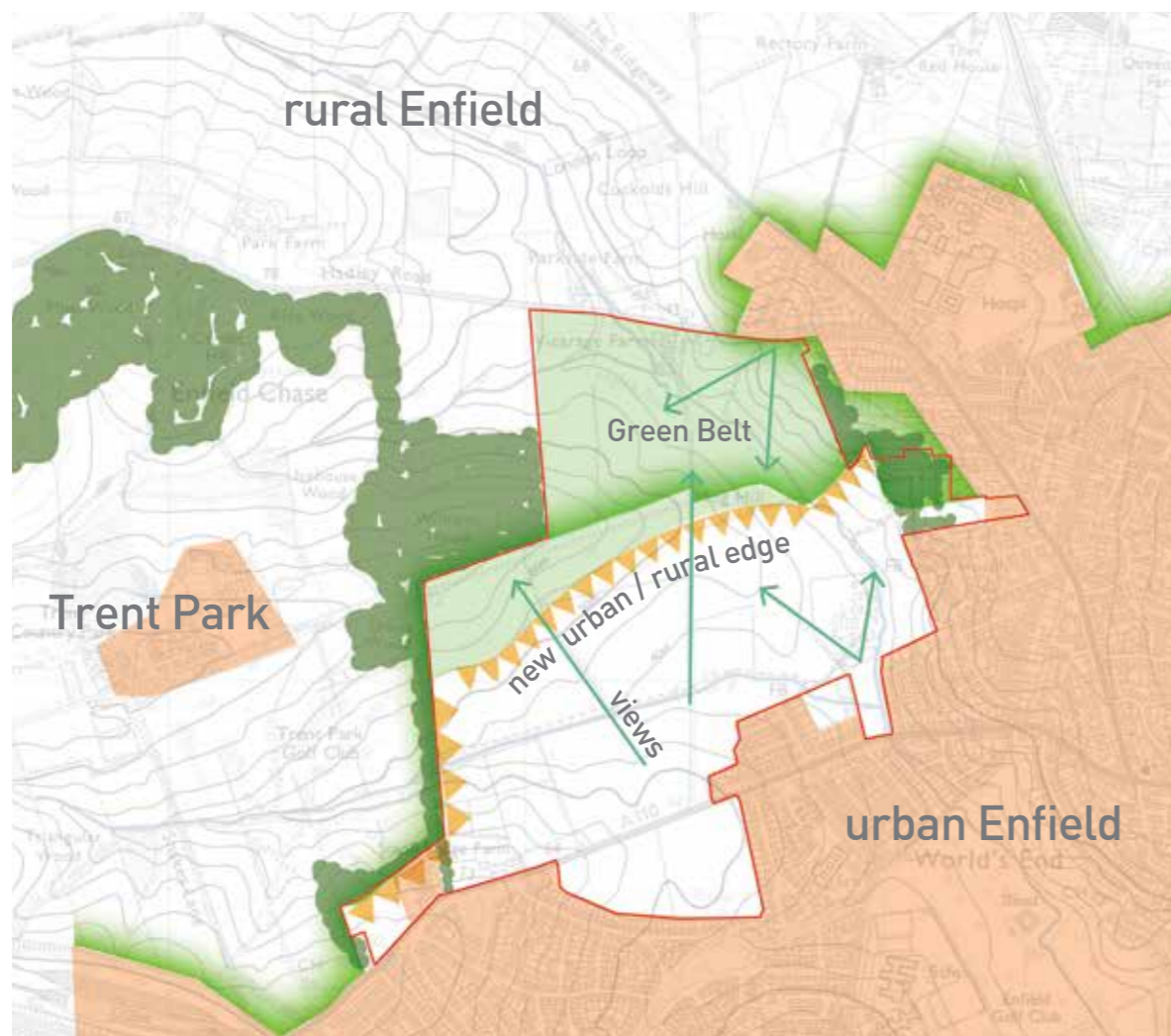


The ten characteristics of well-designed place, National design Guide 2021

Context – Evolution of the urban/rural edge

Built development will be limited to the area south of Hog Hill, adjacent to existing residential areas and local transport routes, and where it is less visible from the rural north.

- In addition to the retained Green Belt which is to become a country park, the upper slopes to the south of Hogs Hill will be kept as open parkland to retain visibility to the historic wooded backdrop of Trent Park's Williams Wood and Shaws Wood.
- Development will positively respond to and incorporate existing on-site features such as the SINC and brook corridors, and create appropriate edge relationships with the surrounding context.
- Green corridors following historic hedgerows will provide view corridors between the valleys and hillsides.
- Local history and heritage will be reflected in the creation of a Heritage Park at Slades Hill and through restoration of the Enfield Chase character in the retained Green Belt.

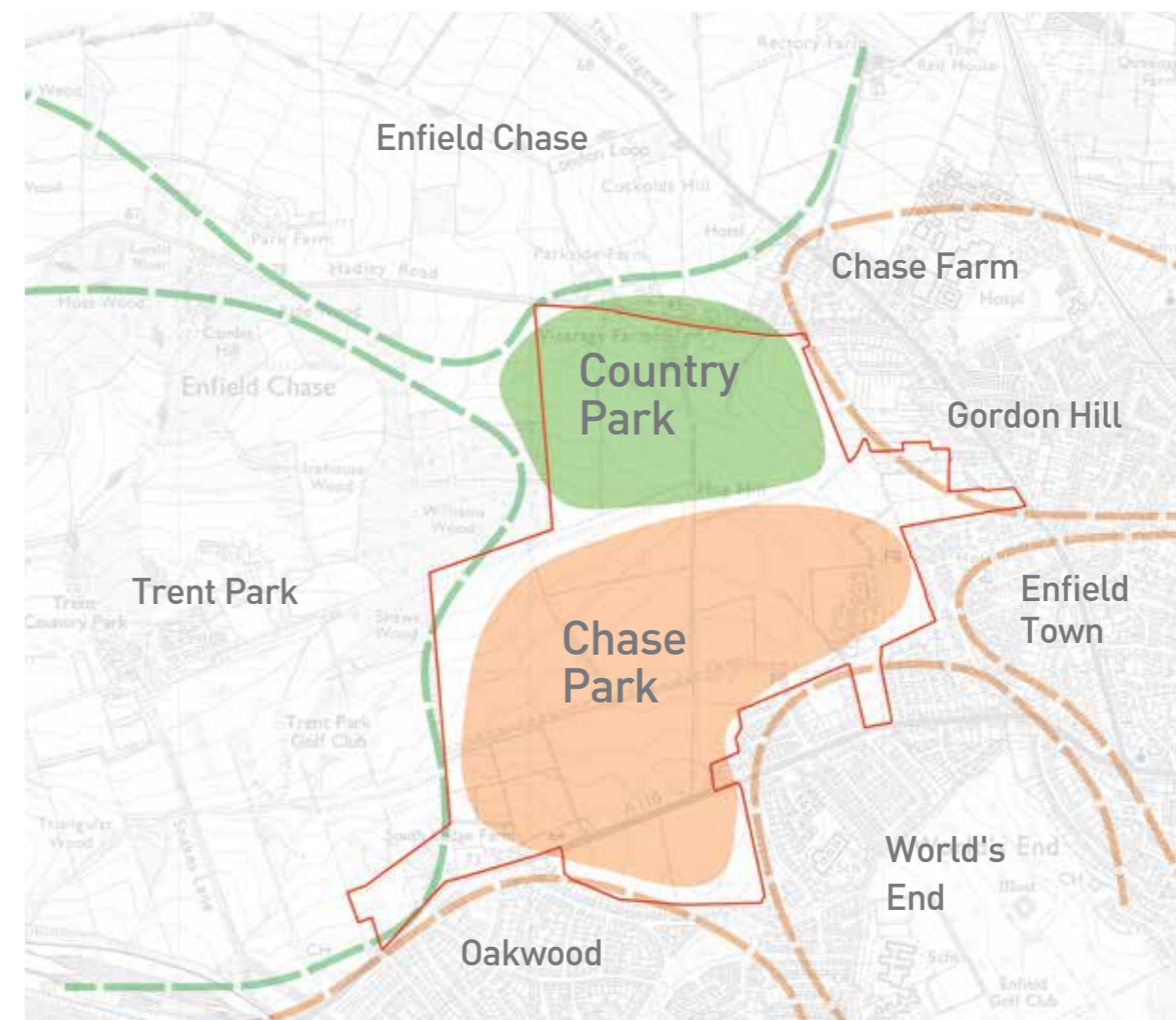


A new urban/rural edge

Identity – A distinctive urban neighbourhood

The new Chase Park neighbourhood will have a distinctive, attractive and coherent identity, with an urban scale which makes efficient use of former Green Belt land.

- Its character will be in contrast with, and complementary to, the surrounding low density suburbs.
- The northern part of the site will retain its open rural character as an extensive, Country Park with enhanced accessibility and biodiversity.
- Both parts of the Placemaking Area will be fully connected with the surrounding neighbourhoods and landscape.
- Integrated green and blue infrastructure, sustainability and creating a positive experience for pedestrians will be key drivers for the character of the neighbourhood.

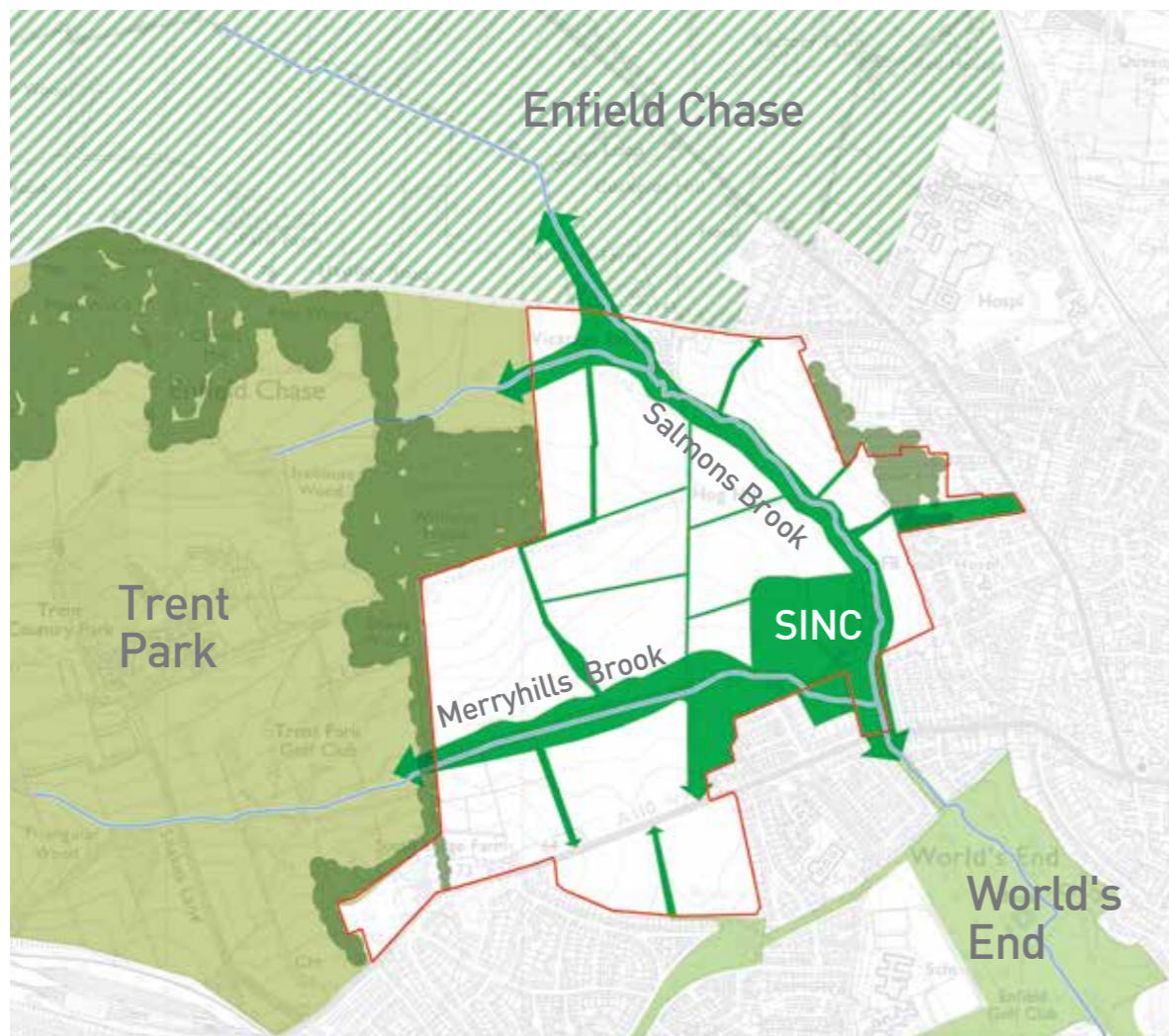


A distinctive urban neighbourhood

Nature – Brook corridors and Country Park

The landscape of Chase Park will be a defining characteristic of its sense of place.

- Salmon's Brook, Merryhills Brook, retained hedgerows, SINC and the former Slades Hill Camp heritage asset will be incorporated within green corridors and parkland providing a mosaic of habitats, sustainable drainage, play, leisure and active travel. These corridors will connect with the landscapes of the surrounding area.
- Biodiversity Net Gain will be delivered by the creation of new areas of woodland, grassland and wetland habitat within the Country Park and habitat buffers to existing woodland and brooks.
- The character of the development will respond to the hillsides and flatter valleys/ plateaus in layout and block typologies, making use of opportunities for basement parking where levels allow, and creating views between valleys and hillsides.



Retained brooks, hedgerows and SINC structure the Placemaking Area proposals

Uses – Walkable neighbourhoods

Neighbourhoods will be of a walkable scale, with community facilities in central, accessible locations to serve new and existing residents.

- A mixed use local centre and primary school will be located centrally, close to Enfield Road
- Additional smaller community hubs/local parades will form a local focus for the areas to the northeast and northwest of Merryhills Brook
- Walking and cycling connections to existing centres at Oakwood and Enfield Road will be created across the Placemaking Area.



New walkable neighbourhood

Movement – Enabling active, sustainable travel

Active and sustainable travel will be prioritised across the Placemaking Area

- PTAL levels will increase as a result of improved walking and cycling links to rail stations and bus stops, a new sustainable movement route for bus, walking and cycling connecting north across the site to Chase Park Hospital, and enhanced bus routes on Enfield Road, and
- High quality active travel routes (walking and cycling) will connect north-south and east-west, across all parts of the neighbourhood with pedestrians prioritised in the design of all streets and public realm. Existing cycle routes on Enfield Road will be improved with dedicated lanes provided wherever possible
- Vehicles will access the Placemaking Area from Enfield Road and the Ridgeway, with new junctions providing easy pedestrian and cycle crossings.

