

Appendix C

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C.0 SITE ALLOCATION PROFORMAS

SITE ALLOCATIONS

The following appendix contains site proformas for all the proposed allocated sites.

The site proformas are organised in order of each placemaking area as they appear in the plan, followed by those allocations which lie outside of the placemaking areas. The below table provides an index of all proposed site allocations.

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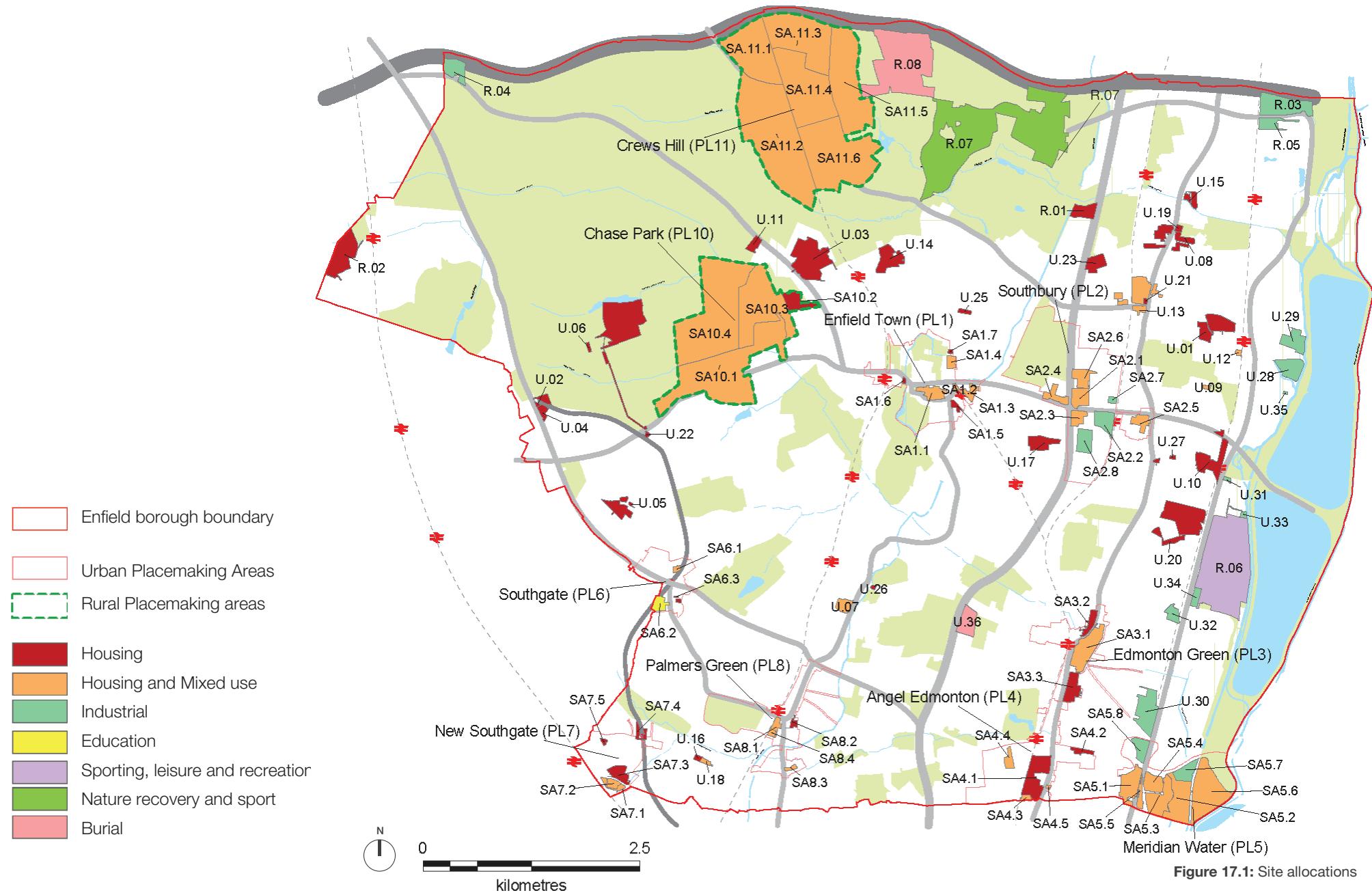
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C.3 OTHER SITE ALLOCATIONS

Other Site Allocations

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Key

Existing

- Site allocation boundary
- Adjacent site allocation boundary
- Other land in the same ownership
- Sensitive edge
- Existing blank facade / boundary
- Existing pedestrian bridge
- Existing green space
- Existing sewer (where known)
- Bus stop
- Train station
- Tube station

Planning Policy Designations

- Town centre
- District centre
- Local centre
- Conservation Area
- Listed building
- Local Heritage Assets
- Strategic Industrial Location (SIL)
- Locally Significant Industrial Site (LSIS)
- Enfield Green Loop
- Green Links

- Completed cycle routes
- Proposed cycle routes
- Green Belt
- Metropolitan Open Land
- Local Open Space
- Lee Valley Regional Park
- Wildlife Corridor
- Site of Metropolitan Importance for Nature Conservation (SMINC)
- Site of Borough Importance for Nature Conservation (SBINC)
- Site of Local Importance for Nature Conservation (SLINC)
- Site of Special Scientific Interest (Wildlife & Countryside Act 1981)

Permeability and connections

- Pedestrian/cycle connection
- Pedestrian gateway
- Green spine
- Key route
- Service access
- Proposed pedestrian bridge

Open space, public realm and improvements

- Green buffer
- Retention of existing mature trees and hedgerows
- Streetscape improvements
- Key open space/pocket green/green space
- Improvements to existing open space
- Square/public realm
- Improvements to existing public realm
- Improvements to railway bridge
- Private courtyard
- Nature recovery
- Naturalisation of existing watercourse
- Power line exclusion zone
- SuDS

Frontages, marker buildings and key corners

- Marker building / important façade
- Tall building
- Tall building frontage
- Decreasing height
- Active frontage
- Non residential use
- Retention of existing building
- Infill opportunity

C1.1 HOUSING AND MIXED-USE SITE ALLOCATIONS

ENFIELD TOWN

SA1.1: Palace Gardens Shopping Centre, Enfield

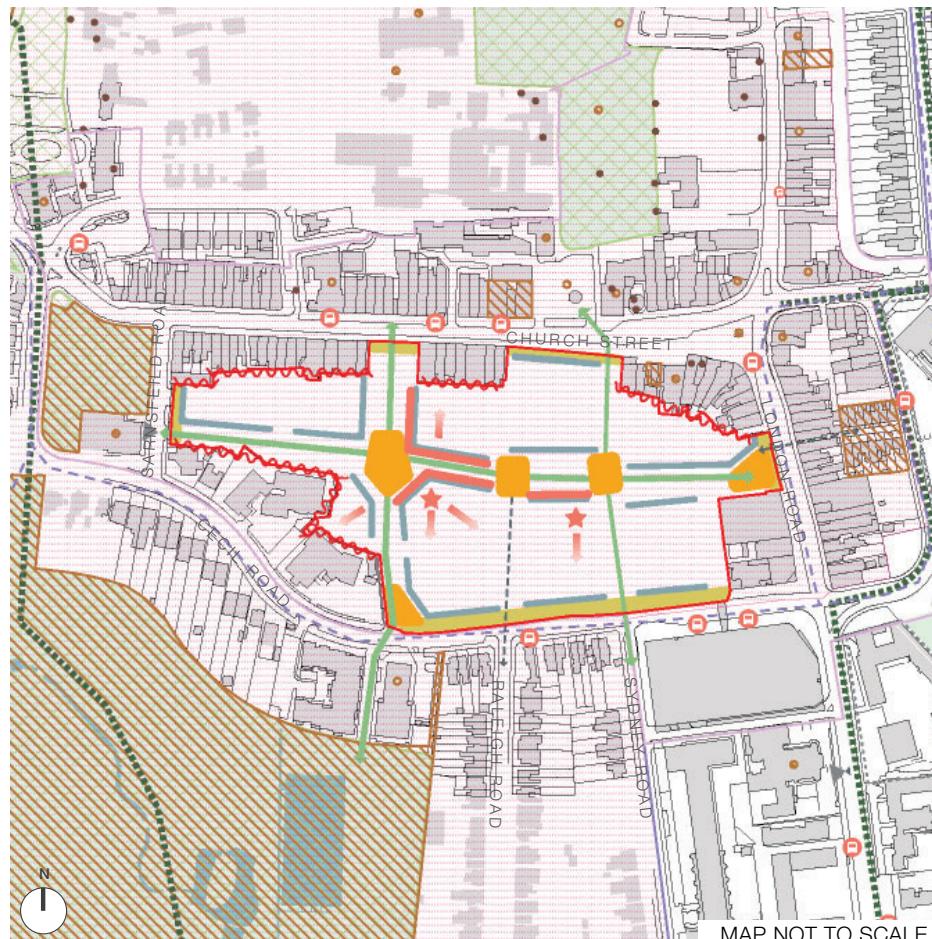


Table C1.1: SA1.1 - Palace Gardens Shopping Centre, Enfield

SA1.1: PALACE GARDENS SHOPPING CENTRE

Existing site information

Address	Palace Gardens Shopping Centre Enfield, EN2 6SN
Site Area	3.73ha
Existing Use(s)	Shopping centre
Current Ownership(s)	Single long leaseholder and separate freeholder

Site considerations

Flood Zone	1
PTAL	4-6a
Heritage Considerations	Highly sensitive context. Within Enfield Town Conservation Area and the setting of numerous designated and non-designated heritage assets including, but not limited to grade I listed church.
Impacts on Archaeological Priority Area	Within APA 6: Enfield Town Centre

Proposal

Land Use Requirements	Redevelopment of the site must deliver comprehensive mixed-use redevelopment . This could include compatible main town centre, commercial and residential uses, public realm and environmental improvements, including improved walking and cycling routes.		
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Implementation

Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	329	0
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses		

Table C1.2: SA1.1 - Palace Gardens Shopping Centre, Enfield

SA1.1: PALACE GARDENS SHOPPING CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. must contribute towards improvements to the facilities at Enfield Town station and explore the feasibility of increased frequency of trains to Enfield Town station, particularly at peak hours. III. must contribute towards delivery of public realm, new and enhanced public spaces and key gateways into the site identified in the placemaking policy or IDP. IV. should deliver or contribute towards delivery of a new health centre within the Enfield Town placemaking area. V. should contribute towards delivery/enhancement of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve north-south pedestrian and cycle connections from Church Street to Cecil Road, towards Enfield Town Park, and from Market Square to Sidney Road. B. must improve east-west pedestrian connections from London Road to Sarnesfiled Road. C. should provide a network of public spaces of varying sizes, including one central square at the heart of the development where the main pedestrian connections meet. D. should create new public spaces at the gateways to the development on Church Street, Cecil Road, Sarnesfield Road and London Road. E. must provide streetscape improvements along Cecil Road, Church Street, Sarnesfield Road, London Road and along the main east-west and north-south routes. F. must create active frontages along Church Street, Cecil Road, Sarnesfield Road and London Road with ground floor non-residential uses contributing to the vitality of the town centre. G. should provide a mix of typologies. Courtyard blocks and mansion blocks are considered the most appropriate. H. should locate tall buildings of no more than 27m in height towards the centre of the development, with shoulder blocks generally decreasing in height towards the edge of the site to address the sensitivity of the existing buildings along the site's boundaries, particularly along Church Street. I. must be articulated and the massing broken down to allow for sky space between buildings when viewed from the Enfield Town Conservation Area, Enfield Town Park, Genotin Terrace and Enfield Town Library. J. should have a roofline which positively contributes to the existing historic roofscape along Church Street. K. must deliver car-free development to promote active travel. L. should primarily locate service access from Sarnesfield Road, with additional access via Cecil Road if necessary.

