

Meeting note

Meeting name:
DTC Officer
Meeting between
the London
borough of Enfield
and Uttlesford
District Council

Subject:
Local Plan and
Technical
evidence-based
discussion

Attendees
Ismail Mulla, LB Enfield (Chair)
Edward Jones, LB Enfield (Co-chair)
May Hope, LB Enfield
Natalya Palit, LB Enfield
Hanan Osman, LB Enfield
Stephen Miles, Uttlesford
Joanna Hill, Uttlesford District Council
Nathan Drover, Uttlesford District
Council

Meeting date:
06/07/2020

Time:
14:00 - 16:00

Location:
Online meeting via
Microsoft Teams
meeting

Apologies
Cem Erkmén, LB Enfield
Philip Wadsworth, LB Enfield

Meeting context

The DTC meeting led by the London Borough of Enfield sought to discuss the progress of respective emerging draft new Local Plans; associated technical evidence base; emerging cross-borough strategic matters; and future ways of working.

A series of meetings and workshops will be held to establish a greater understanding of the cross-borough impact on growth and regeneration potential and share key pieces of technical evidence base work in terms of their approach and emerging findings.

The aim of these sessions is to provide opportunities for joint working and to build consensus into our emerging respective Local Plans as part of discharging of the DTC.

Key highlights on Enfield's new Local Plan: (see accompanying slide presentation)

- A series of technical evidence base studies are being progressed to inform the next stage of Enfield's new Local Plan, with the aim consult early 2021;
- Enfield's new Local Plan will be divided into four parts:
 - **Part A** – sets out a strong bold, long term vision that aims to make the borough a better place in which to live and work. It also sets out our approach to the future planning and growth of the borough: the pattern, scale and broad locations of different types of development and the overall principles that will guide and influence the way it is delivered;
 - **Part B** – sets out place based and site-specific policies. This identifies the places where physical change and development will take place in the borough and the key opportunity sites which are critical to the delivery of the plan;
 - **Part C** – sets out the policies that will be used to positively manage development and assess planning applications; and
 - **Part D** – sets out how the policies set out in the Local Plan will be delivered and implemented; it will also set out new s106 formulas and new Community Infrastructure Levy (CIL).

- A key challenge in Enfield is the delivery of a significant number of new homes per annum;
- Work has commenced on a Local Housing Needs Assessment, using Governments standard methodology, which has established an annual need of 3,750 dwellings each year;
- The figure of 3,750 dwellings each year is uncapped need based on demographic projections and an affordability uplift;
- Population is projected to increase by over the plan period from 339,200 in 2018 to 382,700 by 2036 with about 54% increase in people aged 65 or over;
- The final standard method minimum need is lower as caps to existing targets are applied:
 - 1,117 based on current London Plan targets;
 - 2,626 based on the proposed draft London Plan 2019 target; and
 - a lower figure if the Intend to Publish London Plan target were used.
- Other pieces of technical evidence base studies were mentioned:
 - a housing capacity study;
 - Functional Economic Market Assessment (FEMA) and Industrial Intensification study;
 - an up to date retail and town centres study;
 - an assessment of the need for burial space; and
 - a review of the Green Belt and Metropolitan Open Land.

Key highlights from Enfield’s emerging technical evidence base studies:

1) Functional Economic Market Assessment (FEMA) and Intensification Study (see accompanying slide presentation)

- The vast majority of Enfield’s Industrial capacity is designated as Strategic Industrial Location (SIL) covering 332 hectares, mostly occupied by medium to large size firms as well as manufacturing businesses;
- Generally low vacancy rates, with less than 1 per cent of space currently actively marketed;
- A large number of Enfield’s industrial land is concentrated within the Lee Valley Opportunity Area, which would benefit from improvements on the West Anglia Main Line and as well as the potential arrival of Crossrail 2;
- Considering the ambitious plans for housing growth, there is also a need to plan for an uplift in employment space;
- The Greater London Authority (GLA) Industrial Land Demand Study identifies the need of 52 hectares over the London Plan period up to 2041. This broadly aligns with Enfield’s Employment Land Review (2018), which identified the need of approximately 48 hectares of employment land over the Local Plan period.

In addition to accommodating the borough wide need, Enfield is also exploring the opportunity to facilitate the release of approximately 18 hectares of SIL land at Harbet Road Industrial Estate, in

principle to enable the future phases of Meridian Water to come forward; Overall the FEMA seeks to update the market area boundaries and assesses the opportunity for industrial intensification; the findings have suggested there are opportunities for substitution potential in: Uttlesford with 32 hectares; and limited potential at Newham with approximately 16 hectares.