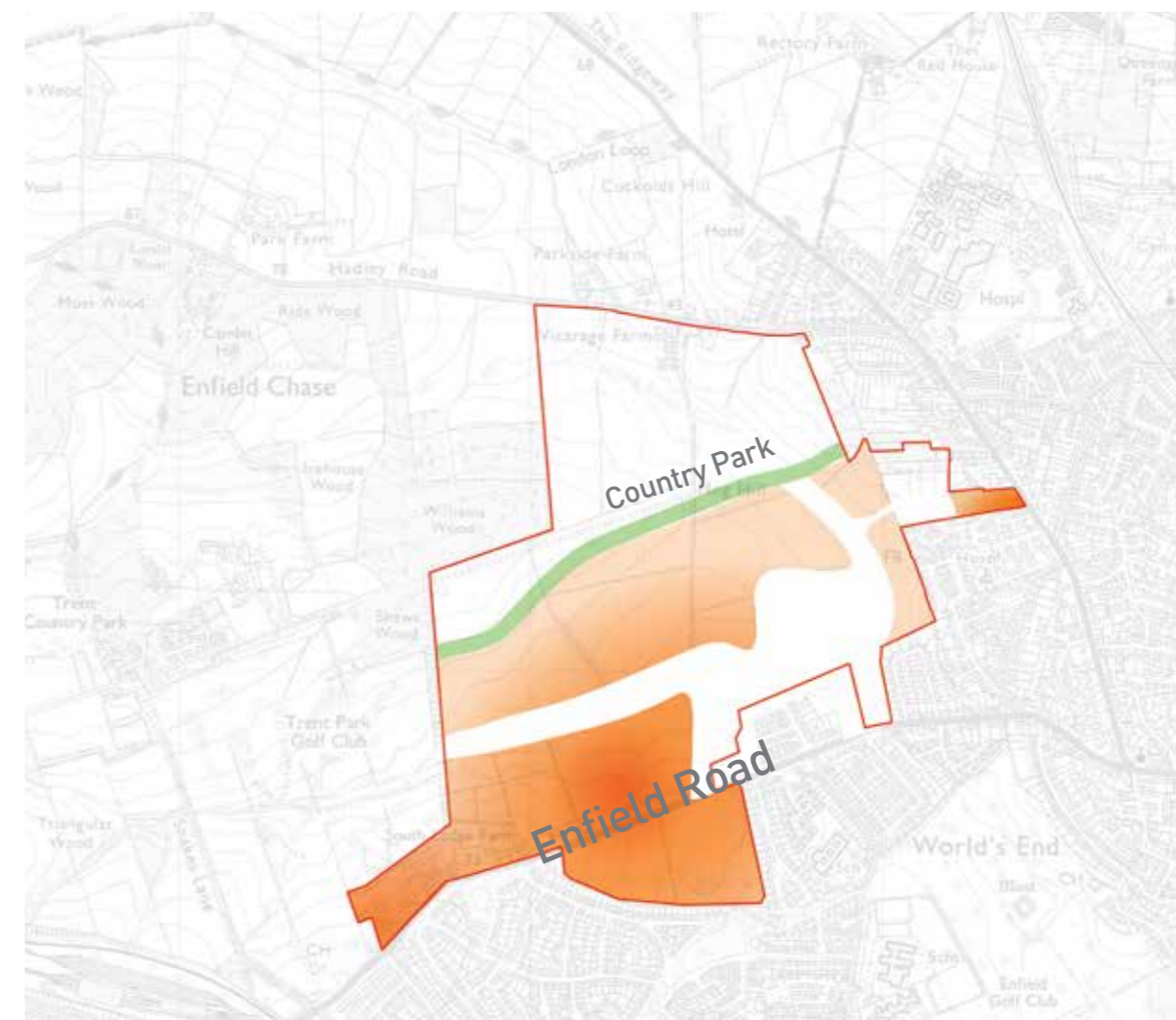


Connected walking and cycling links

Built form – Characterful streets

Built form and layout will respond positively to variations in topography and edge relationships

- Taller, denser urban form close to public transport corridors and the local centre
- A lower, looser urban form adjacent to the Country Park
- A permeable, legible layout with direct routes to public open spaces, local centres and public transport will encourage intuitive wayfinding
- The neighbourhood's sense of place will be strengthened by creating variation in built form, memorable features, views, spaces, uses and activities.



Variations in character and density across the neighbourhood

Homes and buildings – Meeting local needs

The Chase Park neighbourhood will provide a variety of housing sizes, tenures and efficient urban typologies to meet local needs

- Delivery of family and affordable housing is a key element of the exceptional circumstances case in support of Green Belt release.
- Placemaking approach will aim to deliver the London Housing Needs Assessment housing mix and increase the proportion of 3-4 bed properties in comparison with the overall borough wide need by 10%, in order to offset lower levels of larger, family housing being delivered in other more urban and dense developments.
- Placemaking Area is to include a wide variety of housing typologies including larger apartments, maisonnettes, terrace and townhouses, with some lower density housing responding to the site's context and edge relationships.



Kidbrooke Village, Greenwich



Play Zone, Hackney



Green network in Copenhagen

Examples of higher density residential buildings overlooking high quality, public spaces and landscapes

Public Space - Active, welcoming streets and spaces

Homes will front onto streets and overlook green spaces to support a welcoming, safe and active public realm

- A hierarchy of public spaces will be created from the Country Park, Heritage Park and green corridors to smaller public spaces, squares and pocket parks which will act as local focal points throughout the neighbourhood
- Trees will be planted on all streets and within public spaces for shading, air quality and climate change mitigation, and to create attractive streets and spaces of human scale
- Care will be taken to define public and private spaces at higher densities through high quality, appropriate boundary treatments.

Resources – Net zero carbon future

Sustainability will be embedded into all stages of placemaking:

- strategic planning of mixed-use walkable neighbourhoods
- creation of layout, form and mix of uses that reduces resource requirement
- net zero carbon buildings
- future connection to the Energetik heat network
- incorporation of sustainable drainage
- use of low impact, adaptable building forms, methods and materials.

Lifespan – Long lasting, adaptable communities

Chase Park's landscapes and buildings will be designed to be long lasting, adaptable, easy to use and look after.

- Development will be designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages
- Appropriate management will be put in place to ensure the development maintains its quality and character in the long term, with the involvement of users, owners, landlords and public agencies
- The proposed mix of community facilities, school and allotments combined with community stewardship as the neighbourhood is built out, will support the community in establishing a sense of ownership and belonging.



Cottonmill community and cycle hub, St Albans



Play in the Park community day, Aylesbury Garden Town (source: AVDC)



















Bramford Community Gardens, Wandsworth

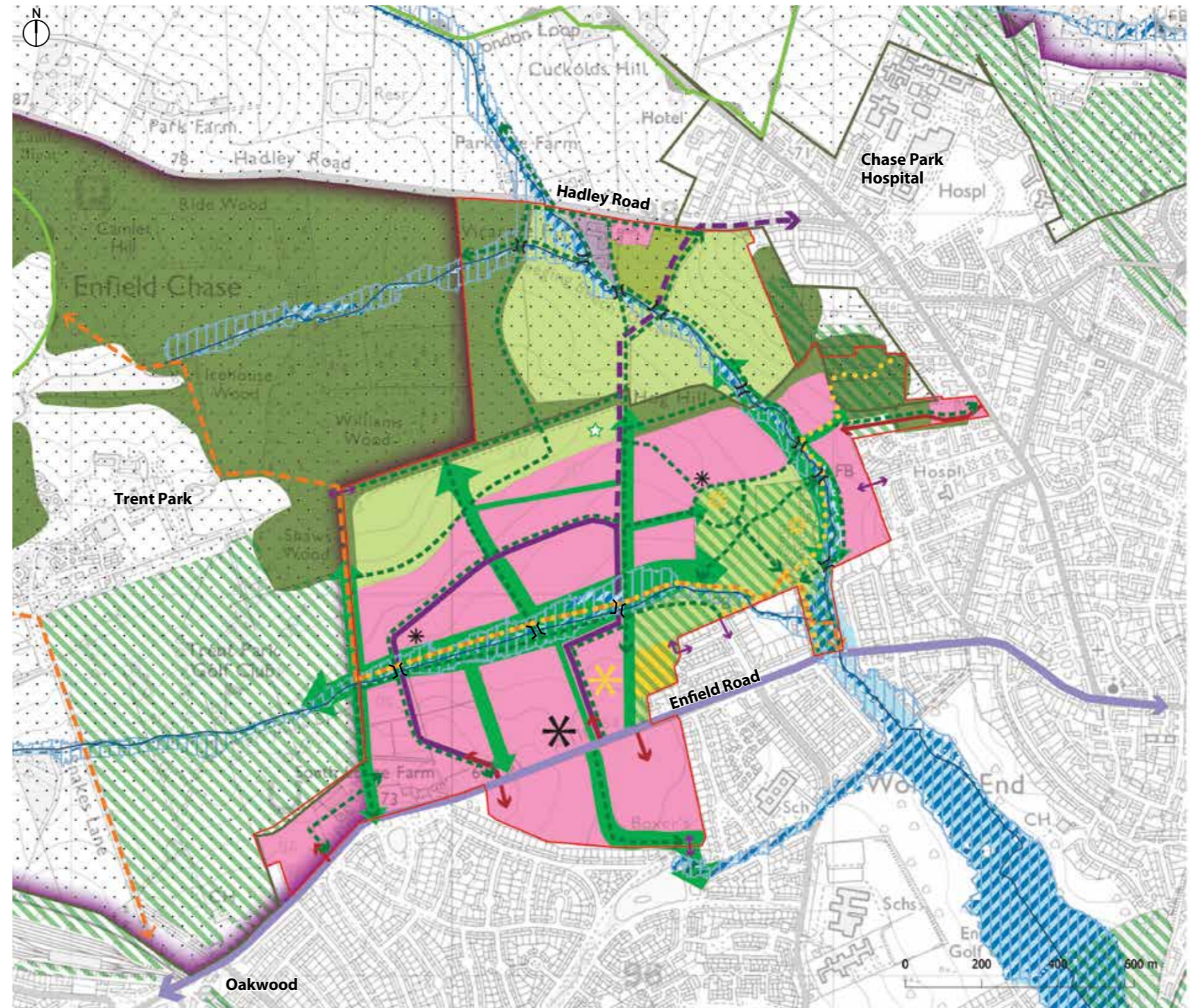
Examples of community involvement and stewardship

6.3 Framework plan

The draft policy for Chase Park Placemaking Area is supported by a framework plan which sets out the key spatial components which are to be delivered.

The plan brings together the strategic design principles to create a spatial concept for the long-term development of the Chase Park Placemaking Area.

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



Proposed framework plan for Chase Park

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



Illustrative sketch showing the proposed green corridor to the north of Merryhills Brook looking west

View location

6.4 Illustrative spatial framework plan

The framework plan overleaf is an illustrative masterplan showing one way in which the spatial design principles and vision for Chase Park could be delivered in line with the parameter plan.

It is expected that subsequent detailed planning and design work will refine the layout, in response to further technical information, detailed design studies and wider stakeholder and public input.

Key features of the framework plan include (see numbered locations on the framework plan):

Green and blue infrastructure

- ① The Borough SINC and flood zone (2 and 3) areas together with existing watercourses, high quality trees and field boundary hedgerows is retained and integrated within the layout as east-west and north-south, publicly accessible, green corridors.
- ② A Country Park is proposed in the northern part of the Placemaking Area with a natural parkland character; incorporating woodland, trees and hedgerows, wetland and grassland habitat, amenity green spaces, play areas and drainage attenuation.
- ③ Opportunity for an activity hub within the Country Park with equestrian uses, cycling, and farm diversification. The existing 'pick your own' fruit farm is adjacent, to the north of Hadley Road.
- ④ The highest point of the Placemaking Area will become a hill top view point providing local views across the country park and long-distance views towards London skyline.
- ⑤ Former Slades Hill Military Camp and Battery and SINC habitats will be incorporated into the landscape design of the 'Slades Hill Heritage Park' overlooked by the community hub.

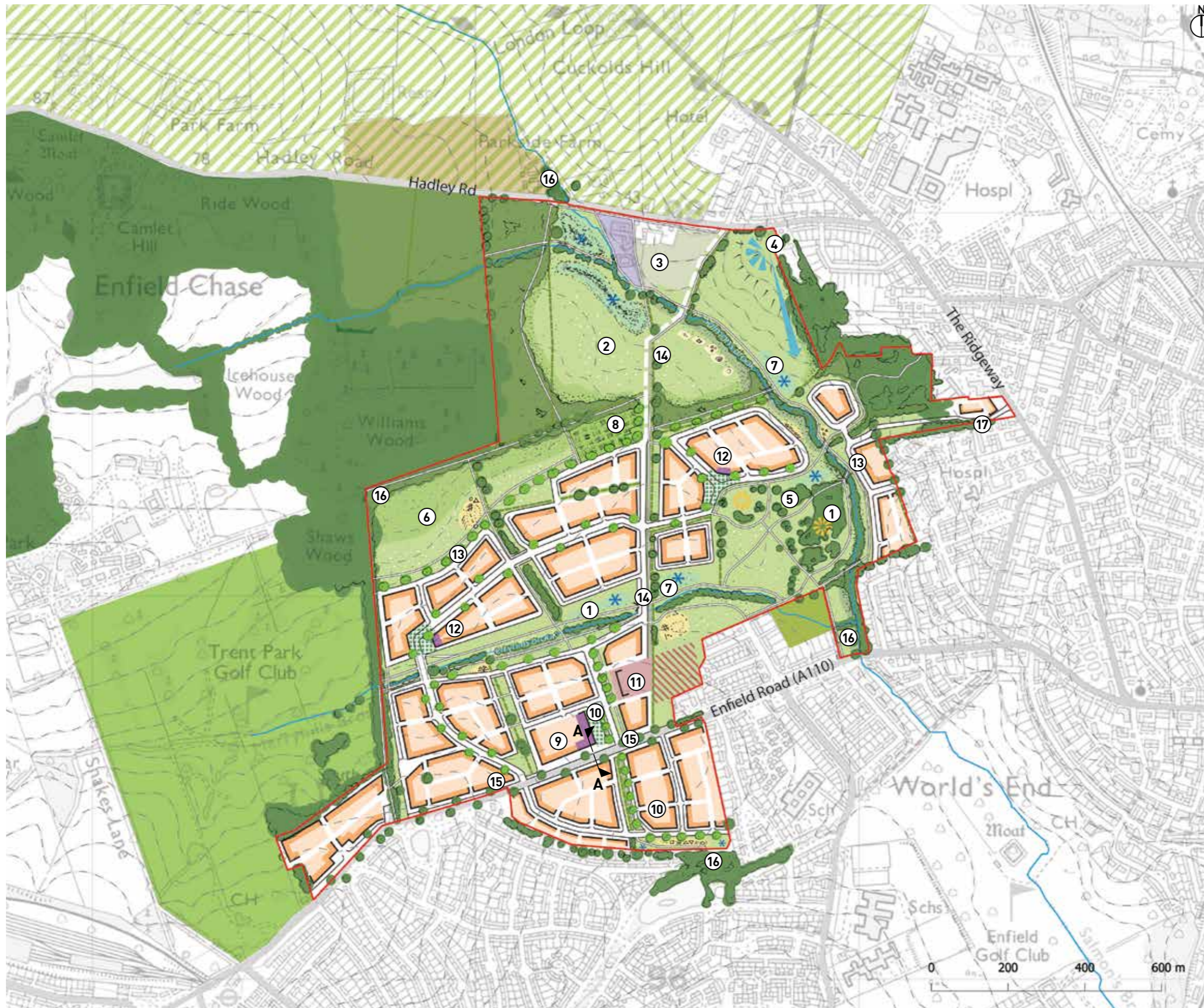
- ⑥ Open parkland on the hillside adjacent to Trent Park's Williams Wood and Shaw's Wood will provide an appropriate setting to these historic managed landscapes.
- ⑦ Sustainable Drainage System (SuDS) features will be integrated into green spaces and residential areas, providing wetland habitats alongside surface water flood mitigation, in line with wider Salmon's Brook naturalisation proposals.
- ⑧ Allotments and orchard will provide opportunities for community food growing.