ENFIELD TOWN

SA1.2: Enfield Town Station & Former Enfield Arms



Table C1.3: SA1.2 - Enfield Town Station & Former Enfield Arms

SA1.2: ENFIELD TOWN STATION & FORMER ENFIELD ARMS	
Existing site information	
Address	Former Enfield Arms Southbury Road and Enfield Town Station, Enfield, Genotin Road
Site Area	0.57ha
Existing Use(s)	Station and vacant public house
Current Ownership(s)	Multiple ownerships
Site considerations	
Flood Zone	1
PTAL	6
Heritage Considerations	Immediately adjacent to Enfield Town Conservation Area and in close proximity to numerous designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	Immediately adjacent to APA 6: Enfield Town Centre.
Proposal	
Land Use Requirements	The site should provide new homes and a renewed station entrance and, public square and public realm improvements
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 0 79
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses.

Table C1.4: SA1.2 - Enfield Town Station & Former Enfield Arms

SA1.2: ENFIELD TOWN STATION & FORMER ENFIELD ARMS	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. must improve pedestrian and cycle routes to Enfield Town Overground station. III. must facilitate improvements to the facilities at Enfield Town station and explore the potential for increased frequency of trains to Enfield Town station, particularly at peak hours. IV. must contribute towards the delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. V. should contribute towards delivery of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands. VI. should contribute towards delivery/enhancement of a new health centre within the Enfield Town placemaking area. <p>* The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver an enhanced public square fronting Enfield Town Station entrance to create an improved arrival experience to Enfield Town. The space in front of the station building should be designed to give pedestrians greatest priority. B. must set buildings back from the edge of pavement on Southbury Road to allow the creation of a new public square to the front of the station entrance. C. must create active frontages on Genotin Road and onto the new public square to provide natural surveillance onto this space. D. must provide streetscape improvements along Southbury Road and Genotin Road. E. should retain the existing green buffer along the railway line. F. should provide a mix of typologies. Perimeter blocks, mansion blocks and a single taller building are considered the most appropriate in this sustainable and accessible location. G. should be carefully designed to consider how the development proposals affect the setting of the adjacent Enfield Town Conservation Area. The location of the taller building is subject to any impacts on the setting of the adjacent Enfield Town Conservation Area. H. should locate a tall building of no more than 42m in height above the station entrance with height set back behind lower shoulder blocks. There is potential for additional height (up to 33m) and lower shoulder blocks to the south, adjacent to the railway line. I. must embed noise mitigation measures into the design of the elevations facing the railway line. J. must limit vehicular access to drop off, servicing and accessible bays due to the high public transport accessibility level.

ENFIELD TOWN

SA1.3: Tesco, Southbury Road



Table C1.5: SA1.3 - Tesco, Southbury Road

SA1.3: TESCO, SOUTHBURY ROAD	
Existing site information	
Address	Tesco Superstore, Savoy Parade, Southbury Road, Enfield, EN1 1NW
Site Area	1.74ha
Existing Use(s)	Retail food store and car park
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Within the immediate setting of the Enfield Town Conservation Area as well as the setting of numerous designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	In close proximity to the Ermine Street Archaeological Priority Area and Enfield Town Centre Archaeological Priority Area.
Proposal	
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 303 0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.

Table C1.6: SA1.3 - Tesco, Southbury Road

SA1.3: TESCO, SOUTHBURY ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, and footpath widening, as identified in the placemaking policy or IDP. II. must improve pedestrian and cycle routes towards Enfield Town Overground station. III. must contribute towards and/or deliver re-design of existing junction to improve pedestrian and cycle experience and access to Enfield Town Overground station. IV. should facilitate improvements to the facilities at Enfield Town station and explore the potential for increased frequency of trains to Enfield Town station, particularly at peak hours. V. must contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. VI. should contribute towards delivery/enhancement of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands. VII. should contribute towards delivery of a new health centre within the Enfield Town placemaking area. <p>* The Environment Agency has noted that the site is in close proximity to potable groundwater abstractions and would strongly advise that the abstraction licence holder is also consulted with respect to piled foundation proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve pedestrian and cycle connections from Southbury Road and Eaton Road towards the centre of the development to safeguard onwards connections to the town centre via a footbridge link over the railway line. B. must provide streetscape improvements along Southbury Road and Eaton Road. C. should explore the potential for a new pedestrian and cycle connection through the garages on Beresford Road. D. should provide a new pocket park at the landing of the potential new footbridge over the railway line. E. must create active frontages along Southbury Road, Eaton Road and the pocket park with ground floor non-residential uses. F. should provide a mix of typologies. Courtyard blocks, mansion blocks and taller buildings considered the most appropriate. G. should locate tall buildings of no more than 36m in height along the railway line, with shoulder buildings of lower heights to respond to the existing lower rise properties to the north and south-east. H. should deliver buildings which vary in height and respond to the surrounding townscape. I. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing the railway line. J. should provide limited parking to promote active travel. If podium car-parking is necessary, it must not create inactive building frontages. K. should locate access for servicing from Southbury Road.

ENFIELD TOWN

SA1.4: Enfield Civic Centre



Table C1.7: SA1.4 – Enfield Civic Centre

SA1.4: ENFIELD CIVIC CENTRE	
Existing site information	
Address	Civic Centre Silver Street Enfield EN1 3XA
Site Area	1.41ha
Existing Use(s)	Offices and car park
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	1
PTAL	4
Heritage Considerations	Civic Centre included on Local Heritage List. Within the immediate setting of numerous Listed Buildings as well as the Enfield Town Conservation Area.
Impacts on Archaeological Priority Area	Within the setting of APA 6: Enfield Town Centre.
Proposal	
Land Use Requirements	Redevelopment of the site must re-provide office floorspace for the existing civic centre use and could provide new homes . It should also seek to provide a new health centre to serve the wider Enfield Town placemaking area as part of a civic hub, together with the civic centre and adjacent metropolitan police building.
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 114 0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.

Table C1.8: SA1.4 - Enfield Civic Centre

SA1.4: ENFIELD CIVIC CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. Could consider the delivery of a new health facility accessed from ground floor level, to contribute towards the creation of a new civic hub. II. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. III. must improve pedestrian and cycle connections towards Enfield Town Overground station along Silver Street. IV. facilitate improvements to the facilities at Enfield Town station and explore the potential for increased frequency of trains to Enfield Town station, particularly at peak hours. V. must contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. VI. should contribute towards delivery/enhancement of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands. <p>* The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must re-provide green space and continue to integrate the New River. B. should retain existing high value trees. C. should improve east-west pedestrian permeability from Silver Street to Fir Tree Walk. D. must provide streetscape improvements along Silver Street, Fir Tree Walk and Churchbury Lane, for example wider footpaths, trees, planting, and the incorporation of street furniture. E. should provide a new public square on Silver Street fronting the existing tower and linking into the existing open space. F. must create active frontages along Baker Street, Fir Tree Walk and Churchbury Lane. G. should provide a mix of typologies. Courtyard blocks, mansion blocks and a tall building are considered the most appropriate. H. should locate a tall building of no more than 39m in height, set back from Silver Street and the New River. Height must decrease to the north, south and east to respond to the sensitivity of nearby listed buildings and undesignated heritage assets as well as surrounding lower heights. I. must demonstrate how any impacts on long views from the Enfield Town Conservation Area has been considered and minimised. J. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Should locate access for servicing from Fir Tree Walk and Silver Street.

ENFIELD TOWN

SA1.5: St Anne's Catholic High School for Girls, Enfield



Table C1.9: SA1.5 - St Anne's Catholic High School for Girls, Enfield

SA1.5: ST ANNE'S CATHOLIC HIGH SCHOOL FOR GIRLS			
Existing site information			
Address	St Anne's Catholic High School for Girls, Enfield, EN2 6EL		
Site Area	0.85ha		
Existing Use(s)	School		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	1		
PTAL	4-5		
Heritage Considerations	Within the immediate setting of Enfield Town Conservation Area and locally listed church. Within wider setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Within the immediate setting of APA 6: Enfield Town Centre and APA 7: Ermine Street.		
Proposal			
Land Use Requirements	Redevelopment of the site must deliver new home		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	133	0

Table C1.10: SA1.5 - St Anne's Catholic High School for Girls, Enfield

SA1.5: ST ANNE'S CATHOLIC HIGH SCHOOL FOR GIRLS	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards the delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. III. should contribute towards delivery/enhancement of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands. <p>*The Environment Agency has advised sites within Source Protection Zone 1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must retain and enhance the pedestrian link between Genotin Road and Chalkwell Park Avenue and should provide an additional connection to London Road. B. must safeguard land to enable a pedestrian and cycle connection and associated public space from the playing fields to a potential future bridge over the railway line. C. should deliver streetscape improvements along London Road. D. must create active frontages along London Road, Chalkwell Park Road, St. Anne's School Playing Fields, and the new shared route. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate. F. should decrease building height towards the southern boundary to address the existing buildings along this boundary. Tall buildings are not considered acceptable on this site. G. should consider its proximity to the conservation area and the effect it will have upon its setting, demonstrating how any impacts have been minimised. H. should be a car-free development to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. I. should locate access for servicing from London Road.