2) Housing needs assessments and capacity study (see accompanying slide presentation)

- A draft Local Housing Needs assessment has been carried out by AECOM and Arc4. The study highlights the following points:
 - Overall median house prices (£385k) lower than London but higher than England;
 - Differences in price, quality and tenure in east v west (ward level medians from £268k to £722k);
 - 125,000 dwellings and 138,141 households;
 - Half of dwelling stock = 3-bed houses;
 - The rest are flats (mostly 1 and 2-beds).
- The Capacity Study involves a series of site searches and mapping exercise undertaken in line with the planning practice guidance.

3) Strategic Integrated Transport Study (SITS) (see accompanying slide presentation)

- SITS is key piece of supporting technical evidence for the Local Plan and is underpinned by a range of technical evidence including transport models.
- The objectives of the SITS:
 - to analyse current and committed provision of transport to determine its capacity to support future demand for movement and connectivity from the projected new homes and jobs in the borough across the plan period; and
 - to identify necessary mitigation measures required to support the borough's growth, which can be delivered as part of the planning process or strategic transport interventions.
- SITS will involve data gathering, analysis, transport modelling, stakeholder engagement, strategy and policy development.
- Overview of the current work by AECOM consist of:
 - **Stage 1: Review of Existing Evidence**
 - Report summarising previous work and recommendations for developing evidence base
 - **Stage 2: Review of TfL Modelling Suite**
 - Model review note

Further stages of SITS will involve:

- Updated data and modelling risk register;
- Some of the Update of Transport for London (TfL) modelling suite;

- Baseline Assessment;
- DtC Engagement;
- Develop scenarios (transport/spatial land use);
- Scenario testing; and
- Transport Strategy.

Key highlights on Uttlesford's Local Plan:

- Following Uttlesford's decision to withdraw their Local Plan, the initial stages of a new Local Plan preparation had commenced with a review of existing evidence;
- Some of the key concerns identified by the Inspector regarding the previous Local Plan was discussed, in particular the deliverability of three new garden communities in the district, where a substantial number of new homes were proposed; and
- A Regulation 18 Issues and Options document is to be published for consultation, early 2021 with aim to undertake a Regulation 19 preferred options by 2022, then to target adoption by the government's deadline of December 2023.

Discussion on employment land and next steps

Enfield noted that through their FEMA desktop work 2 local authorities have been identified as having at least some potential for substitution out of 13 FEMA local authorities. Most have enough land to meet their own anticipated needs or have a shortfall. Uttlesford is identified as having potential and Enfield is keen to explore any scope for substitution with Uttlesford. Enfield's FEMA work has highlighted that there is about 32 hectares of spare industrial capacity, concentrated in the North Stanstead employment area, that offers scope for substitution (though it is recognised that this part of Uttlesford is the furthest from Enfield and local plan priorities might limit the potential for substitution).

Uttlesford explained that the North Stanstead employment area is likely or possible to have capacity and had mentioned that there are several interested individuals/groups already in acquiring the site from the airport and had continuously expressed interest since the withdrawal of their Local Plan. Uttlesford also mentioned that there are various other site promoters promoting alternatives to this, primarily along the A1 20 corridors, close to Stansted Airport as well. Moreover, Uttlesford noted that they are in the early stages of exploring the next steps of the Local Plan with regards to employment land and had highlighted key consideration around sustainable travel options, the impact of the covid-19 situation where many larger companies are moving towards working from home policies.

Enfield explained that the draft FEMA report has been reviewed by the GLA and detailed feedback was received. The GLA were broadly satisfied that the conclusions were supported by evidence, but with regards to Uttlesford they also raised transport miles and emissions as important considerations given the distances involved.

Furthermore, Uttlesford asked if substitution is to be considered, to what extent are the businesses that Enfield are seeking to plan for the growth of capable of having their needs met in Uttlesford?

In response, Enfield indicated that logistics-based businesses would possibly operate at the North Stanstead employment area, considering that there would be a minimal number of workers per square metre in comparison to labour intensive activities that may require a local labour workforce and market draw.

Both Enfield and Uttlesford agreed to further meet again to discuss next steps regarding opportunities for employment land substitution.

Key actions:

Ismail Mulla to coordinate the actions below with LB Enfield and Uttlesford:

- 1) For Enfield and Uttlesford colleagues to liaison evidence studies that are mutually beneficial, particularly on employment land aligned with the greater transportation impact.
- 2) To develop an initial Memorandum of Understanding outlining key strategic matters including:
 - a. SIL intensification and substitution; and
 - b. Strategic Transport Infrastructure related to Logistics and Supply Chains.
- 3) Enfield will be officially writing to Uttlesford on these matters.
- 4) To investigate possibilities for an officer working group regarding intensification work with other local authorities.
- 5) Meetings to be arranged as required.