Mixed use neighbourhood

- ⑨ Higher density residential properties will front onto Enfield Road, creating an urban character. The street itself will be redesigned to accommodate bus lanes, segregated cycling and walking routes and pedestrian priority crossings. Trees to be retained wherever possible and incorporated into the street design.
- ⑩ A mixed use local centre at the entrance to the Placemaking Area off Enfield Road will front an urban square and comprise essential retail, food and drink, and non-retail services such as a post office or a parcel collection point, cycle hub and flexible community space.
- ⑪ A new three form entry primary school will be created opposite the local centre.
- ⑫ Two locations are identified for small-scale non-residential uses adjacent to green spaces. These will be local community hubs providing small scale retail and services such as a convenience shop, café/restaurant, workspace or community space for example.
- ⑬ Building heights reduce further away from Enfield Road and close to the proposed country park.

Movement

- ⑭ A sustainable movement route (cycle, walking and potential bus route) will connect the new residential areas with the Country Park, Chase Farm Hospital and nearby schools, to support a reduction in car dependency. The alignment of this route generally follows a historic lane crossing the site.
- ⑮ Primary vehicle access is via new junctions onto Enfield Road and connecting tree-lined boulevards serving the north and south of Enfield Road. The northern boulevard will be designed for potential use as a bus route.
- ⑯ Enhanced walking and cycling access to Trent Park, London Loop, and existing neighbourhoods to the east and south, including Chase Farm Hospital, Enfield Town and Boxer's Lake open space, will be created on the street and green corridor networks throughout the site.
- ⑰ New east-west walking and cycling link across Salmon's Brook to The Ridgeway. Vehicle access from The Ridgeway will be limited to development east of Salmon's Brook.



- Proposed placemaking boundary
- Existing
- Woodland
- Trees
- Hedgerow
- Watercourse
- Views
- Allotments
- Trent Park Golf Club
- Parkside Farm Pick Your Own
- Equestrian uses
- Farm
- Proposed
- New residential with indicative frontages
- Mixed use local centre
- Primary school
- Potential for offsite school/community playing fields*
- Woodland planting
- Meadows / grassland
- Transitional habitat (woodland edge)
- Allotments and community orchard
- Urban square
- Play area
- Heritage interpretation
- Key footpaths
- Trees
- Wetland / SuDS (indicative)
- Chase Park restoration project

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

Illustrative framework plan (refer to previous page for description of numbered features)



View location



Illustrative aerial sketch showing the view north west across the Placemaking Area

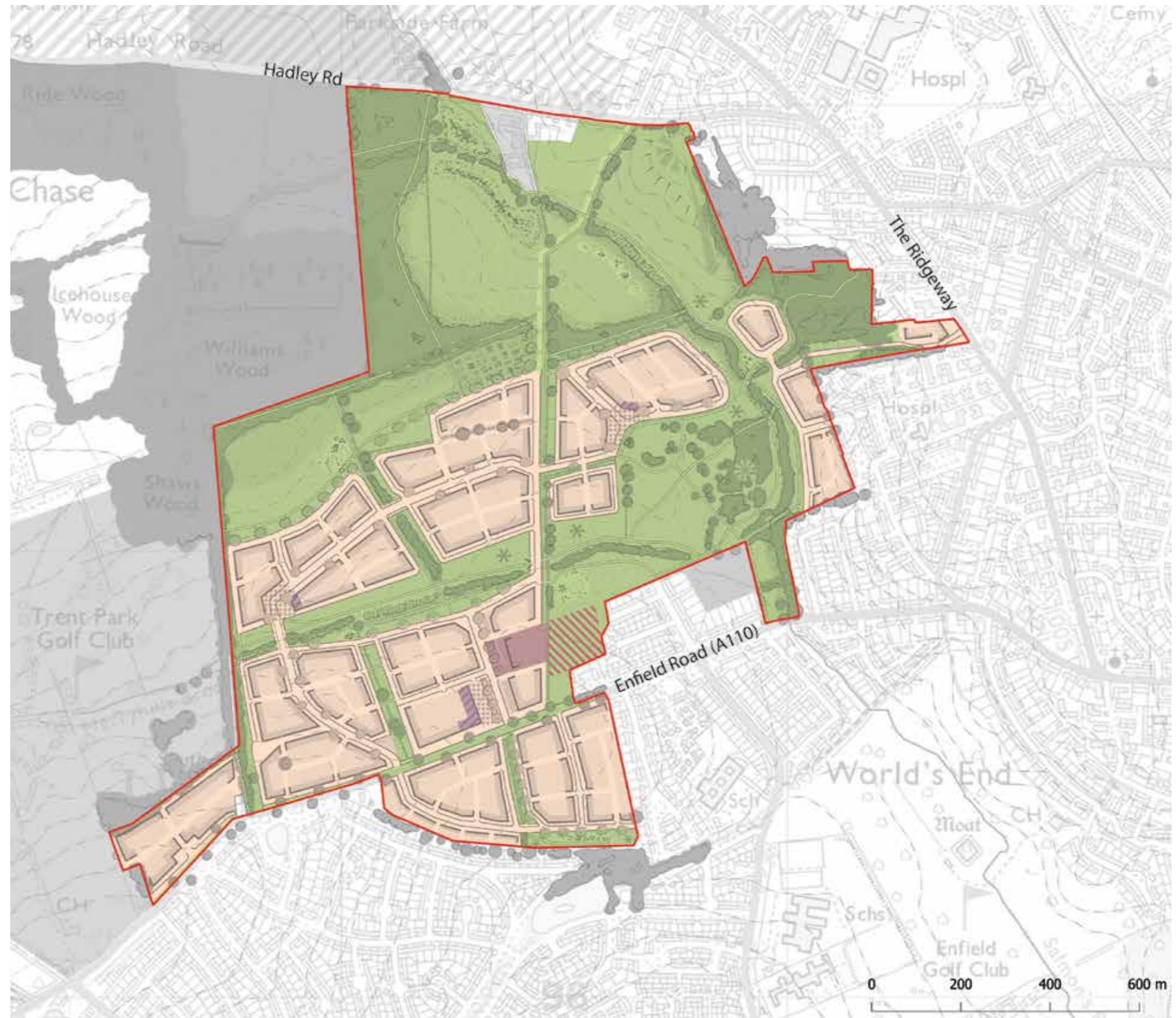
6.5 Illustrative land use strategy

Illustrative land use budget and mix of uses

Based on the illustrative spatial framework, development and new publicly accessible green spaces are indicated on approximately 165 hectares of land, broken down as follows:

Description	Approximate area
Green and blue infrastructure, and other non-developed areas	~ 97 ha
Gross developable area including:	~ 68 ha
Residential area	~ 66 ha
Mixed use local centres area	~ 1 ha
Primary school area	~ 1 ha

A further 2 ha of land is occupied by existing residential and agricultural properties which it is assumed will be retained.



Illustrative land use strategy

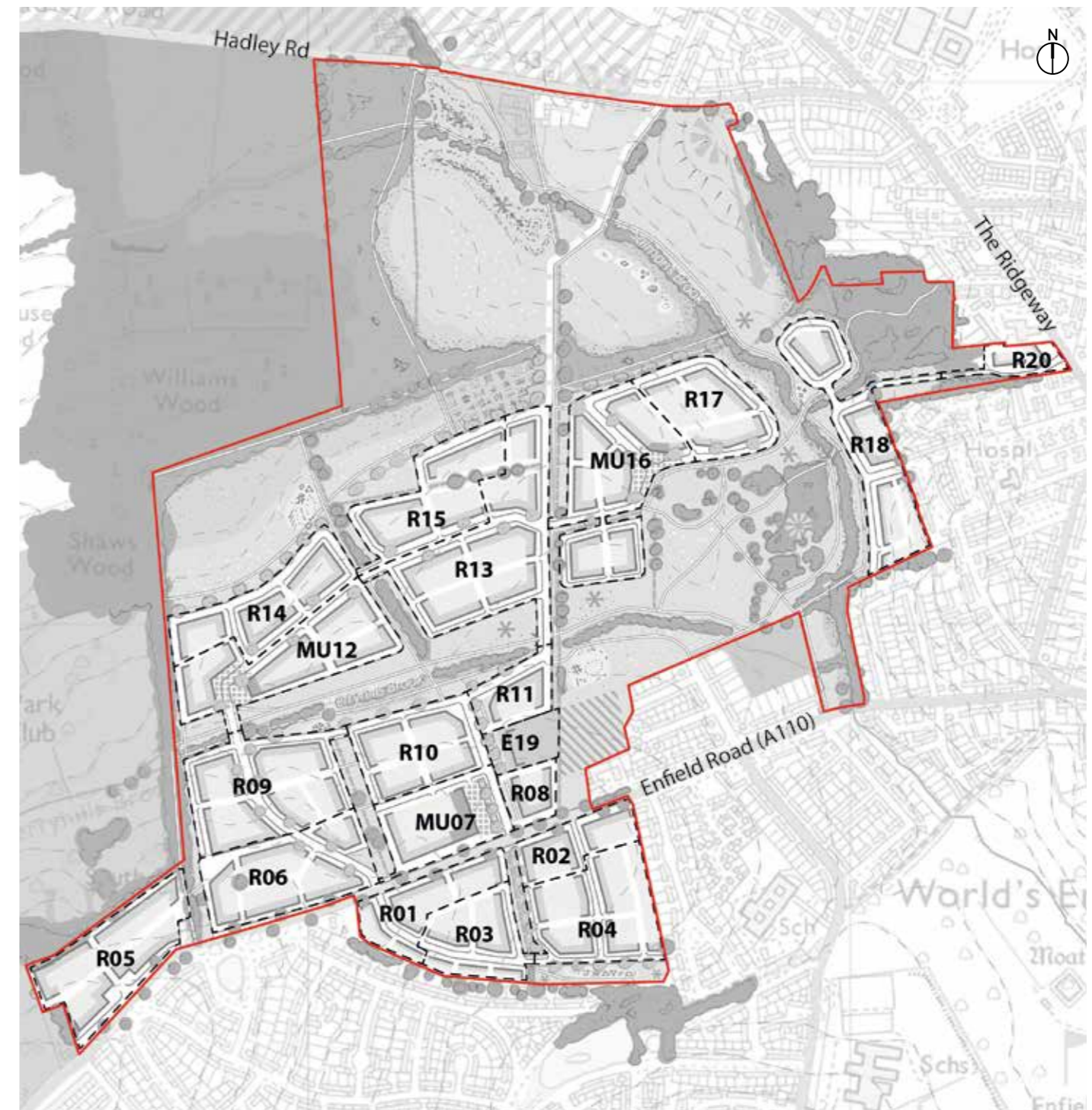
- Proposed placemaking boundary (167 ha)
- Residential, local centres, small-scale non residential (approx.. 67ha)
- 3FE primary school (approx.. 1 ha)
- Potential school playing fields within SINC (approx.. 1.5 ha)
- Green and blue infrastructure, and non-developed areas (approx.. 97ha)
- Local centre ground floor uses
- Existing farm

Site capacity estimate

The proposed extent and arrangement of land uses generates an estimated site capacity of approximately 3765 homes, based on the development parcels shown below.

Recognising the high level nature of the current design work and constraints analysis, a gross to net area assumption of ~85% has been applied prior to the calculation of unit numbers. This provides flexibility/contingency to accommodate localised constraints, site conditions and infrastructure requirements which may emerge through subsequent detailed work. Refer to page 49 for more information on densities.

Development parcel ID (for capacity testing only)	Area (ha)	Net developable area @ 85%	Net proposed mixed use local centres area (ha)	Net proposed primary school area (ha)	Net proposed residential area (ha)	Proposed average residential density (dph)	Estimated residential capacity (units)
R01	2.4	2.0			2.0	87.5	178
R02	1.9	1.6			1.6	87.5	140
R03	2.6	2.2			2.2	62.5	136
R04	4.2	3.6			3.6	62.5	222
R05	4.1	3.5			3.5	87.5	304
R06	4.4	3.8			3.8	87.5	328
MU07	3.1	2.6	0.55		2.1	87.5	215
R08	1.0	0.9			0.9	87.5	75
R09	5.2	4.4			4.4	62.5	276
R10	3.4	2.9			2.9	62.5	183
R11	1.5	1.3			1.3	62.5	82
MU12	4.8	4.1	0.1		4.0	62.5	252
R13	6.6	5.6			5.6	62.5	352
R14	3.6	3.1			3.1	45.0	138
R15	3.9	3.4			3.4	45.0	151
MU16	5.8	4.9	0.1		4.8	62.5	303
R17	3.2	2.7			2.7	62.5	171
R18	4.3	3.7			3.7	45.0	165
E19	1.1	0.9		0.9			
R20 (former Arnold House)	0.9	0.7			0.7	129.7	95
Total	68.1	57.8	0.8	0.9	56.1	~67	3765