ENFIELD TOWN

SA1.6: 100 Church Street, Enfield

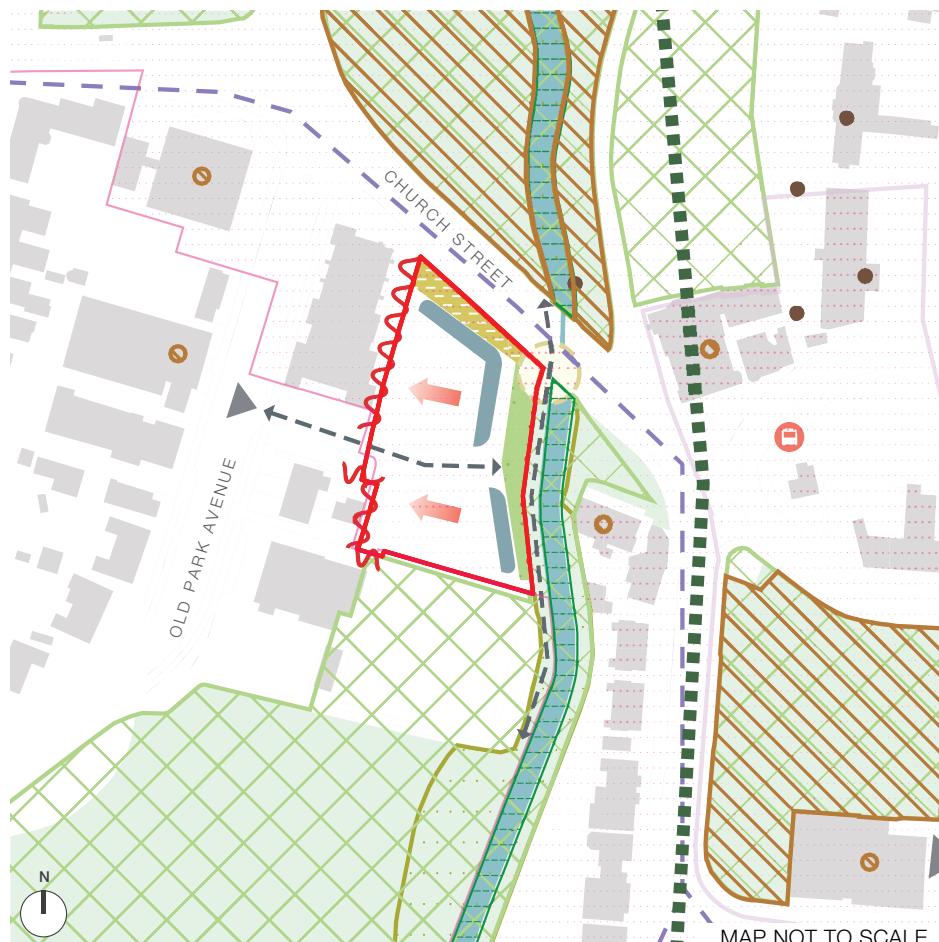


Table C1.11: SA1.6 - 100 Church Street, Enfield

SA1.6: 100 CHURCH STREET, ENFIELD	
Existing site information	
Address	100 Church Street, Enfield, EN2 6BQ
Site Area	0.29ha
Existing Use(s)	The site was most recently used for office purposes.
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	1
PTAL	5
Heritage Considerations	Within Enfield Town Conservation Area and setting of numerous designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	Within the setting of APA 6: Enfield Town Centre.
Proposal	
Land Use Requirements	Redevelopment of the site should provide approximately new homes
Implementation	
Timeframe (years)	0-5
Approximate Estimated Housing Capacity	78 ¹
5-10	0
10+	0

¹ The estimated capacity is based on an extant planning consent - 20/02858/FUL. Despite the consent, the site has been included as a site allocation in order to safeguard against any potential future changes/revisions to the extant consent as work has yet to commence on site.

Table C1.12: SA1.6 - 100 Church Street, Enfield

SA1.6: 100 CHURCH STREET, ENFIELD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity specifically including improvements to the New River Path, to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening, tree planting, and the incorporation of street furniture as identified in the placemaking policy or IDP. II. must contribute towards measures to provide off-site public cycle parking provision within Enfield Town. III. should contribute/enhance towards the delivery of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must create a linear public green with new tree planting and biodiversity enhancements linking to the Millennium Green to the north of Church Street. B. must improve pedestrian and cycle access to the New River Path from Church Street. C. must create active frontages along Church Street and the New River Path. D. should provide boundary treatments which are in keeping with the character of the surrounding area and allow clear views into/from the site to retain a sense of openness. E. should be in the form of mansion blocks, as this is considered the most appropriate typology for the site. F. must decrease building height toward the western boundary to address the sensitivity of the existing church. Tall buildings are not considered acceptable on this site. G. should provide car-free development to promote active travel. H. should locate access for servicing from Old Park Avenue.

ENFIELD TOWN

SA1.7: Oak House, 43 Baker Street

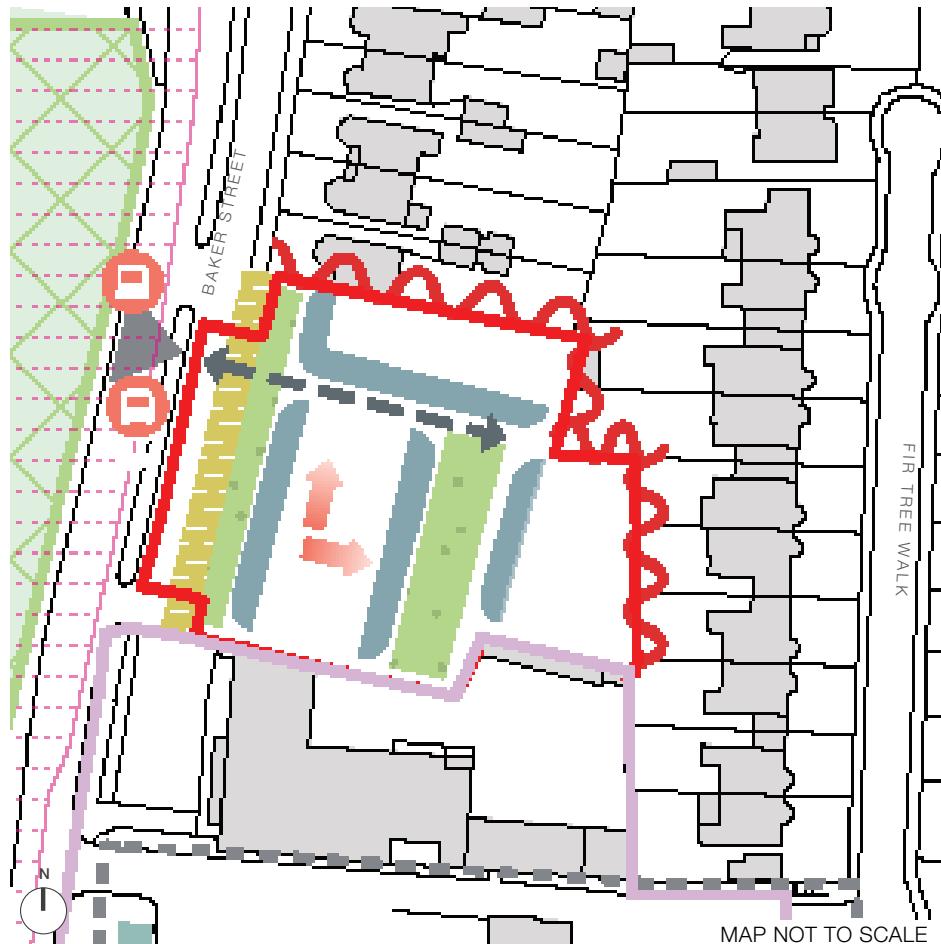


Table C1.13: SA1.7 - Oak House, 43 Baker Street

SA1.7: OAK HOUSE, 43 BAKER STREET	
Existing site information	
Address	Oak House, 43 Baker Street, EN1 3ET.
Site Area	0.26ha
Existing Use(s)	Residential
Site considerations	
Flood Zone	1
PTAL	4
Heritage Considerations	Within the immediate setting of the Enfield Town Conservation Area as well as the setting of numerous designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	In close proximity to the Ermine Street Archaeological Priority Area and Enfield Town Centre Archaeological Priority Area.
Proposal	
Land Use Requirements	The site should provide new homes
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 47 0

Table C1.14: SA1.7 - Oak House, 43 Baker Street

SA1.7: OAK HOUSE, 43 BAKER STREET	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <p>I. should contribute towards delivery of streetscape improvements in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening, as identified in the placemaking policy or IDP should contribute towards improvements to the facilities at Enfield Town station.</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Silver Street, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. must create active frontages along Silver Street.</p> <p>C. must carefully consider its relationship with the existing properties to the north, east and south of the site. Design proposals should consider securing existing rear gardens through a back-to-back approach.</p> <p>D. should align with existing buildings along Silver Street.</p> <p>E. should create a residential green space within the development.</p> <p>F. should provide a mix of typologies. Mansion blocks and perimeter blocks are considered the most appropriate.</p> <p>G. must decrease building height toward the northern and eastern site boundary to address the massing of the existing buildings. Tall buildings are not considered acceptable on this site.</p> <p>H. should preserve long views from the Enfield Town Conservation Area.</p> <p>I. should provide limited residential parking to promote active travel.</p> <p>J. should locate access for servicing from Silver Street.</p>