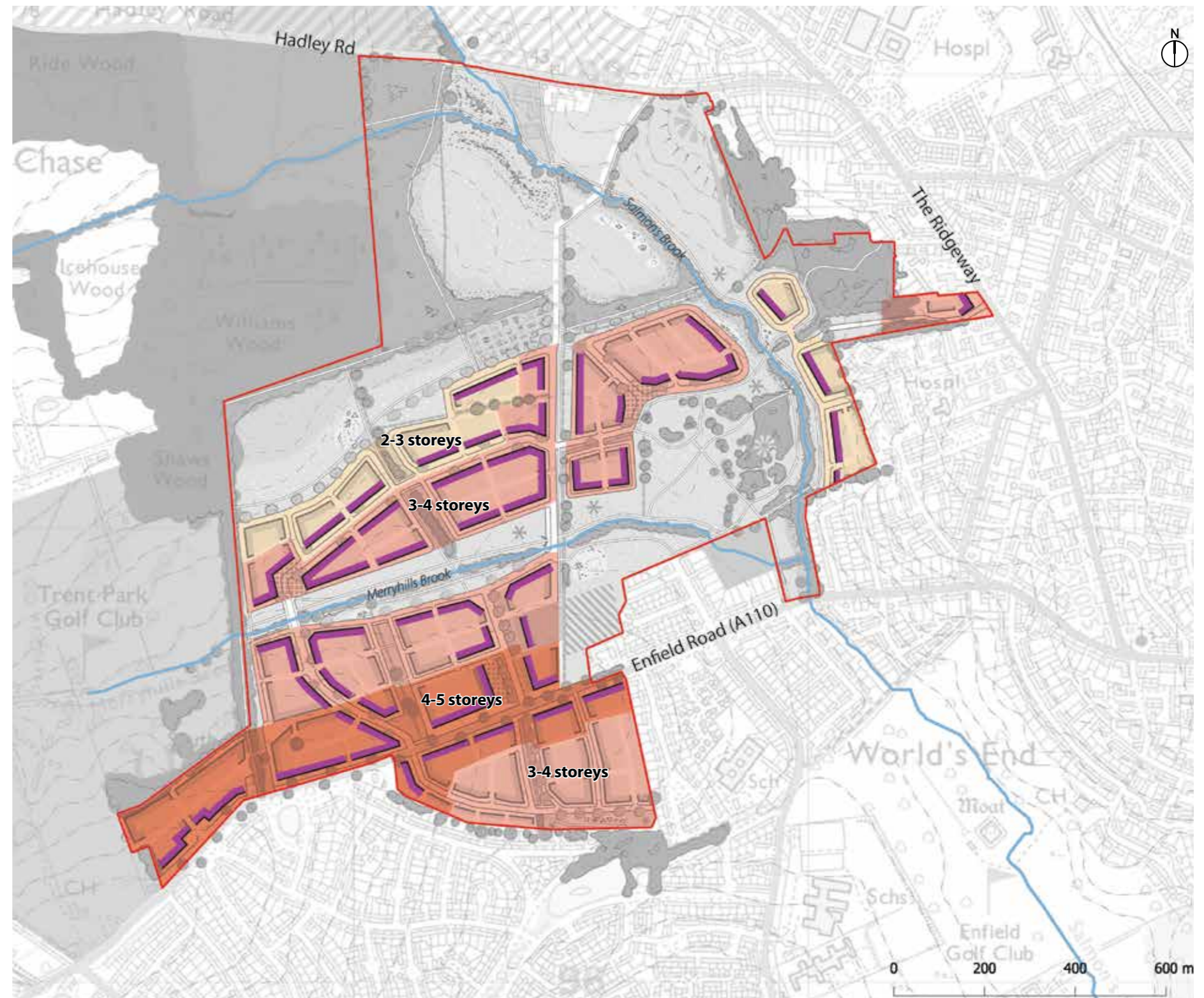
Parcel boundaries Development parcel boundaries

6.6 Residential character

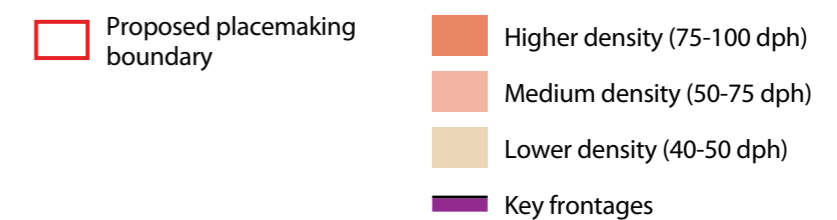
The following principles are proposed in relation to character, density and height of residential development across the development:

- Character should move away from suburban low density typologies in order to make more efficient use of former Green Belt land with greater density and compactness, supporting walkable neighbourhoods.
- Character-led approach reflecting variations in existing character and context, with densities across the Placemaking Area ranging from 40-100 dph.
- Building heights ranging from 4-5 storeys along Enfield Road, 3-4 storeys in the interior of the sites, and 2-3 storeys fronting towards Trent Park and to the east of Salmon's Brook.
- Lower density housing may be necessary where abutting existing low density development in order to create a successful transition.
- Provision of a wide variety of housing typologies including larger apartments, maisonnettes, terrace and townhouses, with a focus on providing larger family properties of 3-4 bedrooms (around 70%) in line with London Housing Needs Assessment and local objectives.
- Housing for elderly people should be considered as part of the overall mix.
- London Plan levels of private amenity space to be exceeded wherever possible.

The examples overleaf illustrate recently delivered schemes in outer London and Enfield with a similar density and housing mix to that proposed at Chase Park.



Illustrative proposed densities and building heights



Residential precedents: outer London family housing

Millbrook Park, Barnet - lower density area

- Edge of Green Belt location (former barracks)
- Parking ratio: 2.1 per home
- Housing mix: 14%2b, 72%3b, 14%4b
- Net density: 50 dph



Edgware Evolution

- 279 homes
- Parking Ratio 1 per home
- Housing Mix 20%1b 24%2b 24%3b 32%4b
- Net density: 66 dph



image source: Tim Crocker, MacCreanor Lavington

Millbrook Park, Barnet - mid density area

- Edge of Green Belt location (former barracks)
- Parking ratio: 1.2 per home (underground using slope)
- Housing mix: 26%1b, 45%2b, 11%3b, 18%4b
- Net density: 88 dph



Residential precedents: new housing in Enfield

Dujardin Mews

- 38 units social housing delivered by Enfield Council
- Housing mix: 16% 1b, 21% 2b, 53% 3b, 10% 4b
- Parking: 0.7 per home
- Density: 48 dph on 0.79 ha



image source: Tim Crocker, Mark Hadden and Emanuelis Stasaitis MacCreanor Lavington

Bowles Square

- 150 affordable homes
- Housing mix: 15% 1b, 40% 2b, 15% 3b, 29% 4b
- Parking ratio: 1 per home
- Density: 72 dph on 2.1ha



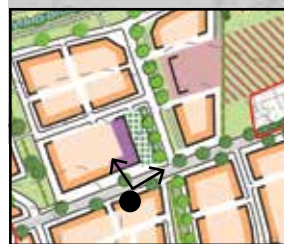
image source: HTA, Notting Hill Genesis

New Avenue

- 502 homes, community centre, energy centre
- Housing mix: 25% 1b, 6% 58% 2 b, 17% 3b
- Parking ratio: 0.57 per home
- Density: 117 dph on 4.3 ha



image source: HTA, Countryside Properties



View location

Illustrative sketch showing the proposed local centre on Enfield Road, looking north towards the primary school



1:10,000

6.7 Community infrastructure

The following non-residential uses and community infrastructure are proposed:

- Provision of a new local centre on Enfield Road, located around 800m from the existing Oakwood local centre and Enfield Road parade.
- The local centre is to include space for small scale employment/flexible workspaces, local convenience shops, food & drink, flexible community meeting space/hall and a hub for community services/healthcare provision.
- Adjacent to the local centre a 0.9 ha site is identified for a 3 form entry primary school, or a 2 form entry primary school with space to accommodate specialist SEND provision. Opportunities should be explored to provide school Hall facilities for evening community use. Adjacent open space within the SINC has potential for outdoor sports pitches and habitat areas for shared use by the school and community.
- Additional local community hubs serving the north west and north eastern parts of the Placemaking Area with 2-4 units comprising retail, food & drink, convenience store, or services.
- Future detailed masterplanning should consider opportunities for multi-generational community infrastructure outside the defined local centres and community hubs such as playable landscapes, flexible meeting places and community projects.
- The delivery of community infrastructure is to be phased with the delivery of new homes.



Potential approach to community infrastructure

Education

Planning school places is a dynamic process based upon a range of factors. As a result, the Council's strategy is regularly refreshed. By taking this approach, the Council will manage the provision of sufficient places to meet demand over the plan period.

The amount of new housing development planned for the borough is a key factor in planning school places, along with evidence of demography, family sizes and spatial proximity of existing services and facilities.

The analysis identifies that projecting forward there would be insufficient places within local primary schools to meet the expected demand for additional capacity that the Chase Park allocation could generate. The analysis suggests that secondary school place provision could be accommodated within existing nearby schools.'

The resulting need for school places from the development as a whole requires up to 3FE of primary school provision (to include SEN facilities). This should be provided in the Placemaking Area to ensure the school places are located within a suitable distance of homes and to provide safe, secure sustainable routes to school.

In line with space standards set out in Building Bulletin 103, around 0.9 hectares of land has been identified within the Spatial Framework for the primary school. It is assumed that this will take form of a 2-3 storey building, to make efficient use of the available land. It is assumed that any requirement for soft outdoor P.E. space and habitat areas would be located in the adjacent SINC and available for public use, subject to appropriate SINC compensatory enhancements.

The size, location and design of the primary school is indicative and is expected to be refined at later stages of the planning process in consultation with LBE Education Officers.



Urban primary school precedent: Edith Neville Primary School, Camden (source: NLA Kilian O'Sullivan)

Local Centres

Feedback from the Council has confirmed a lack of flexible community space at present in the north west of the borough. The provision of additional community space would be helpful in meeting future needs. Ideally, it should be able to accommodate the following:

- Faith groups
- Community groups
- Multi-functional spaces which can be sectioned/divided
- Dance/movement
- Meetings/workspace

The flexible space could be accommodated as part of a local centre for Chase Park, centrally located to ensure optimum accessibility for all.

The local centre should also include local convenience retail provision to meet day to day needs of the community along with potential employment space for start ups and/or serviced workspace.

Health and well-being

Feedback from the Council has confirmed a number of priorities for the future health and well-being of communities within the borough.

It will be important for the development to prioritise healthy and active movement, both within the Placemaking Area through walkable neighbourhoods, as well as providing high quality external spaces and routes which are safe, secure and well-shaded and which connect into wider strategic routes and open spaces. Improving tree canopy cover/shading to key public areas/routes will be included.

Further discussions with the Integrated Care System/health providers should take place to explore the potential for on-Placemaking Area health facilities. These could be included within the local centre.



Mixed use local centre precedent: East Village, Queen Elizabeth Olympic Park, London (source: QEOP)

6.8 Illustrative landscape strategy

Green and blue infrastructure will form a defining characteristic of Chase Park's neighbourhoods. Within the developed part of the site, wide green corridors containing Salmon's Brook and Merryhills Brook will lead to the heritage park which comprises the improved habitats of the SINC, and new interpretation of the former Slades Hill military camp and battery.

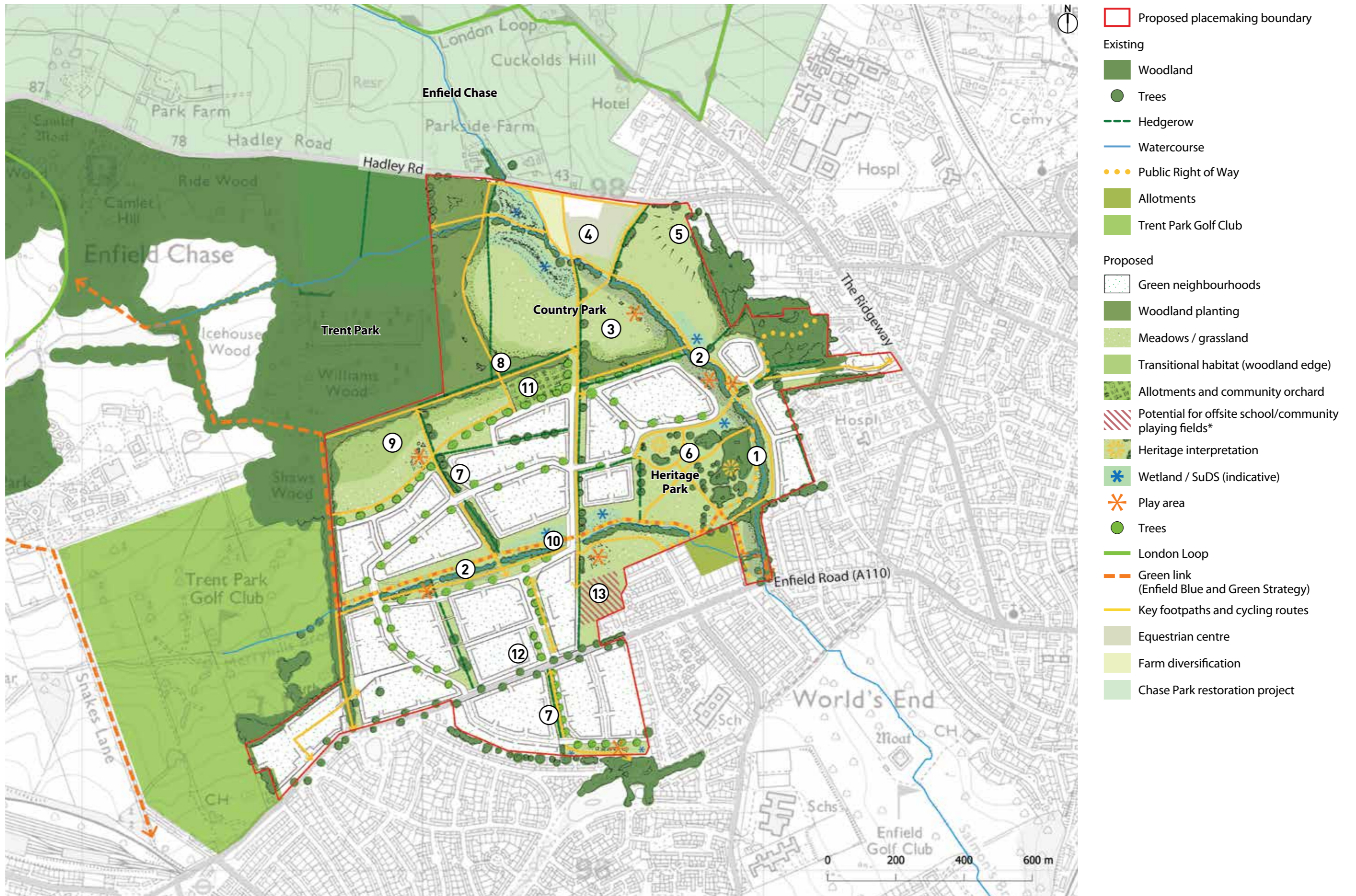
The northern part of the site is to be retained as Green Belt and is to be opened up as a Country Park, enhancing accessibility and biodiversity, and connecting with Trent Park to the west and the restoration of Enfield Chase to the north.

Key features of the landscape strategy

See numbered locations on the landscape strategy plan:

- ① Retention and incorporation of the landscape structure of Merryhills and Salmon's Brooks, SINC and hedgerows into the design of the neighbourhood with suitable habitat buffers.
- ② Creation of green corridors adjacent to the brooks. These will be multi-functional landscapes incorporating:
 - brook naturalisation
 - flood mitigation/SuDS.
 - leisure walking and cycling routes with connectivity to Enfield Chase, the London Loop and local attractions such as Trent Park, Parkside Farm Pick Your Own.
 - children's play
 - grassland and wetland habitat creation
 - informal outdoor leisure space
- ③ Creation of a new Country Park, potentially as an expansion of Trent Country Park or Enfield Chase, with a naturalised landscape of woodland, grassland, hedgerows, brooks and wetlands. The creation of new and improved habitats will support the delivery of Biodiversity Net Gain in line with national and local standards.
- ④ Opportunity for Country Park leisure and equestrian activities at Vicarage Farm
- ⑤ Creation of a view point with long distance views to the London City skyline
- ⑥ A heritage park will be created enabling public access and interpretation of the Slades Hill military camp remains. The surrounding landscape is designated SINC and the landscape of the park will be managed to enhance biodiversity while enabling appropriate levels of public access. A community hub overlooking the park will provide a focus for activity.
- ⑦ High quality existing trees and hedgerows will be retained within public green corridors providing movement corridors for wildlife.
- ⑧ Expansion of woodland and additional tree planting along hedgerows to the east of Williams Wood and on the slopes of Hogs Hill will create functional ecological corridors connecting the woodland to the Brook corridors and woodland expansion proposed to the north west of the Placemaking Area; will capture carbon; provide further screening of development to the south and frame the Country Park.
- ⑨ Transitional habitats and grassland will be created adjacent to the woodland edges to further expand ecological corridors and diversify habitats.
- ⑩ View corridors along the valleys and green corridors will provide visual connections between the landscapes of the Placemaking Area.
- ⑪ Allotments and community orchard will provide opportunities for community food growing.
- ⑫ Enfield Road provides an opportunity to act as a gateway to Chase Park with high quality landscape design to create a sense of arrival to the development and high quality public realm at the local centre.
- ⑬ Potential for shared use primary school / community playing fields within the designated SINC, in areas identified through further field surveys as having lower ecological value, and subject to compensatory enhancements to habitat within the SINC and the wider Placemaking Area.