SOUTHBURY

SA2.1: Colosseum Retail Park

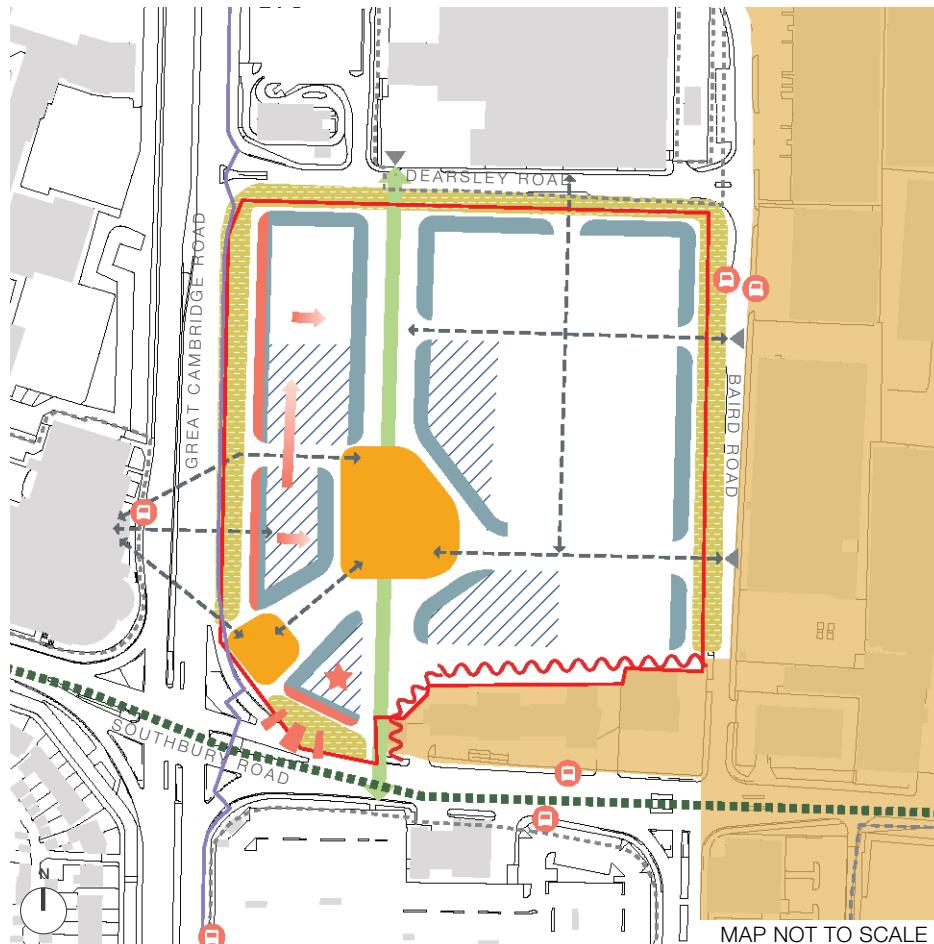


Table C1.15: SA2.1 - Colosseum Retail Park

SA2.1: COLOSSEUM RETAIL PARK		
Existing site information		
Address	Colosseum Retail Park, EN1 3FD	
Site Area	4.22ha	
Existing Use(s)	Large format retail	
Site considerations		
Flood Zone	1	
PTAL	3	
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.	
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street	
Proposal		
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes.	
Implementation		
Timeframe (years)	0-5	5-10
Approximate Estimated Housing Capacity	444	476
Approximate Estimated Non-residential capacity (Class E)	7,224 sqm ²	

² The estimated residential and non-residential capacities are based on extant planning permission: 20/00788/OUT. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.16: SA2.1 - Colosseum Retail Park

SA2.1: COLOSSEUM RETAIL PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should deliver and/or contribute to an early years/nursery facility and health facility on or within the immediate vicinity of the site. II. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west and north-south pedestrian and cycle permeability and connectivity. B. must provide streetscape improvements along the A10, Southbury Road, Baird Road and Dearsley Road, for example wider footpaths, tree planting, and the incorporation of street furniture. Improvements along the A10 and Southbury Road must maximise tree planting to create a green buffer. C. should create a new north-south green spine linking to the adjacent Site Allocations (SA2.3 and SA2.6). D. could create a central public square along the green spine. E. should create a public space at the gateway to the development on Southbury Road/A10 junction. F. must create active frontages along the A10, Southbury Road, Baird Road, Dearsley Road and along the central green spine. G. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and a tower are considered the most appropriate. H. must locate tall buildings along the A10 and Southbury Road if proposed. I. must locate the tallest building of no more than 48m in height at the junction of the A10 and Southbury Road and heights must decrease towards the northern and eastern boundary. J. should locate non-residential uses along the A10, Southbury Road and clustered around the main central square. K. must provide dual aspect dwellings along the A10, Southbury Road and facing towards the adjacent SIL. L. must orientate building layouts to reduce noise impacts from the A10, Southbury Road and SIL, and embed noise mitigation measures into the design of the elevations facing these. M. should consider its relationship with the rear of the existing buildings to the south of the site along Southbury Road. N. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. O. should locate access for servicing from Baird Road and Dearsley Road.

SOUTHBURY

SA2.3: Morrisons, Southbury Road

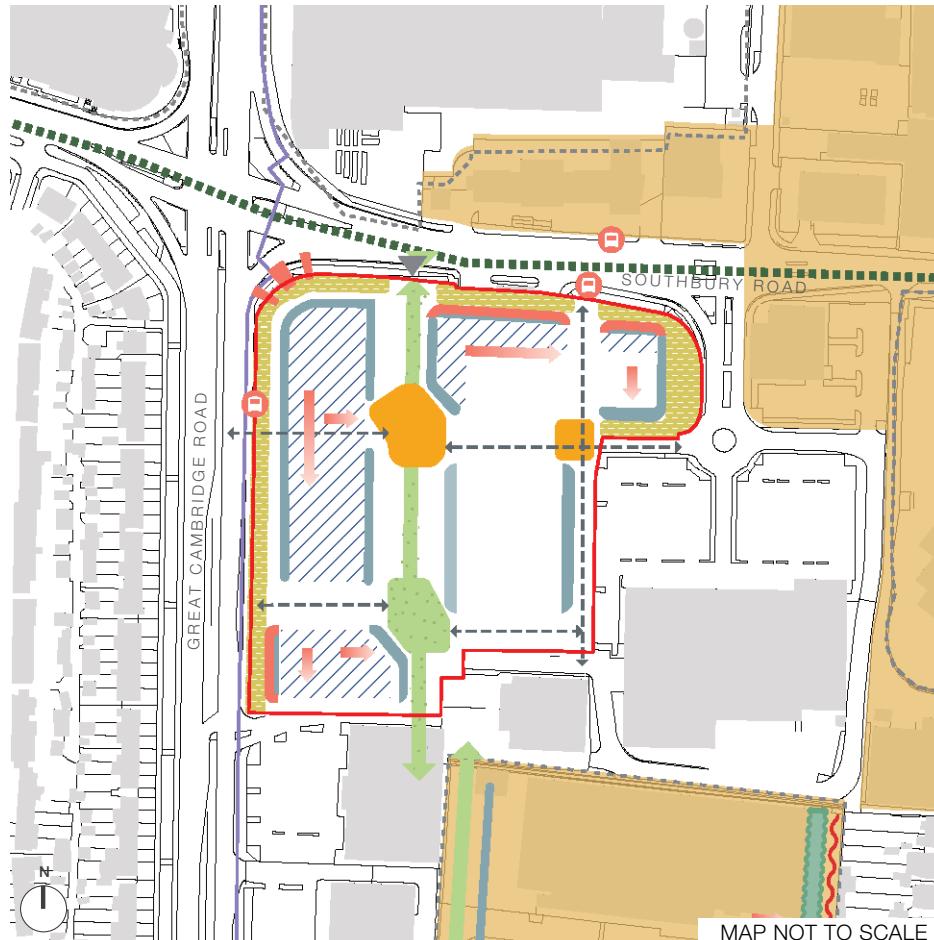


Table C1.17: SA2.3 - Morrisons, Southbury Road

SA2.3: MORRISONS, SOUTHBURY ROAD	
Existing site information	
Address	Morrisons, Southbury Road EN1 1TW
Site Area	2.68ha
Existing Use(s)	Supermarket + car park
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street.
Proposal	
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 323 323
Approximate Estimated Non-residential capacity	Re-provision of non-residential uses (supermarket)

Table C1.18: SA2.3 - Morrisons, Southbury Road

SA2.3: MORRISONS, SOUTHBURY ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards improvements to the facilities at Southbury Station. III. should contribute towards the delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian connections between the A10 and Baird Road and north-south connections between Southbury Road and Baird Road. B. must deliver streetscape improvements along the A10, Southbury Road and Baird Road. Improvements along the A10 and Southbury Road must maximise tree planting to provide a green buffer. C. should provide a generous new north-south green spine linking to the Site Allocation to the north at Colosseum Retail Park. D. must create active frontages along A10, Southbury Road, Baird Road and along the central green spine. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and towers are considered the most appropriate. F. must create a tall building frontage at the junction of the A10 and Southbury Road. G. must locate the tallest buildings of up to 42m in height at the junction between A10 and Southbury Road with height decreasing towards the east and south of the site. H. should locate non-residential uses along the A10, Southbury Road and clustered around the main central square. I. must orientate building layouts to reduce noise impacts from the A10 and adjacent SIL and embed noise mitigation measures into the design of the elevations facing these. J. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. K. should locate access for servicing from Southbury Road and Baird Road.

SOUTHBURY

SA2.4: Southbury Leisure Park

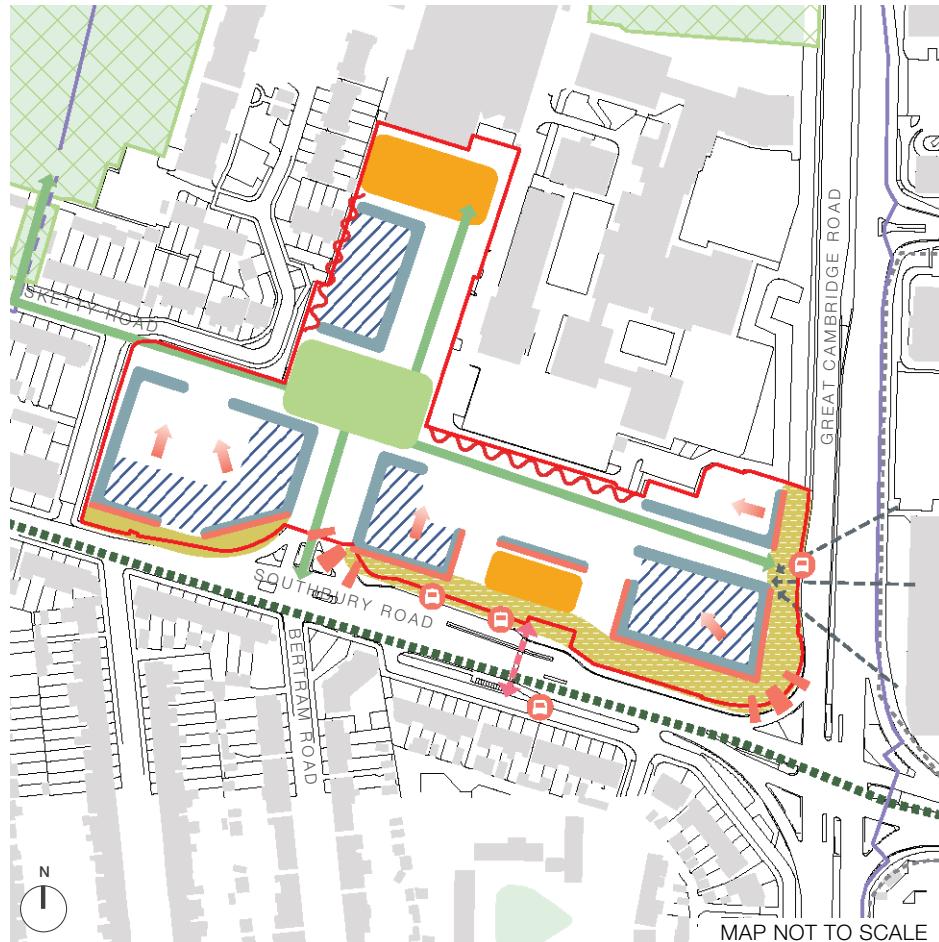


Table C1.19: SA2.4 - Southbury Leisure Park

SA2.4: SOUTHBURY LEISURE PARK			
Existing site information			
Address	Southbury Leisure Park, Enfield EN1 1YQ		
Site Area	2.96 ha		
Existing Use(s)	Leisure park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street.		
Proposal			
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	605	0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses		

Table C1.20: SA2.4 - Southbury Leisure Park

SA2.4: SOUTHBURY LEISURE PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. must explore the potential to remove the existing pedestrian footbridge and introduce a new replacement pedestrian crossing, III. should contribute towards improvements to the facilities at Southbury Station. IV. should contribute towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must contribute towards streetscape improvements along Southbury Road and A10, enhancing pedestrian and cycle routes and crossings, and maximising tree planting to provide a green buffer. B. should provide a new pocket green space along the main north-south route through the site and a public square fronting the Southbury Leisure Centre. C. must create active frontages along A10, Southbury Road and the main north-south connection. D. should set-back the building frontage to create a new public space at the existing pedestrian bridge / future pedestrian crossing over Southbury Road. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and towers are considered the most appropriate. F. must locate tall buildings along the A10 and Southbury Road, if proposed. G. must locate the tallest buildings of up to 42m in height at the junction between A10 and Southbury Road, with height decreasing towards the west and north to respond to the neighbouring lower rise existing buildings. H. should carefully consider privacy, overlooking and overshadowing to existing residential properties to the west. I. should locate non-residential uses along Southbury Road, the A10 and the main north-south route through the site. J. must orientate building layouts to reduce noise impacts from the A10 and embed noise mitigation measures into the design of the elevations facing the A10 and Southbury Road. K. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Residential podium parking must not create long stretches of inactive building frontage. L. should locate access for servicing from Southbury Road.

SOUTHBURY

SA2.5: Tesco, Ponders End

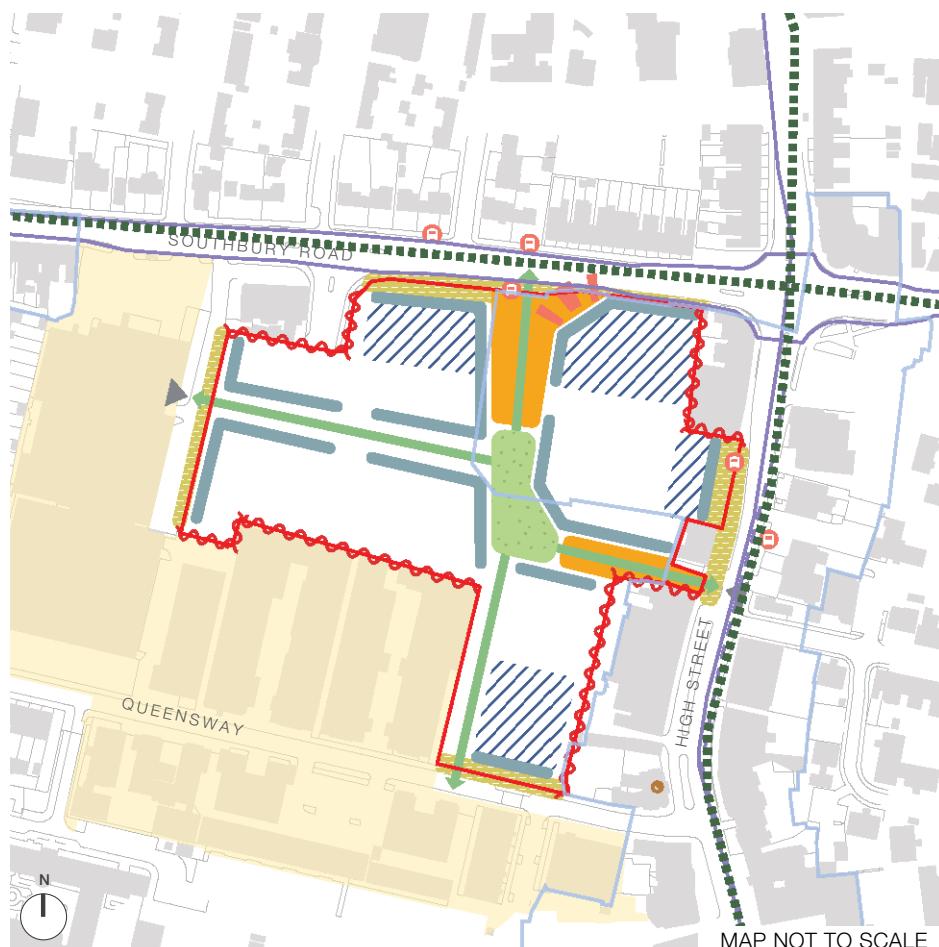


Table C1.21: SA2.5 - Tesco, Ponders End

SA2.5: TESCO, PONDERS END	
Existing site information	
Address	Tesco, 288 High Street, Ponders End
Site Area	2.78ha
Existing Use(s)	Supermarket and car park
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Not located in immediate proximity to conservation areas or listed buildings. Within the setting of Heron Hall (Grade II Listed Building) and collection of industrial buildings which collectively are of heritage value.
Impacts on Archaeological Priority Area	In part within APA 10: Southbury Road.
Proposal	
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 521 0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.

Table C1.22: SA2.5 - Tesco Ponders End

SA2.5: TESCO, PONDERS END	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening, as identified in the placemaking policy or IDP. II. should contribute towards improvements to the facilities at Southbury Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver and contribute towards streetscape improvements along High Street and Southbury Road. Improvements along Southbury Road must maximise tree planting to provide a green buffer. B. must improve east-west pedestrian connections from the High Street towards Hartsway and north-south connections between Southbury Road and Queensway. C. should provide a generous landscaped area along the main north-south connection from Southbury Road to Queensway. D. must create active frontages along the High Street, Southbury Road internal key routes and an area of high-quality public space. E. should locate non-residential uses along High Street, Southbury Road and Queensway. It is anticipated that re-provision of the existing supermarket use will be proposed though the quantum of floorspace may be reduced. Provision of small workshops and/or employment uses could be considered appropriate and would be encouraged along Queensway to complement existing adjacent uses. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate. G. could locate a tall building of no more than 33m in height towards the centre of the site. Height must decrease towards the north, south, east, and west to respond to existing lower rise buildings. H. should orientate building layouts to reduce noise impacts from Southbury Road and LSIS, and should embed noise mitigation measures into the design of the elevations facing Southbury Road and LSIS. I. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. J. should locate access for servicing from Southbury Road, High Street and Queensway.

SOUTHBURY

SA2.6: Sainsbury's, Crown Road

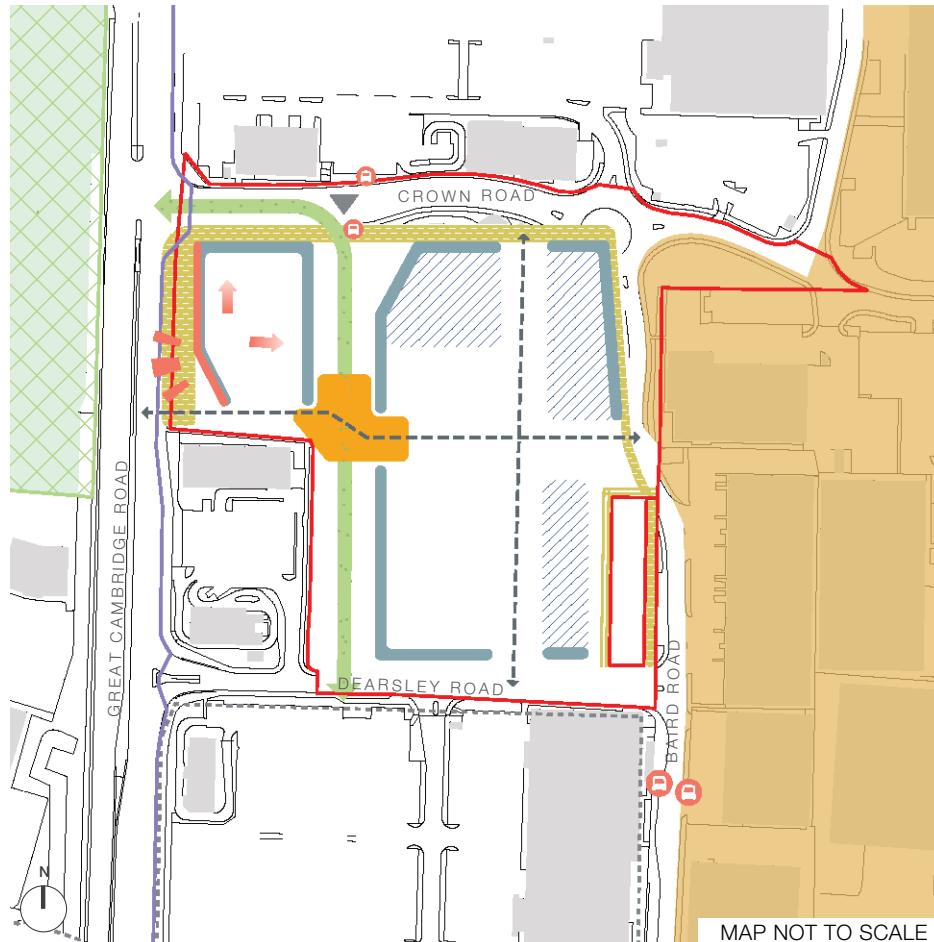


Table C1.23: SA2.6 - Sainsbury's, Crown Road

SA2.6: SAINSBURY'S CROWN ROAD	
Existing site information	
Address	Sainsbury's, Crown Road, EN1 1TH
Site Area	3.90 ha
Existing Use(s)	Supermarket + car park
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street.
Proposal	
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 0 868
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.