Across the development 'green neighbourhoods' will provide street trees and planted SuDS features, pocket parks and play space, communal and private gardens, roof gardens, green roofs and community growing opportunities. Built development will front onto and frame public squares and open spaces.



Illustrative landscape strategy



Precedents for semi-natural landscapes incorporating SuDS/wetland, natural play, community food growing and public art



Illustrative sketch showing the view across the Slades Hill Heritage Park & SINC towards the community hub

View location

Formal open space provision

The development of Chase Park will need to provide sufficient and high quality recreational facilities to serve the increased resident population. The required quantum of formal open space will be agreed in subsequent stages of planning and design but may include a requirement for:

- Parks and Gardens
- Natural spaces
- Amenity spaces
- Sports pitches
- Play areas
- Allotments/food production

The Spatial Framework Plan provides an integrated network of green infrastructure, including the potential to accommodate a range of public open space, sport and recreation typologies.

Green infrastructure enhancements

Enhancements to green and blue infrastructure across the Placemaking Area proposed in the Spatial Framework would support the delivery of biodiversity net gain.

Within the southern part of the site this includes:

- retention of woodland, hedgerows and trees wherever possible
- compensatory planting within the site for any trees and hedgerows lost, for example to enable a change of character along Enfield Road, or where access is required
- creation of habitat rich green corridors along Merryhills and Salmon's Brooks
- creation of transitional woodland and grassland habitats adjacent to Williams and Shaws Woods
- enhanced management of SINC habitats
- increasing GI connections between existing designated and priority habitats including between Trent Park and the Rifles SINC
- a programme of treatment for invasive species to improve the quality of existing ecological features and designated sites.
- an enhanced network of public rights of way, footpaths and cycleways.

Retained Green Belt in the northern part of the Placemaking Area will be improved for biodiversity and accessibility delivering compensatory enhancements including:

- creation of a publicly accessible Country Park on land which currently has limited public access
- creation of a new north-south sustainable travel route and new public rights of way connecting existing and proposed residential areas with the Country Park and connecting with Trent Park, Enfield Chase and the London Loop
- expansion of existing woodland through new areas of planting creating connected habitats across the Green Belt
- introduction of further woodland planting and wetland habitats to reduce flood risk situated along the Merryhills Brook and Leeing Beech Gutter. The creation of wetland scrapes (seasonal wet features) to provide valuable habitats and nature recovery along these watercourses.
- enhancements to the existing hedgerow networks to maintain connectivity through the wider landscape.



Illustrative sketch showing the proposed play area and grassland habitats to the south of William's Wood

View location

6.9 Illustrative movement strategy

Promoting sustainable travel

The development will promote sustainable travel, such as walking, cycling, the use of public transport, or other sustainable modes (e.g. car club/car share). This would support the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041, which is expected to translate to a 75% share in Outer London.

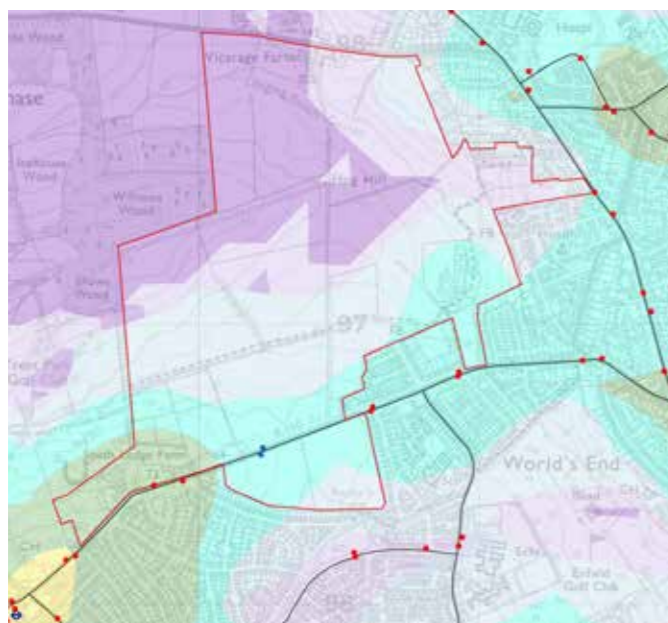
The 2011 census data on Travel to Work provides a modal share for the surrounding area, which includes communities in the vicinity of Oakwood and Enfield Chase stations. This is 37% sustainable modes, 56% vehicle-based modes, and 7% working from home (note that 2021 census was also analysed, but this may not be representative due to pandemic conditions). A full summary is provided in the Movement Baseline Analysis.

This dataset gives an initial indication of modal share within the area, although it should be noted that transport modes are complex and will vary throughout the day, and there are typically also multi-modal and linked trips which are difficult to survey. It is expected that the general built form of the surrounding areas is a reason for the current 56% share of vehicle-based modes. Despite proximity to high quality public transport nodes such as Oakwood, much of the local housing is low density with ample private parking provision, facilitating and encouraging car-oriented travel.

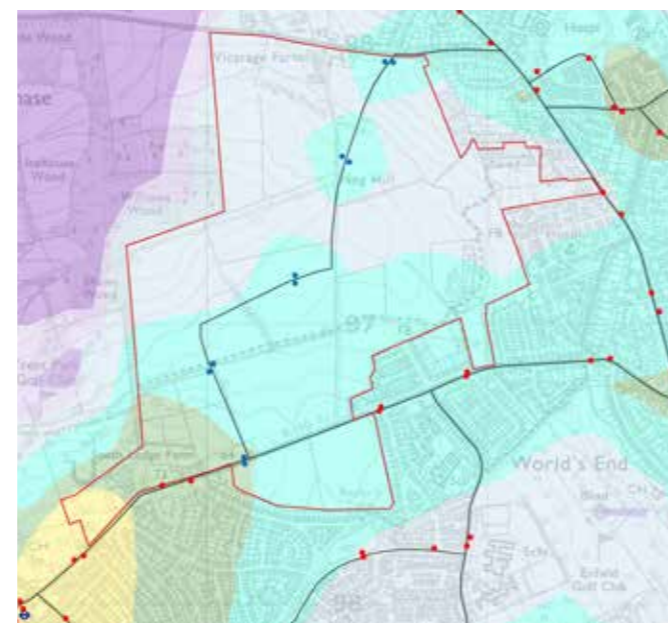
To promote sustainable travel, the following key strategies are proposed:

- Orienting denser development within walking distance of public transport nodes, and around sustainable transport corridors.
- Providing a mix of uses, and local centres within 400m of the majority of new homes, in order to facilitate short walking trips for residents to amenities, reducing the need for longer distance travel
- A street hierarchy and design which promotes active travel. The provision of generous walking routes and sustainable transport corridors will facilitate easy access to public transport nodes, local centres and amenities
- In keeping with TfL ambitions, provision of bus routes within the site with the aim of most residents being within 400m of a bus stop.
- The provision of high quality cycle infrastructure, tying in with the wider buildout of cycle routes within the borough, to enable cycling to be a viable option to access various amenities and local/town centres within the Borough
- The provision of cycle parking in keeping with London Plan standards
- The provision of car parking levels in accordance with the London Plan, linked with the density and expected PTAL uplift levels
- The provision of dedicated Car Club spaces at various locations within the development. Other schemes such as cycle and scooter hire could also be explored.
- The use of Travel Plans within subsequent planning applications to encourage new residents to walk, cycle, use public transport, or use Car Club schemes. This would include the use of surveys and measures/objectives as the development is built out.

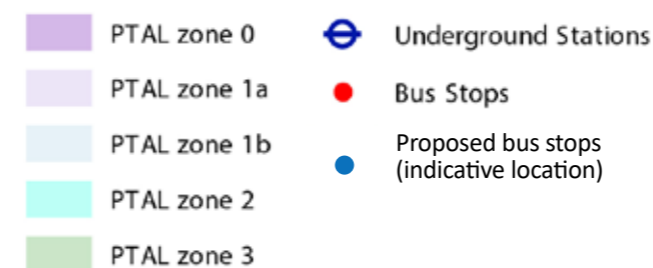
Improving the site PTAL will be possible through improving pedestrian connections to public transport nodes, and by the provision of new and improved bus services. The uplift is dependent on final bus improvement proposals, which would follow at a more detailed design stage. However, a range of scenarios have been tested, and it is anticipated that key areas of the site could be uplifted from PTAL 1a & 1b to PTAL 2 & 3 (see left).

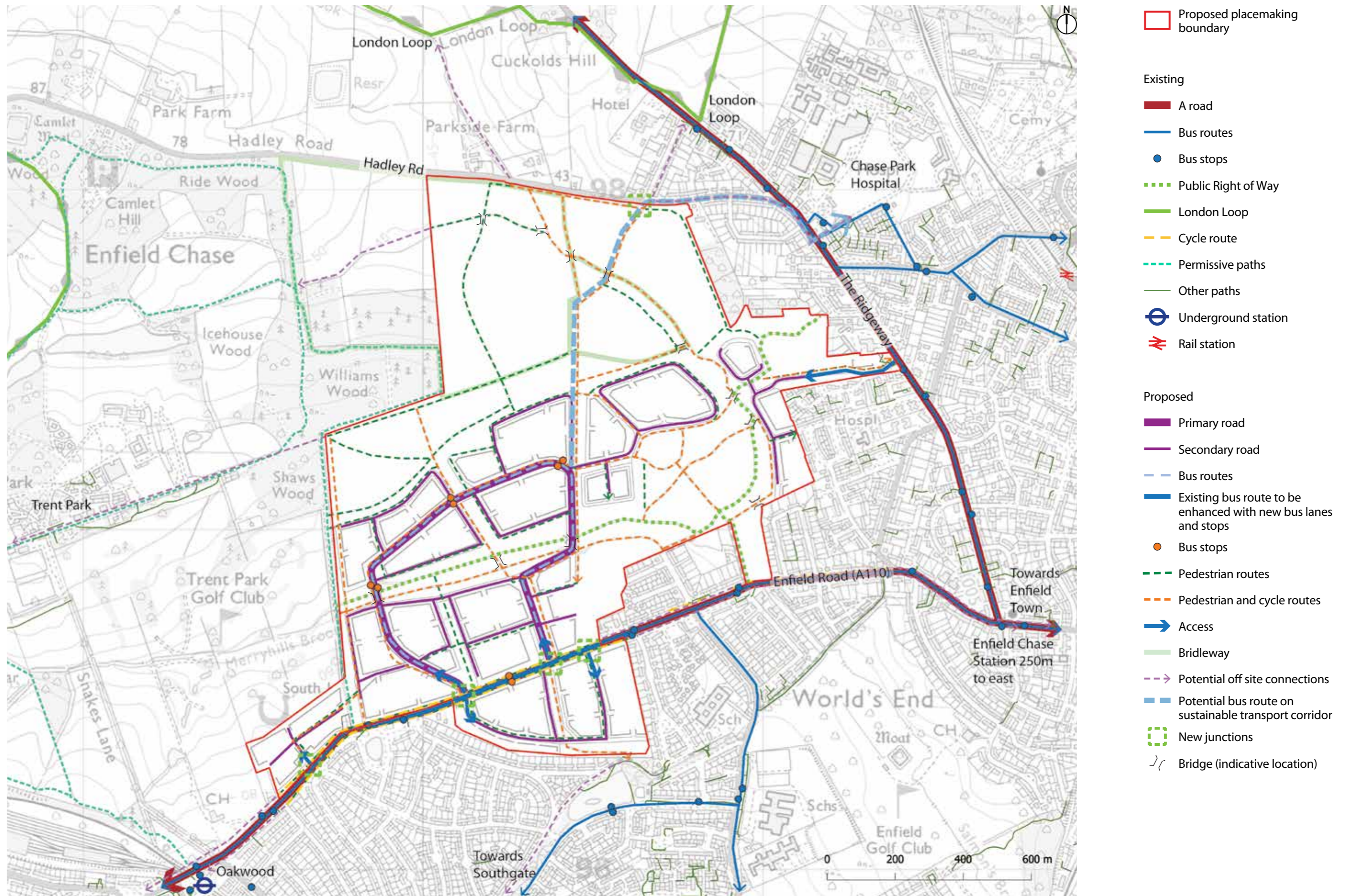


Indicative PTAL with increased bus services on Enfield Road



Indicative PTAL with additional north-south bus route





Movement strategy



Image: Elaine Kramer



Image: Eddington, Cambridge



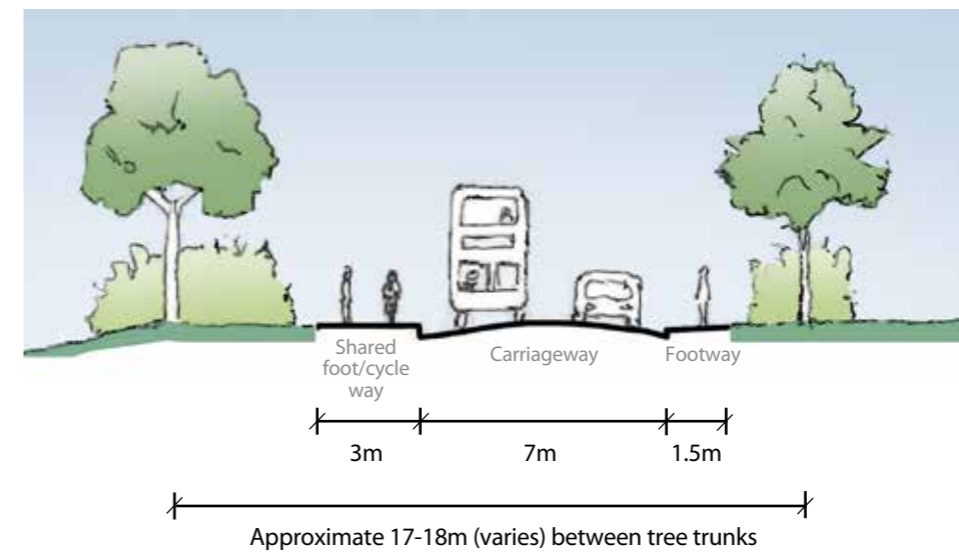
Precedents for active travel routes in urban and rural contexts