Table C1.24: SA2.6 - Sainsbury's, Crown Road

SA2.6: SAINSBURY'S CROWN ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards improvements to the facilities at Southbury Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. <p>*The Environment Agency has noted that site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquiries regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian connections between the A10 and Baird Road and north-south connections between Crown Road and Dearsley Road. B. must deliver and contribute towards streetscape improvements along the A10, Crown Road, Baird Road and Dearsley Road. Improvements along the A10 must maximise tree planting to provide a green buffer. C. should provide a new generous green spine through the site which links Enfield Playing Fields (west) to the adjacent Site Allocation at Colosseum Retail Park (south). D. must create active frontages along A10, Crown Road, Baird Road, Dearsley Road and along the central green spine. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and towers are considered the most appropriate. F. should consider locating a tall building frontage of no more than 30m in height along the A10 with height decreasing towards Baird Road (east). G. must orientate building layouts to reduce noise impacts from the A10 and adjacent SIL and embed noise mitigation measures into the design of the elevations facing these. H. should carefully consider the relationship with the existing inactive frontage of the primary sub-station in the south-east corner of the site. I. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. J. should locate access for servicing from Crown Road and Baird Road, and along the green spine when required.

EDMONTON GREEN

SA3.1: Edmonton Green Shopping Centre

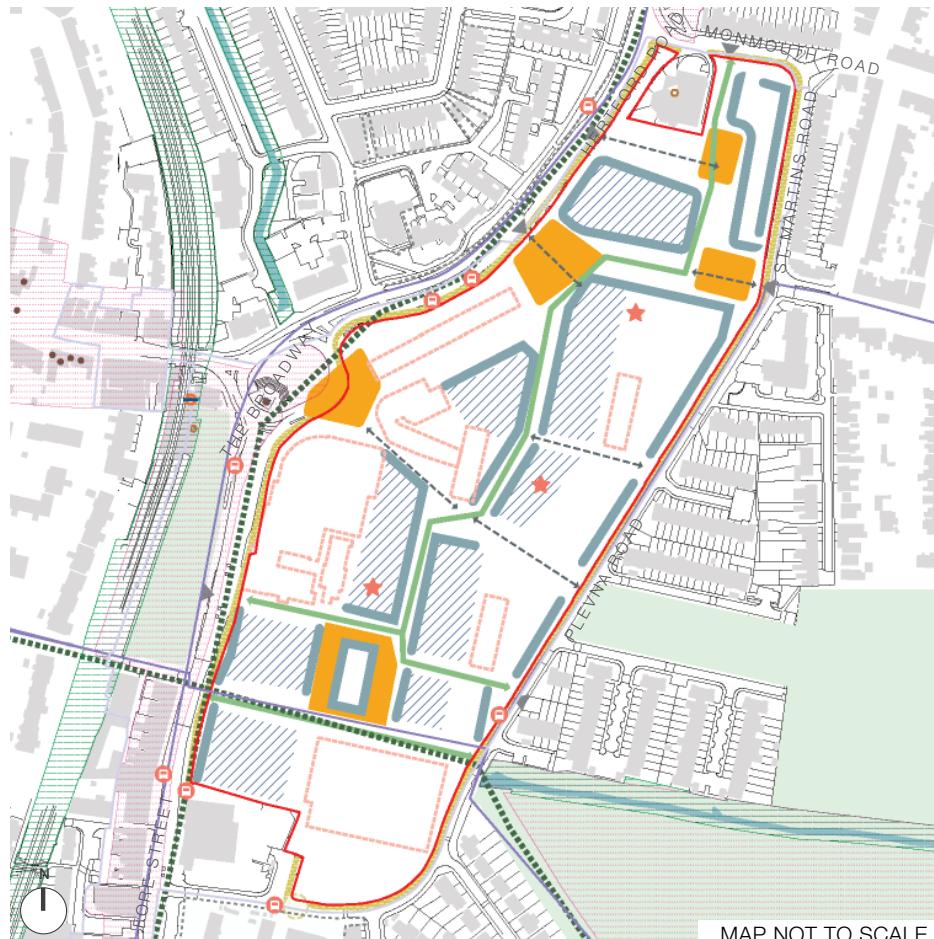


Table C1.25: SA3.1 - Edmonton Green Shopping Centre

SA3.1: EDMONTON GREEN TOWN CENTRE	
Existing site information	
Address	Edmonton Green Shopping Centre and adjoining land
Site Area	9.99ha
Existing Use(s)	Large shopping centre, covered market, leisure centre, library, health centre, community centre, hotel, existing homes, bus station, and a multi-storey car park with over 1,000 car parking spaces.
Site considerations	
Flood Zone	Mainly Flood Zone 1, although the northern part of Hertford Road is Flood Zone 2
PTAL	4-6a
Heritage Considerations	Within immediate setting of four conservation areas as well as numerous other designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	In part within APA 15: Lower Edmonton.
Proposal	
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses . Public realm and environmental improvements, including improved walking and cycling routes.
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 333 1090
Approximate Estimated Non-residential capacity (Class E)	41,400 sqm ³

³ Estimated capacities based on Planning Permission reference: 20/04187/OUT. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.26: SA3.1 - Edmonton Green Shopping Centre

SA3.1: EDMONTON GREEN SHOPPING CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should deliver/contribute towards a healthcare facility on the site. II. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening identified in the placemaking policy or IDP. III. should contribute towards improvements to the facilities at Edmonton Green Station, bus facilities and frequency of buses serving the development site. IV. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. V. should contribute towards improvements to Salmons Brook. VI. should contribute towards any flood alleviation management scheme as identified in the placemaking policy or IDP within the vicinity of the site. <p>N.B. TfL has advised changes to traffic circulation arising from redevelopment of this site must safeguard the continued operation of the bus station with no loss of efficiency or overall capacity.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. could retain and refurbish the existing towers. B. must create east-west pedestrian and cycling connections which link Fore Street/Hertford Road and the station with Plevna Road towards, the existing open space, allotments, and the Salmons Brook path/Angel Walk. C. should provide streetscape improvements along Fore Street/Hertford Road, Plevna Road, the Broadway and St Martins Road. Tree planting should be maximised along Fore Street/Hertford Road to provide a green buffer. D. should provide a network of green/open spaces across the site, with the primary green spaces and play areas located to the east of the site, sheltered from the noise and pollution of Fore Street/Hertford Road. E. must create a new public space fronting the existing bus station. F. must create active frontages along the site perimeter, the main north-south link and key eastwest links. G. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and tall buildings are considered the most appropriate. H. should locate tall buildings of no more than 60m in height at the centre of the site, with shoulder buildings decreasing in height towards the north, south and east of the site to respond to the lower heights of existing buildings, including the Edmonton Baptist Church. I. should locate non-residential uses along Fore Street/Hertford Road and clustered along the main north-south link. Non-residential uses should include re-provision of the existing market and a new civic hub, which should include the library and other complementary uses such as a health centre, community space, and Council offices. J. must carefully consider its impact on surrounding Conservation Areas, notably the placement of taller buildings. K. must orientate building layouts to reduce noise impacts from Fore Street/Hertford Road and embed noise mitigation measures into the design of the elevations facing here. L. must deliver car free development to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. M. should locate access for servicing from Fore Street/Hertford Road, Plevna Road, and San Martin Road.

EDMONTON GREEN

SA3.2: Chiswick Road Estate



Table C1.27: SA3.2 - Chiswick Road Estate

SA3.2: CHISWICK ROAD ESTATE			
Existing site information			
Address	Chiswick Road Estate (Osward and Newdales) N9 7AN		
Site Area	2.37ha		
Existing Use(s)	Housing Estate		
Site considerations			
Flood Zone	1 / 2		
PTAL	5		
Heritage Considerations	Within the immediate setting of The Crescent Conservation Area and associated Listed Building; locally listed Baptist church; Fore Street Conservation Area; and, Church Street Conservation Area.		
Impacts on Archaeological Priority Area	Within APA 15: Lower Edmonton.		
Proposal			
Land Use Requirements	Must provide new homes and could provide supporting non-residential floorspace .		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	146

Table C1.28: SA3.2 - Chiswick Road Estate

SA3.2: CHISWICK ROAD ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP II. should contribute towards improvements to the facilities at Edmonton Green Station, bus facilities and frequency III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide new homes through careful infill design solutions and partial redevelopment. B. should retain an east-west pedestrian and cycle connection between Chiswick Road and Hertford Road. C. should retain the north-south pedestrian and cycle connection along Hertford Road. D. should retain and improve existing open space along Hertford Road with new tree planting and biodiversity improvements linking to the existing wildlife corridor along the Salmons Brook and railway line. E. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk. F. must maximise retention of existing high value trees as these contribute to the setting of nearby listed buildings, as well as offering environmental benefits. G. must provide active frontages along Hertford Road and key routes. H. should provide a mix of typologies with a courtyard block or tall building for the redevelopment opportunities and mews houses or maisonettes for the infill opportunities. I. could locate a tall building of no more than 33m in height to the southern corner of the site fronting Hertford Road. Height must decrease towards the north and centre of the site to respond to existing lower heights and the Crescent Conservation Area. J. must minimise overlooking and overshadowing of the existing rear gardens of properties along Chiswick Road and Croyland Road. K. must carefully consider the impact on surrounding Conservation Areas (The Crescent CA, Fore Street CA, Church Street CA). L. must orientate building layouts to reduce noise impacts from Hertford Road and embed noise mitigation measures into the design of the elevations facing Hertford Road. M. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. N. should locate access for servicing from Newdales Close/Osward Place.