A110 / Enfield Road Enhancement

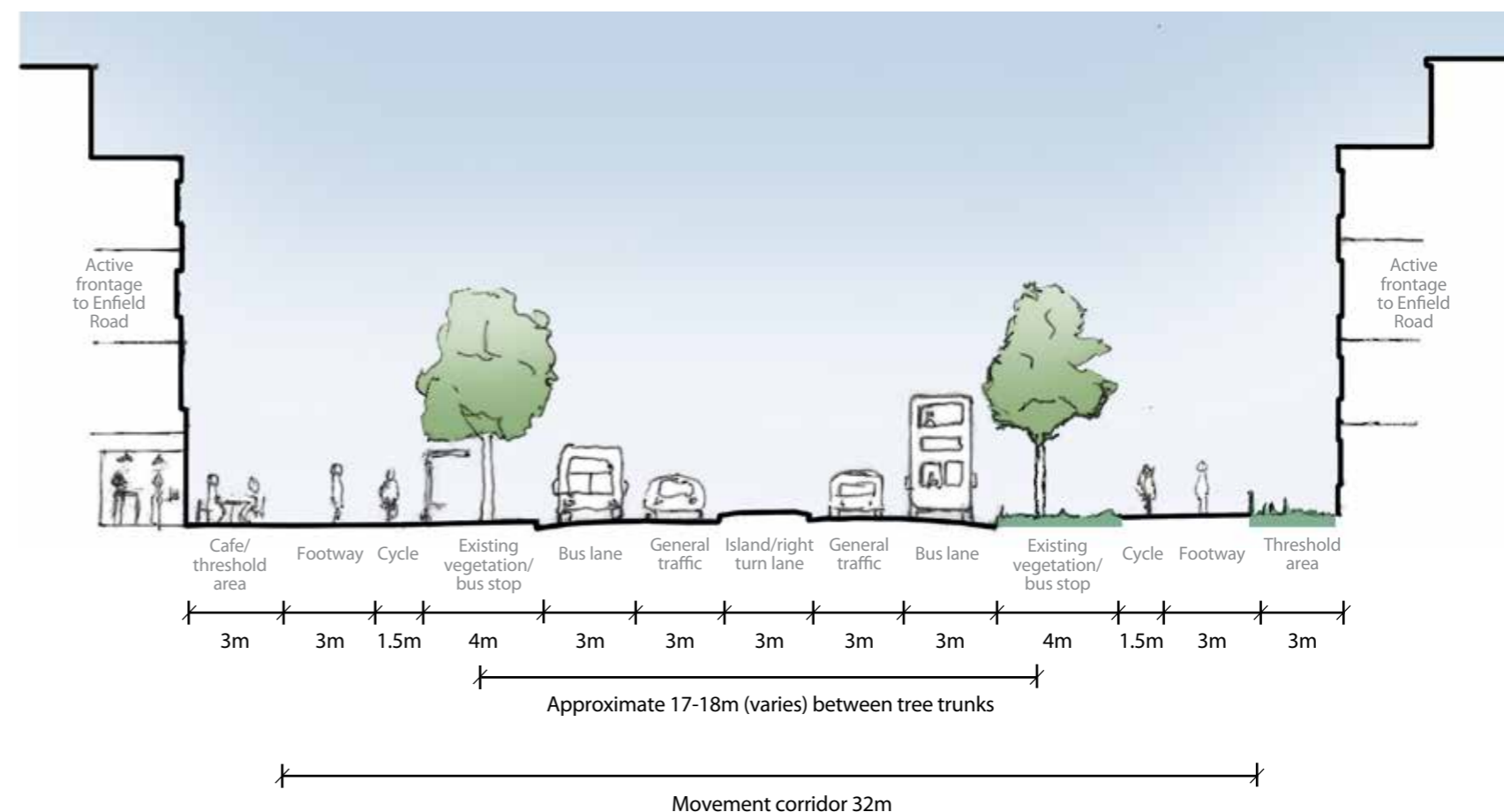
To support an increase in walking, cycling and bus use, the key east-west corridor of the A110/Enfield Road is to be transformed from a traffic dominated highways to an attractive pedestrian friendly street, fronted by development. These improvements will enables north-south pedestrian and cycle connectivity connecting with the local centre and primary school, provide new vehicular access points to the north and south, and will help facilitate the delivery of broader Council ambitions for an improved east-west bus corridor and an upgraded cycleway.

A range of different design solutions will be necessary along the corridor reflecting differences in the existing width and constraints to the north and south of Enfield Road and the need to continue the improvements to the east and west of the Placemaking Area. A corridor wide study of the A110 between Oakwood and Enfield Town stations will be required at later stages of planning to confirm the most appropriate design approaches. Initial studies suggest the following could be considered:

- The existing condition is space constrained, with two lanes of traffic and narrow footways/shared cycleways, between lines of mature trees and hedgerows.
- One potential approach would be to relocate footways and cycleways beyond the existing trees and hedgerows utilising the existing footways widths for new bus lanes. Mature trees would be retained wherever possible. Compensatory tree and hedgerow planting would be delivered within the Placemaking Area for any loss.
- In sections with greater constraints, it may not be possible to incorporate separate bus lanes. In this scenario, priority will be given to maximising space for pedestrians and cyclists to support active travel.
- Provision of pedestrian/cycle crossings to ensure good north-south connectivity by active travel modes.



A-A - A110 existing section (refer to Framework plan for section location)



A-A - Indicate proposal for widened movement corridor, incorporating the existing tree line

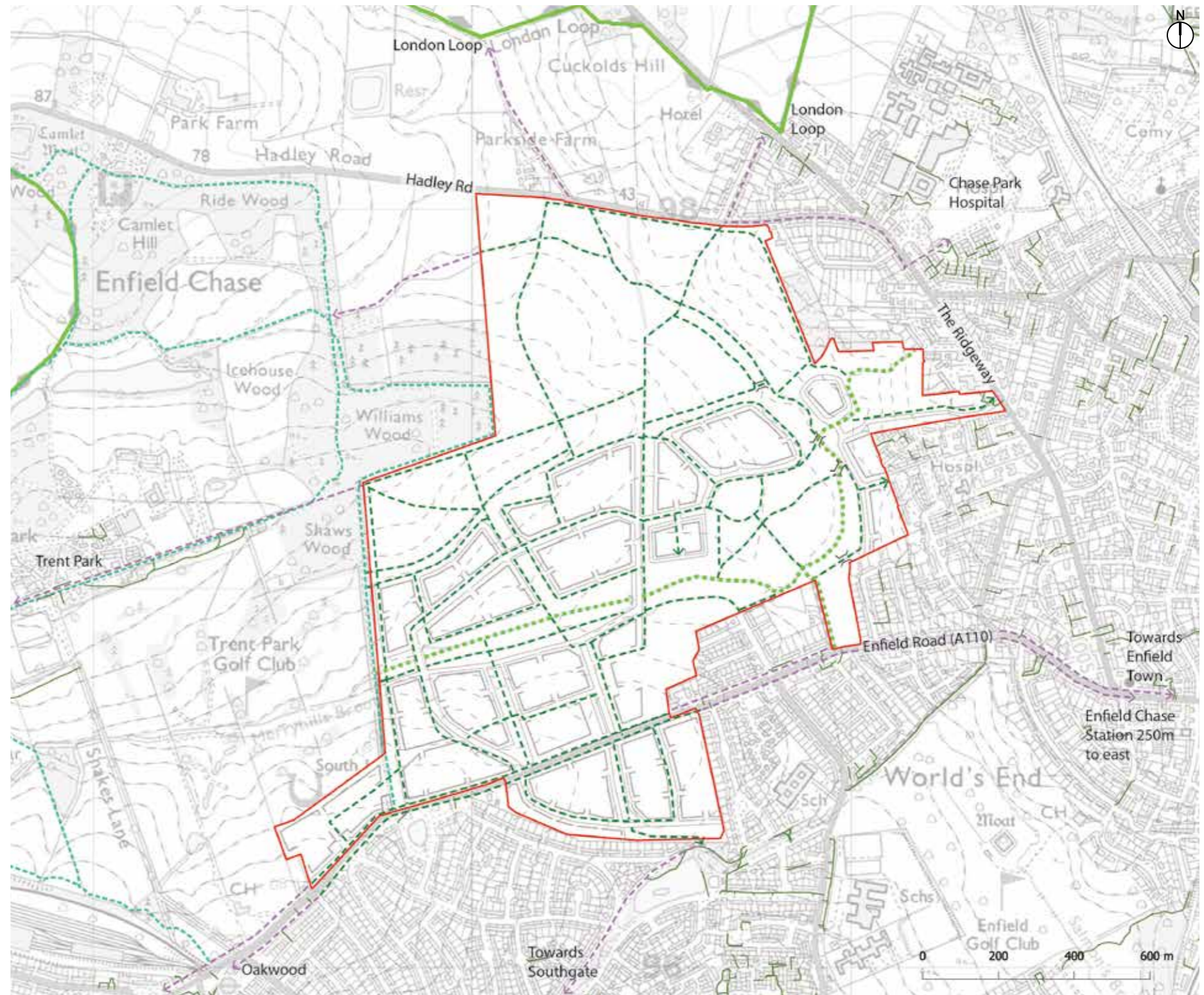


View location

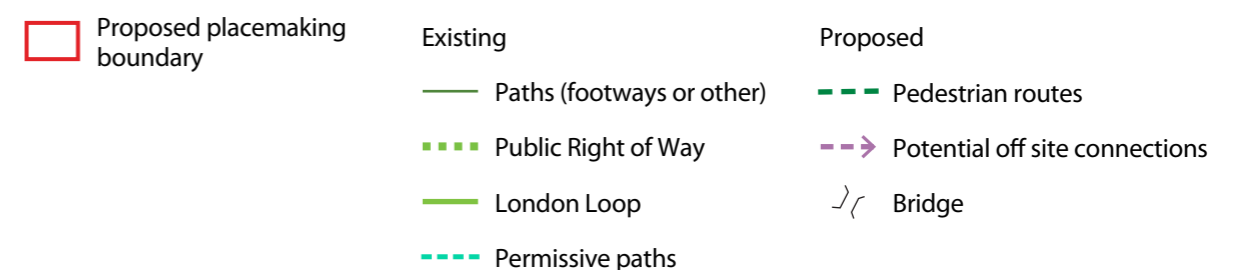
Illustrative sketch looking west towards the former Trent Park equestrian centre showing dedicated cycle lane within the site which enables retention of the existing tree line.

Walking Strategy

- Generous provision will be made for walking from the beginning, making it a first choice for residents at the start of their trip, or walking being the entirety of their trip.
- In particular, walking routes to public transport nodes such as Oakwood tube station or bus stops along Enfield Road would be provided, facilitating sustainable transport usage. Walking would also be the first choice for accessing local centres provided within the development.
- The A110 corridor would be enhanced, widening or relocating footways to the north and south of existing hedgerows/mature trees, and improving pedestrian crossings. This would facilitate walking trips to wider destinations within this area of Enfield.
- Links to various leisure routes would also be provided. This would include to the London/Enfield Loop to the north, Williams Wood/Shaws Wood to the East, and along Salmon's Brook and Merryhills Brook.
- Various upgrades to public rights off way and footpaths offsite could be considered (e.g. via developer contributions). Improvements to offsite pedestrian connections to key local destinations (e.g. Oakwood, Southgate, Enfield Town) could also be considered, along with public realm improvements around Oakwood station.

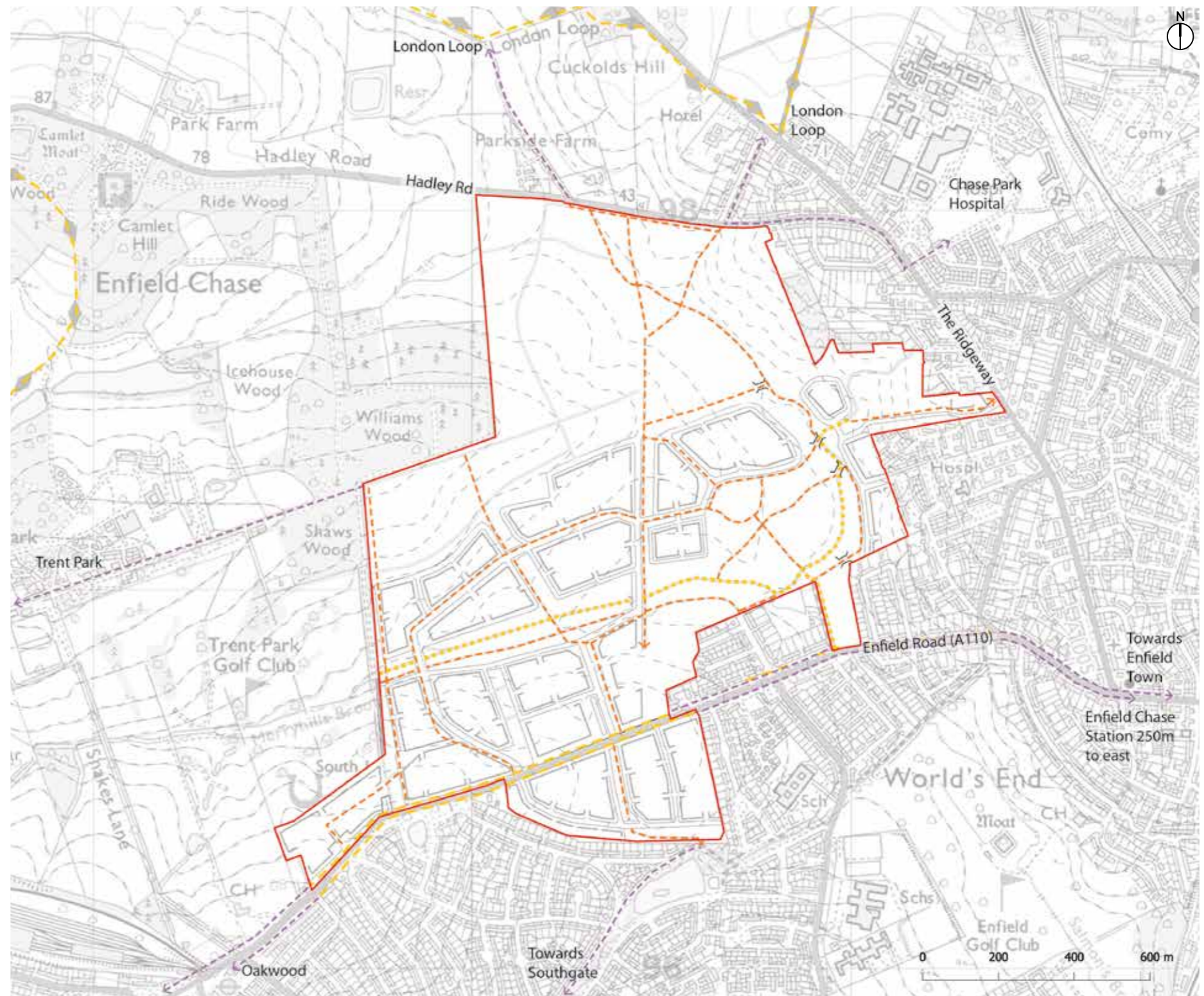


Walking

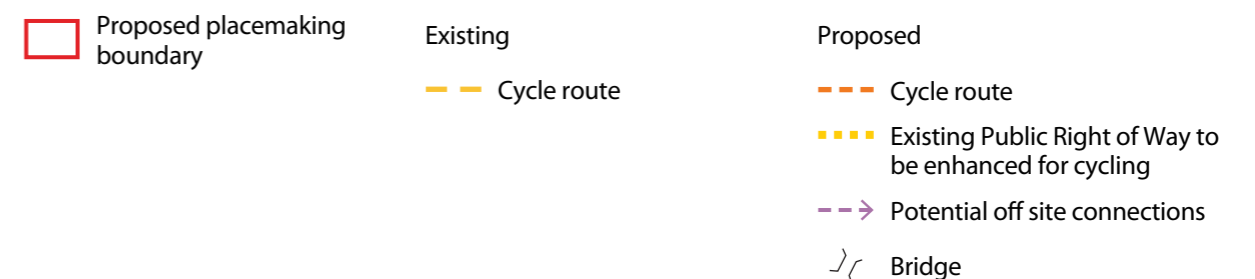


Cycling Strategy

- The provision of cycle friendly infrastructure would be provided from the beginning. New streets would be traffic calmed, meaning that at a minimum cycles and vehicles could mix. Dedicated routes would be provided on key corridors, potentially being mandatory or advisory lanes, or stepped cycle lanes.
- Modal filters could be provided at various locations, meaning that whilst through routes are not available for general traffic, they will be for cycles (and pedestrians), facilitating easy cycle trips within the development.
- The A110 corridor would be enhanced. The existing cycleway is narrow and substandard, being a 1.5m portion of a shared 3m foot/cycleway, with crossings needed at various locations. As described above, one potential option could include relocating the existing cycleway to locations to the north and south of existing hedgerows/mature trees. Whilst the wider A110 route could be subject to wider Borough thinking on ways to upgrade and link to Enfield's broader network, in the sections that pass the Placemaking Area the cycleways could be upgraded to facilitate (or not preclude) this. New cycleways provided as part of the development would link in to this A110 corridor, enabling onward cycle trips to destinations within Enfield.
- Upgrades to wider cycling links could also be provided, in tandem with wider walking links. These could include links to National Cycle Network Route 12, Enfield Town via Enfield Road, and to Oakwood Station.



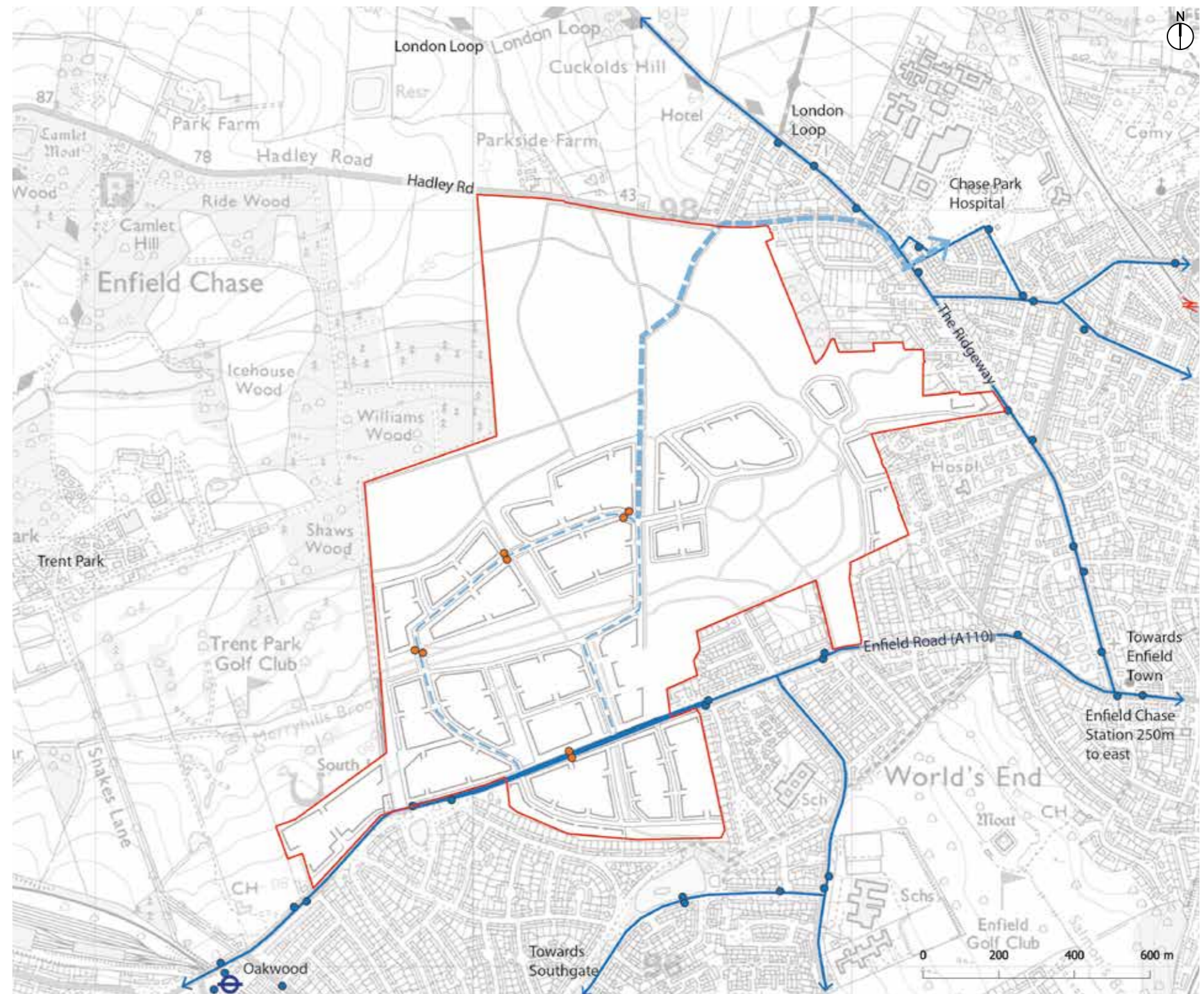
Cycling



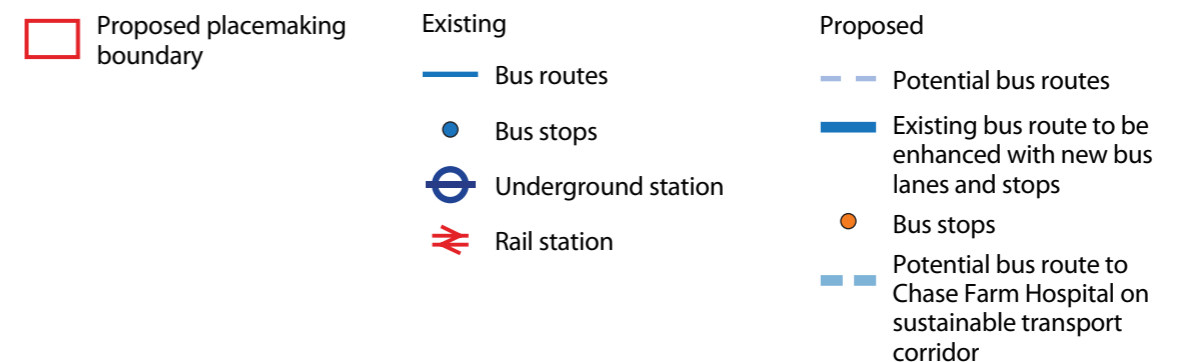
Public transport strategy

Oakwood underground station and Enfield Chase railway station would be the key public transport nodes, enabling trips to numerous destinations within Central London. Depending on point of origin and journey combination, Enfield Town station and Gordon Hill railway station may also be of use to residents. To facilitate access to these, good walking and cycling links towards stations would be provided from the development, and to bus stops which link to rail stations.

- Buses would be a key public transport mode to enable local movement within the Borough itself, and to other parts of North London. The “Enfield Transit Corridor” study was previously undertaken in 2020, in which the A110 and the North Circular were identified as suitable for east-west bus corridor infrastructure improvements. Subsequently the North Circular has been incorporated into TfL’s “Superloop” proposal. Although the A110 bus corridor upgrade would be a wider project with separate funding, in the sections that pass the Placemaking Area the Chase Park proposals can be proactive in providing improved bus provision. Bus lanes are proposed with the A110 widening, and a new bus stop is proposed to serve Chase Park. There are various localised considerations, and it is expected that the A110 improvements would be further developed in subsequent work.
- There is potential for a new bus route/reroute to be provided through the site itself, to enable bus provision for areas at the northern ends of the development. It could also link to areas further northwest, such as Chase Park Hospital, Gordon Hill, and Crews Hill, via a sustainable transport corridor. This would be dependent on phasing, and would likely only be delivered when development north of Merryhills Brook is delivered.
- Bus proposals would be subject to further discussions with TfL buses, as part of subsequent more detailed work.
- Potential offsite improvements (e.g. via developer contributions) could be explored to facilitate the use of public transport. For example, providing greater secure long-stay cycle parking at rail stations.



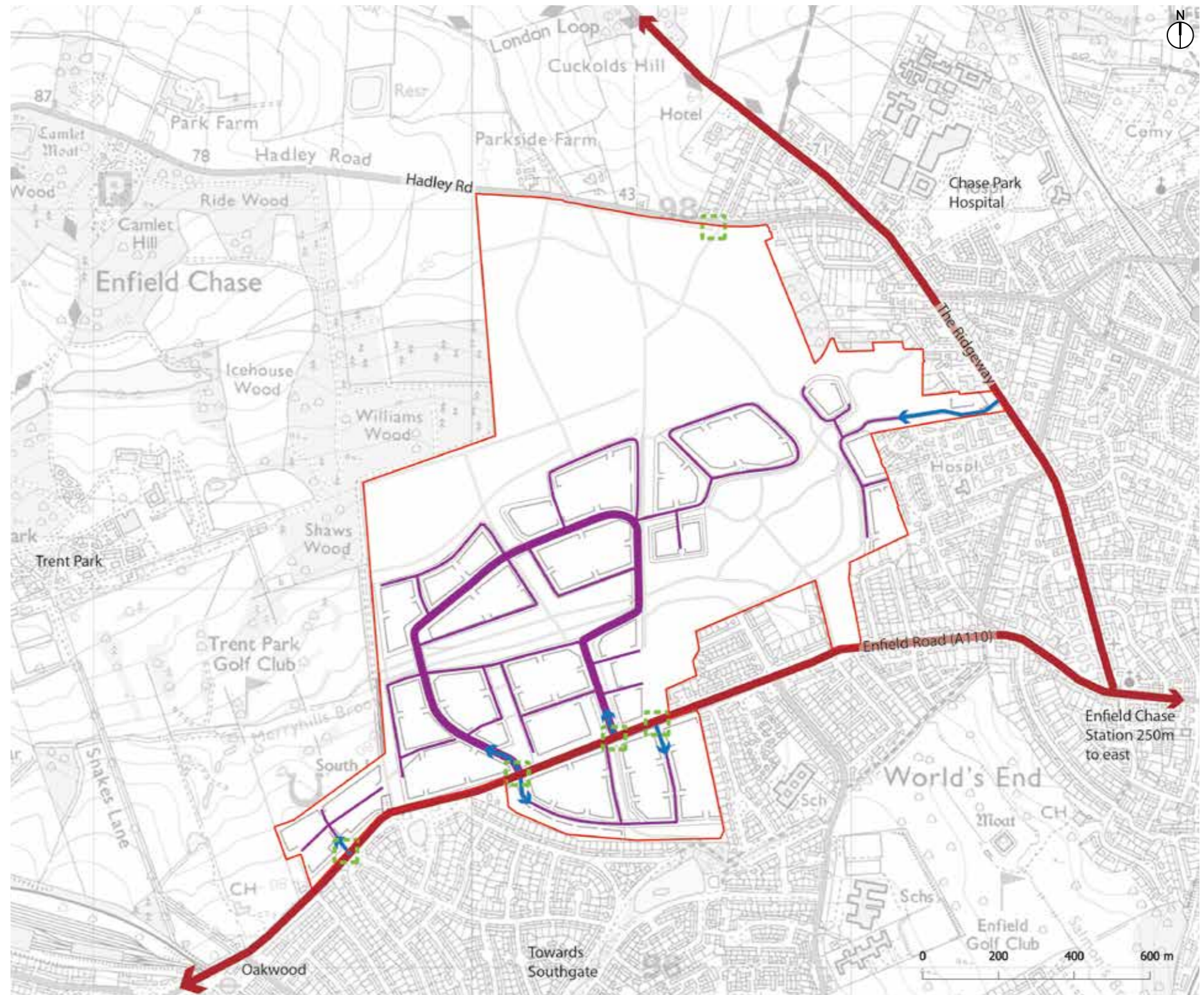
Public transport



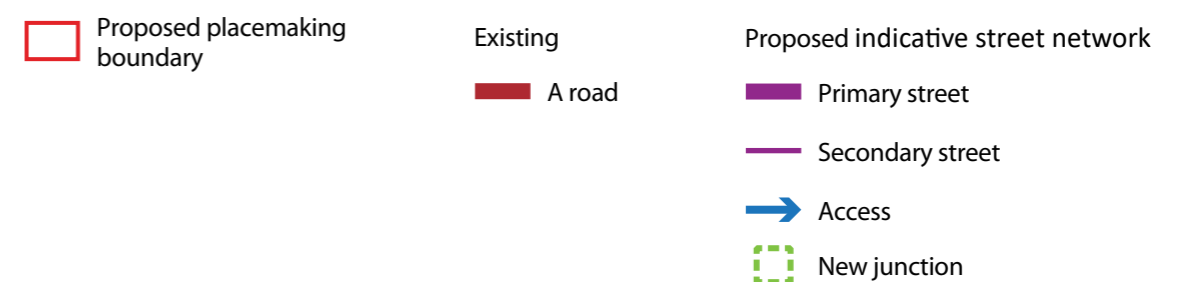
Private vehicles

The A110/Enfield Road is the key highway in the area. As such, it is proposed to be the route from which the majority of vehicles access the new development with at least 3 junctions serving the land to the north of Enfield Road and at least two serving land to the south.

- The A110 is a busy road, with around 16,000 annual average daily traffic (AADT) in 2019 (i.e. pre-pandemic), and the Chase Park development would serve a substantial number of new homes. Therefore, in accordance with Design Manual for Roads and Bridges guidance on junction selection based on flows (in CD 123), it is expected that junctions for new accesses would be a mix of signalised junctions with islands and signal heads, and priority junctions with a major road central treatment i.e. ghost island (road markings), or single lane dualling (physical island). Therefore, additional widening of the A110 for these would be accounted for in the proposed street section. It is assumed that further modelling for proposed junctions would be undertaken during subsequent work.
- Other key highway used to access the development would be The Ridgeway/A1005 to the east. However, this would only be to serve some smaller development plots on the east side of Salmon's Brook.
- Within the development itself, the key proposed vehicle routes would be a loop to serve the areas north of the A110 and a loop to serve the land south of the A110.
- Various secondary vehicle routes would branch off of these, and these are proposed to be traffic calmed, in order to encourage pedestrian priority and sustainable movement. Modal filters would also be used, to avoid rat running and encourage sustainable movement. The use of loops would be generally used for secondary vehicle routes, to enable access via servicing and refuse vehicles, for example. Smaller plots including the Trent Park Equestrian Centre would be accessed from the A110, and from The Ridgeway, and it is expected that these would follow similar principles for vehicle access and modal hierarchy.