EDMONTON GREEN

SA 3.3: Fore Street Estate

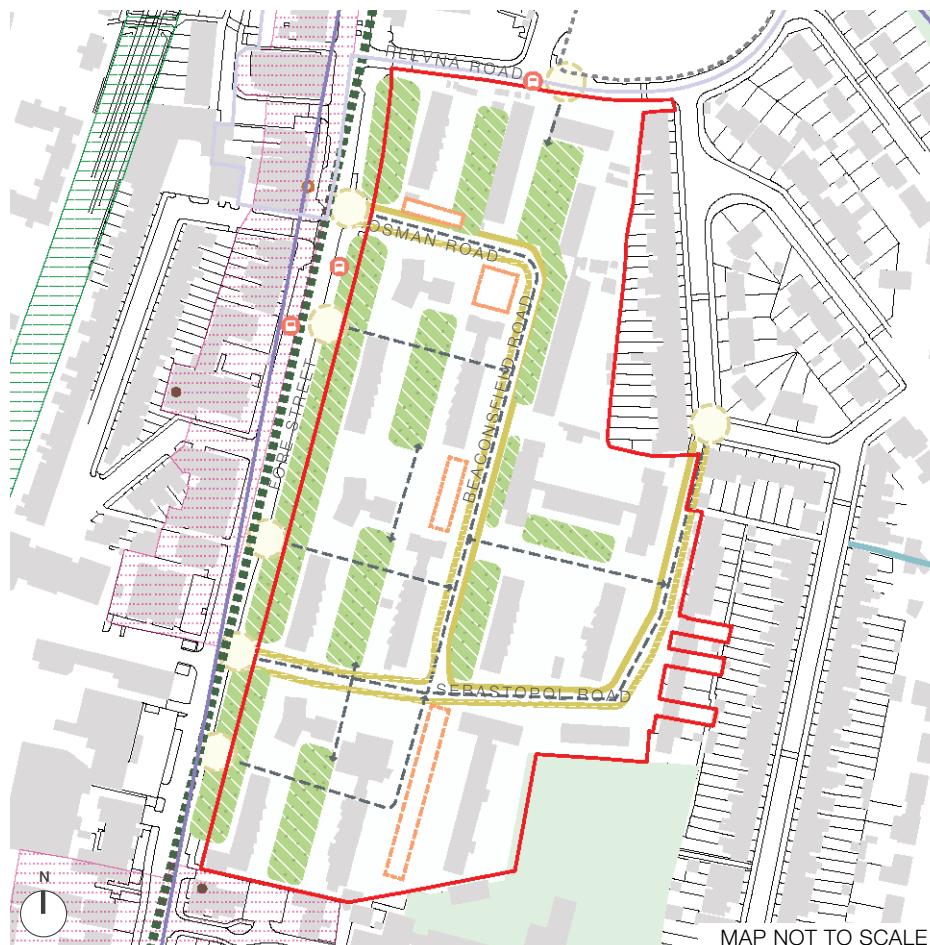


Table C1.135: SA URB.24 - Fore Street Estate

SA URB.24: FORE STREET ESTATE	
Existing site information	
Address	Fore Street Estate
Site Area	4.77ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership
Site considerations	
Flood Zone	2 - partial
PTAL	5 - 6a
Heritage Considerations	No local or national designations. Most important example of a post-war estate in the borough. Adjacent to two conservation areas and associated designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	None
Proposal	
Land Use Requirements	Housing estate regeneration, infill development for residential uses.
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 39 0

Table C1.136: SA URB.24 - Fore Street Estate

SA URB.24: FORE STREET ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must improve east-west pedestrian connections.</p> <p>B. should provide improvements to existing open spaces including additional tree planting, biodiversity enhancements and formal/informal play, and create a north-south green spine.</p> <p>C. should improve green edge along Fore Street with additional tree planting and biodiversity enhancements.</p> <p>D. should provide streetscape improvements along Sebastopol Road, Beaconsfield Road and Osman Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>E. should improve existing pedestrian gateways along Fore Street and Plevna Road.</p> <p>F. should improve existing vehicular entrances from Fore Street and Felixstowe Road.</p> <p>G. should provide infill development along Osman Road and Beaconsfield Road in a mix of villa blocks up to 15m in height and terrace housing, to strengthen the existing building frontage.</p> <p>H. should provide limited residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting</p> <p>I. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

ANGEL EDMONTON

SA4.1: Joyce Avenue & Snells Park Estate

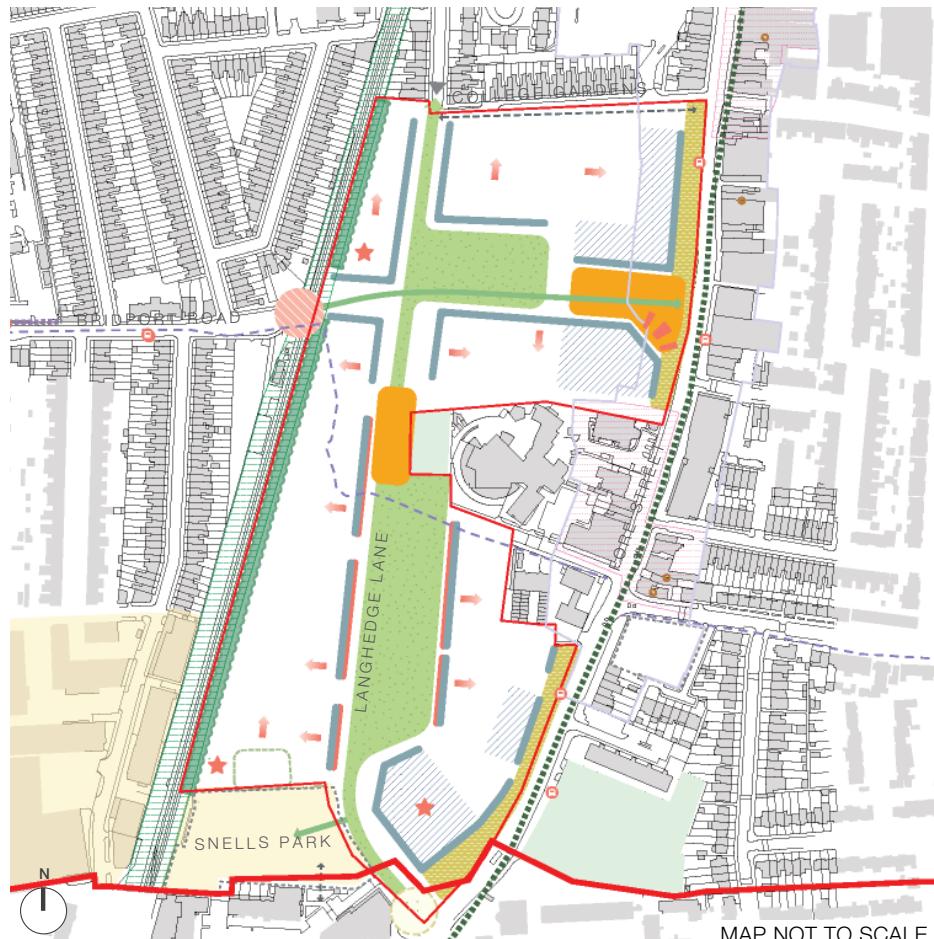


Table C1.29: SA4.1- Joyce Avenue & Snells Park Estate

SA4.1: JOYCE AVENUE & SNELLS PARK ESTATE			
Existing site information			
Address	Joyce Avenue & Snells Park Estate N18 2SY		
Site Area	9.82ha		
Existing Use(s)	Housing Estate		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within immediate setting of Fore Street Conservation Area and North Tottenham High Road Conservation Area as well as numerous other heritage assets.		
Impacts on Archaeological Priority Area	In part within APA 20: Upper Edmonton.		
Proposal			
Land Use Requirements	Housing estate regeneration, comprehensive redevelopment for residential uses and supporting social infrastructure including community/health uses and re-provided open space . Affordable workspace will be encouraged.		
Implementation ⁴			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	396	792
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses		

⁴ Estimated capacities based on Planning Permission reference: 22/03346/OUT. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.30: SA4.1- Joyce Avenue and Snells Park Estate

SA4.1: JOYCE AVENUE & SNELLS PARK ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, provision of new cycle facilities such as on and off-street cycle tracks and lanes, and footpath widening as identified in the placemaking policy or IDP. II. must deliver/contribute towards improvements to footbridge over existing railway track. III. must contribute towards improvements to bus re-routing, and future upgrades to bus capacity. IV. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. V. should contribute towards access improvements at Silver Street Station to create an accessible route to the platform. VI. should contribute towards Fore Street Conservation Area Management Plan and Heritage Enhancement Fund.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must re-provide the existing quantum of open space as a north-south green spine to improve pedestrian and cycle connectivity from Sterling Way to High Road. B. must improve east-west pedestrian and cycle connections from Fore Street to Bridport Road. C. should provide new public spaces: <ul style="list-style-type: none"> • on Fore Street, onto the connection towards Bridport Road, fronting a new community hub here. • along the green spine and fronting the existing school entrance. at the junction of Fore Street and Langhedge Lane linking to the adjacent site allocation (SA4.3). D. should provide a green buffer as part of rear gardens (communal or private) along the railway line. E. should maximise retention of existing high value trees. F. must create active frontages along Fore Street, the green spine and main square. Frontages along Fore Street must carefully consider their relationship with the Fore Street Conservation Area. G. should provide a mix of typologies. Courtyard blocks, perimeter blocks, terrace housing and tall buildings are considered the most appropriate. Terraced housing should be located along the railway and northern boundary to respond to existing lower heights. H. should locate tall buildings of no more than 57m in the north of the site (see tall buildings policy map, 10.8) to mark the train station and the junction of the new north-south and east west routes. For the rest of the site, tall buildings of no more than 45m should be located towards the railway and the south of the site whilst decreasing in height towards the sensitivity of the Fore Street Conservation Area. I. should locate non-residential uses (to include a new community health hub) along Fore Street and clustered around the main square. J. should minimise overlooking and overshadowing of existing rear gardens of properties along Lancaster Road and Pretoria Road North. K. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing the railway line. L. should minimise parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. M. should locate access for servicing from Fore Street, Langhedge Lane and College Gardens.