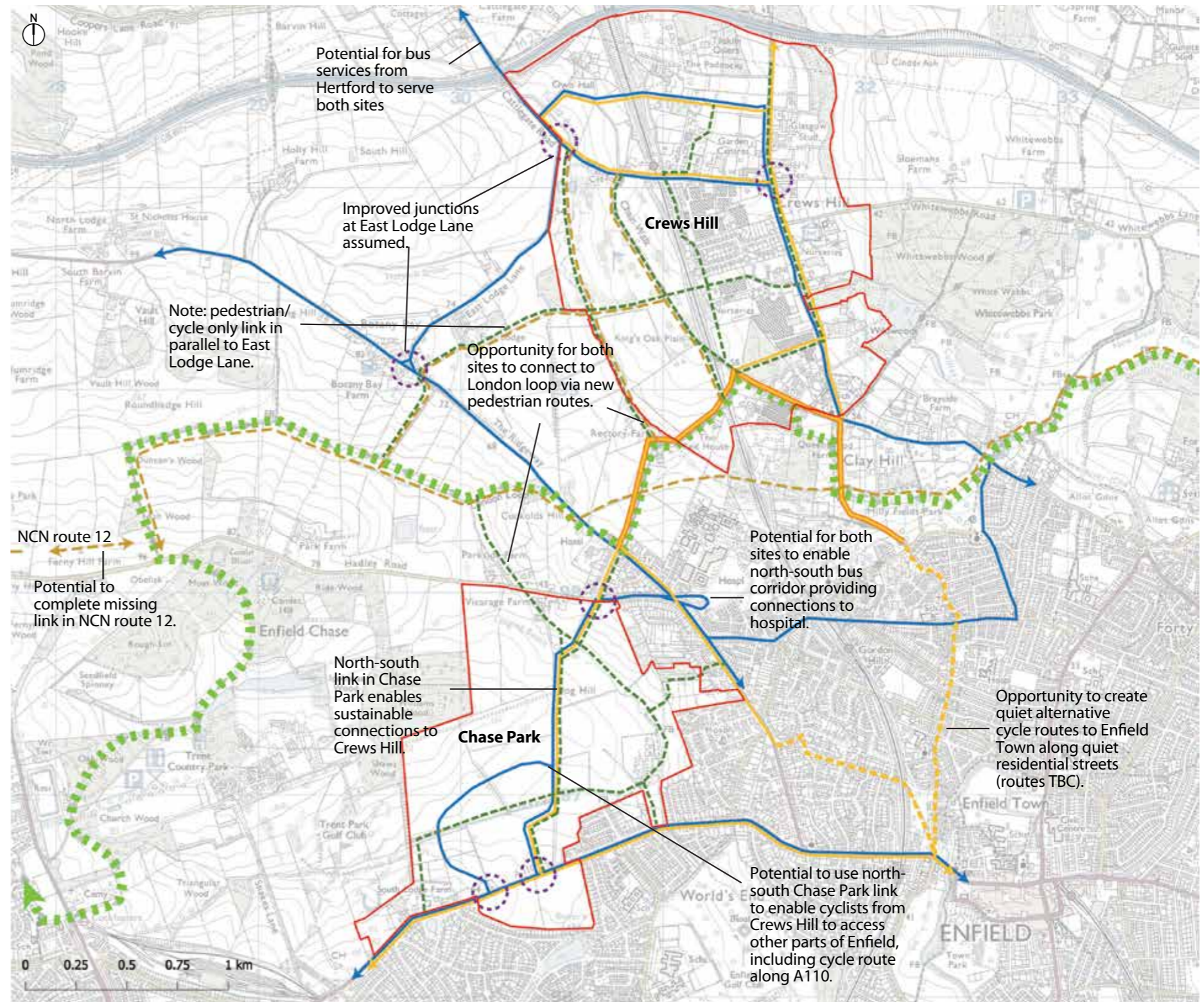
Private vehicles



Shared Sustainable Transport Opportunities with Crews Hill

In parallel with Chase Park, a Spatial Framework, Topic Paper, and Policy document are being developed for the Crews Hill development. This is 2-3km to the north of Chase Park, and could see the delivery of 5,500 homes. In considering both developments, there could be shared sustainable transport opportunities resulting from a critical mass of 9,000+ homes. These are summarised as follows:

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



Shared movement opportunities for Crews Hill and Chase Park





View location

Illustrative sketch looking south along the proposed north-south sustainable travel route adjacent to the proposed allotments.

Transport Modelling

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

Highway Modelling

- The post-plan period run, which assumes an absolute maximum number of units delivered at Chase Park, also assumes a greater than expected car modal share.
- This robust worst-case shows that no particular issues are expected on the highway network.
- WSP also tested the addition of a new vehicular link through Chase Park (although this is not currently proposed). This showed that, if built, there would be localised changes such as greater traffic on Hadley Road, and less traffic on Cockfosters Road.
- Notwithstanding this wider modelling work, local highway upgrades are expected within the vicinity of Chase Park, as noted in relevant sections.

Public Transport Modelling:

- Improvements to buses in the area were also modelled by WSP for both the Chase Park and Crews Hill developments, with different options tested. The key conclusions from this exercise were as follows:
 - There is a notable uplift in bus usage when provision is improved, being an additional 2000-3000 passengers in the AM peak (3hr period). This would likely be more when sustainable transport modal shift is accounted for
 - A new bus corridor through Chase Park is justified, with potential shared opportunities with Crews Hill
 - There is additional local benefit in linking Gordon Hill residents via bus to the tube and other local centres
 - Whilst the specifics on buses are to be confirmed, improvements in the area could be a combination of extension of existing services, frequency increases to existing services, and potentially a new route. This would need to be discussed further with TfL during a more detailed design stage.

Parking

Car parking is proposed in line with the London Plan which sets maximum parking levels. This is categorised by general area of London (inner, outer, or CAZ), PTAL level, and the number of beds per unit.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Parking guidelines, London Plan

- The London Plan produces an average of ~1.1 car parking spaces/unit, which could translate to approximately ~0.4 cars/person (dependent on number of people living within each unit size category). However, this is more difficult to tie in to the sustainable mode share target (25% car driver), as individuals who own a car might not drive every day, doesn't consider children, non-drivers etc.
- Other land use categories e.g. retail, school are similarly covered by London Plan guidance on car parking, and could include visitor spaces.
- Cycle parking would be provided in accordance with the current generous minimums in the London Plan. Cycle parking would include long stay (resident) and short stay (visitor). Long stay typologies could include dedicated bike rooms in higher density blocks of flats, or other solutions such as the Eco Cycle Locker for individual houses. Short stay parking could include the use of Sheffield stands, provided in clusters oriented with expected uses, such as clusters at local centres, schools, and denser residential blocks.
- The London Plan Cycle Calculator considers land usage, unit sizes, and if development is in an area where higher minimum parking standards apply (typically inner London). For residential usages and the unit mix proposed, this produces an average of ~1.75 cycle spaces per unit, which could translate to ~0.75 spaces/person (dependent on number of people living within each unit size category). This is a higher provision than the car parking standards, for example.
- Other land use categories e.g. retail, school are similarly covered by London Plan guidance on cycle parking, including the provision of short stay (visitor) parking.

6.10 Sustainable design approach

Development at Chase Park will be required to meet LBE policies in relation to sustainability and will be expected to connect with the Energetik heat network.

At the strategic level, the Spatial Framework focuses on establishing a sustainable framework for a long lasting, high quality development based on the provision of a mix of uses, house types and tenures, walkable neighbourhoods and proximity to public transport. This approach will:

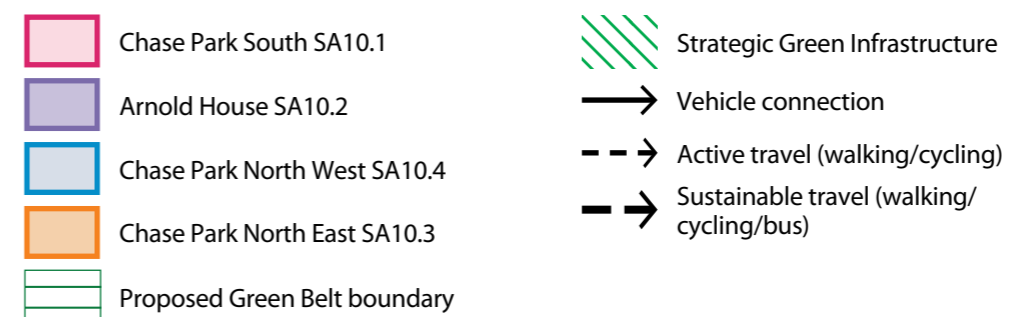
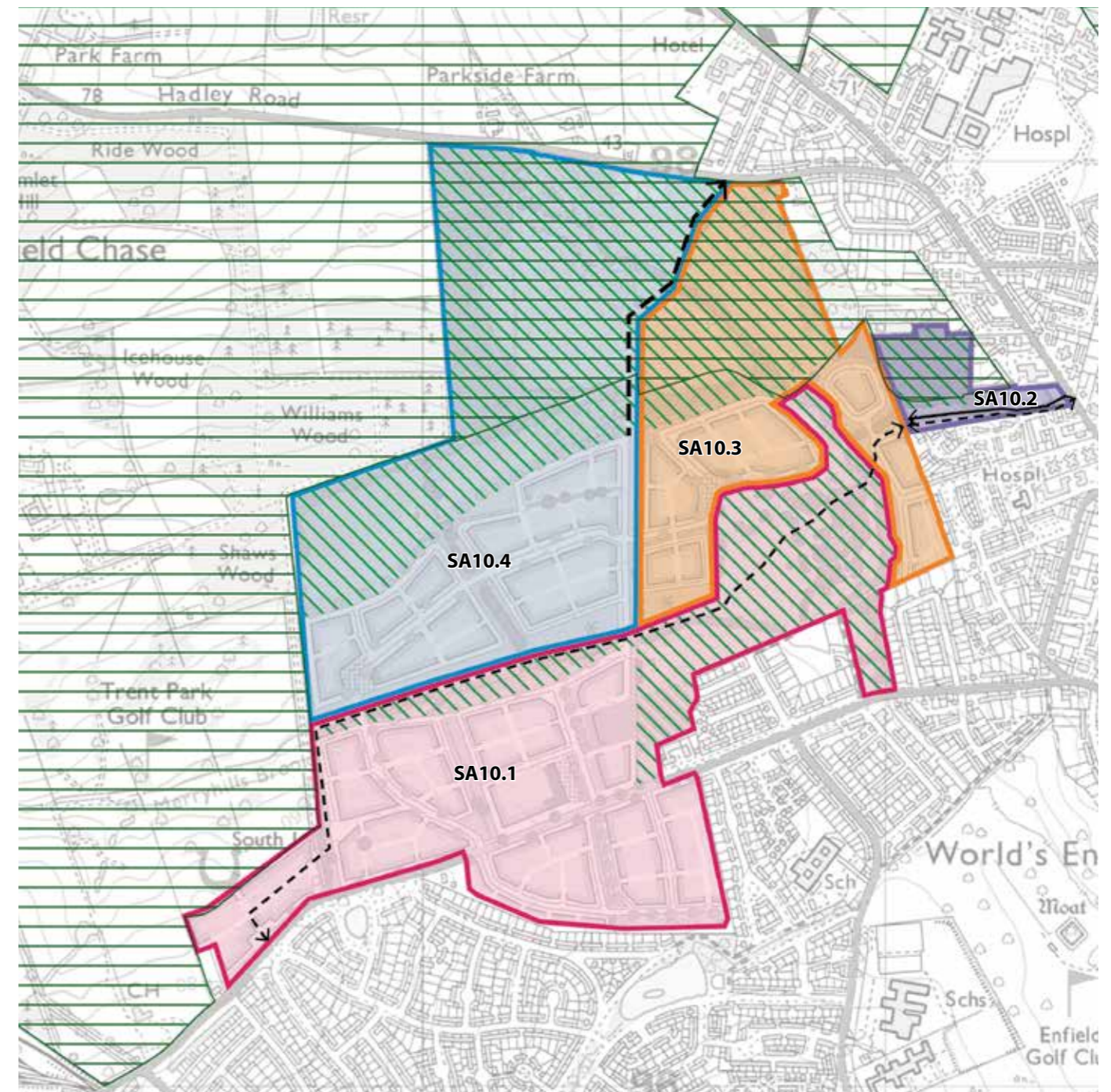
- Create attractive place which enhances the surroundings by responding directly to the existing character, culture, heritage and context and constraints and assets of the Placemaking Area.
- Develop places where residents' health and wellbeing is supported by creating connected, walkable neighbourhoods. To create integrated places by linking new neighbourhoods with the surrounding street network.
- Provide local facilities including local work hubs, community facilities, retail and other flexible non-residential spaces to bring vitality, support health and wellbeing and community cohesion.
- Make green spaces, trees, hedgerows and gardens core characteristics of the new neighbourhoods for the benefit of the environment, climate and community wellbeing.
- Create new neighbourhoods with a coherent and harmonious layout, appropriate densities and human scale which fit comfortably with their surroundings and their location.
- Create public spaces and streets which are welcoming and safe, and which support community interaction and cohesion.
- Create a broad mix of homes to meet a range of different household needs, properties which can adapt to residents' changing needs over time, and which provide a safe and comfortable environment to call home.
- Support the Council's Environment and Climate Emergency commitments by considering environmental, social and economic aspects of sustainability at all stages of the planning and design process.
- Support delivery of long-lasting, beautiful places to live with investment in ongoing management and community stewardship.

6.11 Site allocations

The delivery of development at Chase Park is proposed over two plan periods and it is assumed that early phases will take place in the south of the Placemaking Area to the north and south of Enfield Road, and at Arnold House.

The Placemaking Area has been divided into four individual site allocations, each of which delivers associated landscape, connectivity and social infrastructure enhancements. Across all allocations the area has capacity for an estimated 3765 homes.

- SA10.1 Chase Park South:** development to north and south of Enfield Road of around 2135 homes including enhancement of the SINC as a heritage park, 3 form entry primary school, local centre, east-west active travel route and provision of a pedestrian/cycling bridge over Salmon's Brook in the east. Both north and south of the A110 are to delivered in a co-ordinated way that enables the transformation of Enfield Road and delivers the highways/ public transport works etc. Distribution of housing is approximately 1465 units to the north and 675 to the south of Enfield Road.
- SA10.2 Arnold House:** development of the site for a 95 bed care home (as per proposed planning application), provision of active travel and vehicle link to the western boundary, enhancement of small area of Green Belt within same ownership. Flexibility for further residential development in the west of the site providing overlooking to the active travel route subject to environmental constraints.
- SA10.3 Chase Park North East:** development of around 640 homes on land surrounding Heritage Park/SINC, and Country Park/retained Green Belt.
- SA10.4 Chase Park North West:** development of around 890 homes on land north of Merryhills Brook up to Hadley Road, including delivery of sustainable travel route, and Country Park/retained Green Belt (west of sustainable travel route) including retained farm buildings/equestrian uses at Vicarage Farm.



Appendices available separately:

Appendix A: Placemaking Baseline

Appendix B: Movement Baseline

Appendix C: Heritage Assessment

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Reviewed by TWm/SHs

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