ANGEL EDMONTON

SA4.2: Upton Road and Raynham Road

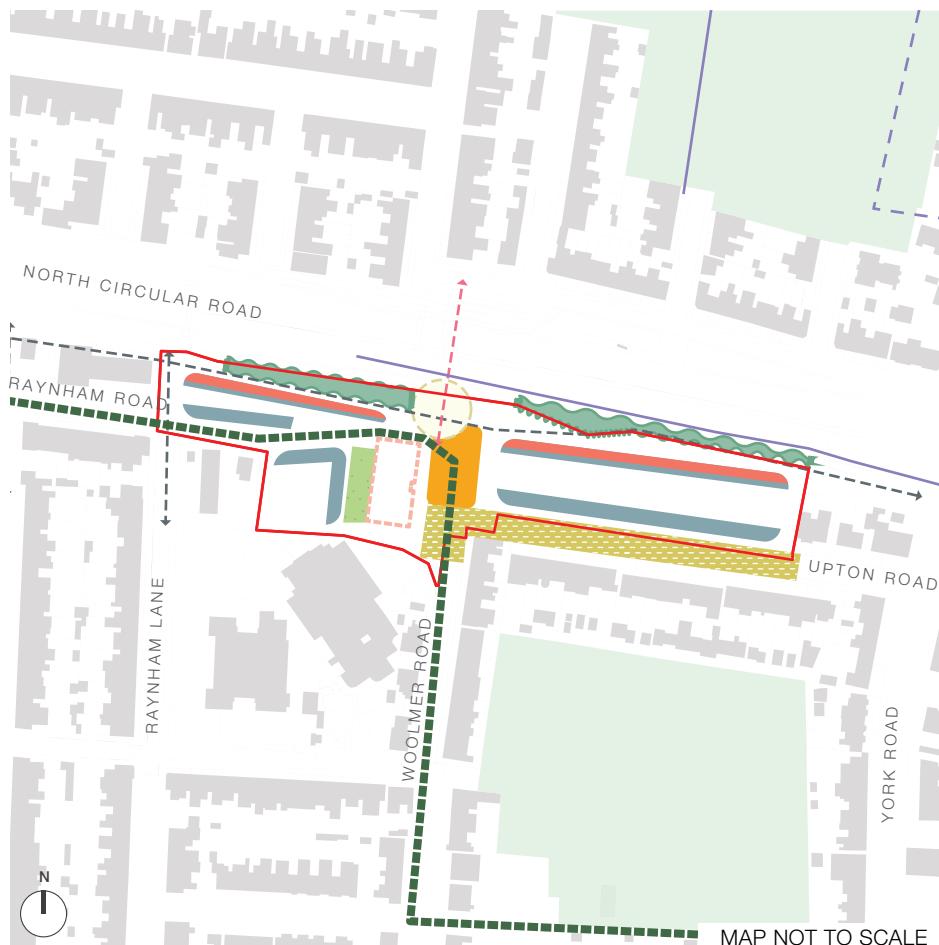


Table C1.31: SA4.2 - Upton Road and Raynham Road

SA4.2: UPTON ROAD AND RAYNHAM ROAD	
Existing site information	
Address	Upton Road and Raynham Road N18 2JU
Site Area	1.35ha
Existing Use(s)	Residential
Site considerations	
Flood Zone	1
PTAL	4-6
Heritage Considerations	Within setting of Fore St Conservation Area and wider setting of designated and non designated heritage assets. This site includes non designated C20th housing of heritage significance.
Impacts on Archaeological Priority Area	Within the setting of APA 20: Upper Edmonton.
Proposal	
Land Use Requirements	Housing estate regeneration, redevelopment for residential uses.
Implementation⁵	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	134 0 0
Approximate Estimated Non-residential capacity (Class E)	188sqm

⁵ The estimated residential and non-residential capacities are based on extant planning permission: 21/04271/RE4. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.32: SA4.2 - Upton Road and Raynham Road

SA4.2: UPTON ROAD AND RAYNHAM ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards access improvements at Silver Street Station to create an accessible route to the platform. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. could retain and refurbish the existing tower for residential uses. B. should create a green buffer along the North Circular Road maximising the retention of the existing high value trees. C. should improve north-south pedestrian and cycling connections from Sterling Way to Upton Road and Raynham Road/Avenue. D. should improve east-west pedestrian and cycle connections from Fore Street to York Road. E. should create a new public space fronting the existing tower leading toward the existing pedestrian bridge over the North Circular Road. F. should create a new residential green within the centre of the site adjacent to the proposed Green Link. G. must create active frontages along Raynham Road and Upton Road. H. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate. I. must locate tall buildings along the North Circular Road, if proposed. These must be no more than 33m in height, and height must decrease along the western boundary to respond to the sensitivity of the existing buildings within the Fore Street Conservation Area. J. must provide dual aspect dwellings along the North Circular Road. K. must orientate building layouts to reduce noise impacts from the North Circular Road and embed noise mitigation measures into the design of the elevations facing this road. L. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. M. should locate service access for servicing from Raynham Road and Upton Road.

ANGEL EDMONTON

SA4.3: Langhedge Lane Industrial Estate

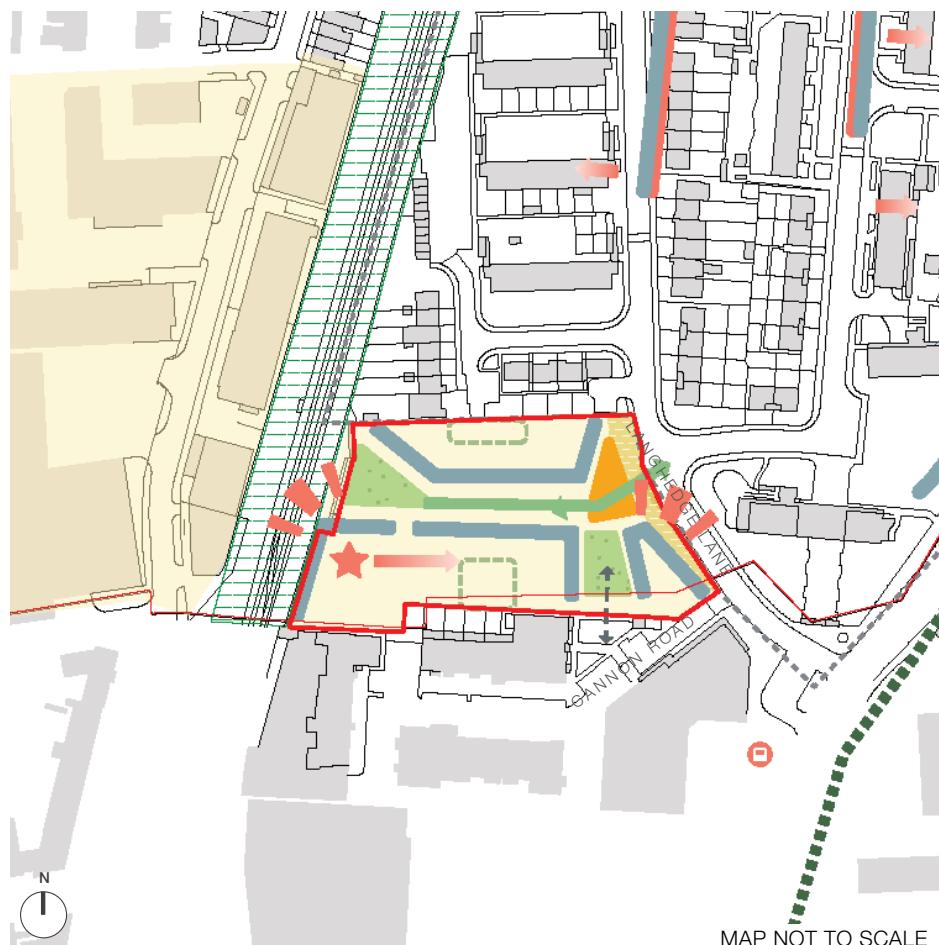


Table C1.33: SA4.3 - Langhedge Lane Industrial Estate

SA4.3: LANGHEDGE LANE INDUSTRIAL ESTATE			
Existing site information			
Address	Langhedge Lane Industrial Estate		
Site Area	0.73 ha		
Existing Use(s)	Industrial units		
Site considerations			
Flood Zone	No		
PTAL	4		
Heritage Considerations	Adjacent to post-war estate (non-designated heritage asset)		
Impacts on Archaeological Priority Area	Adjacent to APA		
Proposal			
Land Use Requirements	Re-provision of light industrial uses co-located with residential		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	120	0
Approximate Estimated Non-residential capacity (Class Egiii/ B2/ B8)	4,000 sqm		

Table C1.34: SA4.3 - Langhedge Lane Industrial Estate

SA4.3: LANGHEDGE LANE INDUSTRIAL ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. must contribute towards improvements to footbridge over existing railway track. III. Should contribute towards access, facilities and interchange improvements at Silver Street Station. IV. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should integrate light-industrial uses at ground floor to re-provide existing industrial space. B. must deliver streetscape improvements along Langhedge Lane with building frontages set back to provide a new public space along Langhedge Lane. C. should provide a new south facing open space linked to the existing play area on Cannon Road. D. must create active frontages along Langhedge Lane and the central route. E. must demonstrate how the relationship with the existing buildings to the south and the emerging design proposals for the Site Allocation 4.1 have been carefully considered and responded to. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, and tall buildings are considered the most appropriate. Perimeter blocks that create private residential courtyards with the existing and future buildings will be strongly encouraged. G. must locate tall buildings of no more than 45m in height along the railway line with height decreasing towards the centre of the development and the high street H. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing the railway line. I. should provide limited parking to promote active travel. Any podiums must not create long stretches of inactive building frontage. J. should locate access for servicing from Langhedge Lane.

ANGEL EDMONTON

SA4.4: South-east corner of the North Middlesex University Hospital



Table C1.35: SA4.4 - South-east corner of the North Middlesex University Hospital

SA4.4: SOUTH-EAST CORNER OF NORTH MIDDLESEX HOSPITAL			
Existing site information			
Address	South-east corner of the North Middlesex University Hospital Trust of Sterling Way, London, N18 1QX		
Site Area	1.77ha		
Existing Use(s)	NHS trust facilities and services.		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Includes a remnant of Union Workhouse Hospital Wing which is a non-designated heritage asset.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements ⁶	Comprehensive redevelopment for residential uses and office floorspace		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	260	0
Approximate Estimated Non-residential capacity (Class E)	3000sqm		

⁶ Please see the development brief for further details: https://www.enfield.gov.uk/__data/assets/pdf_file/0021/51591/North-Middlesex-University-Hospital-planning-brief-Planning.pdf

Table C1.36: SA4.4 - South-east corner of the North Middlesex University Hospital

SA4.4: SOUTH-EAST CORNER OF NORTH MIDDLESEX HOSPITAL	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to the underpass at Stirling Way, cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards access improvements at Silver Street Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. IV. should contribute towards improvements to the existing footbridge over the railway track at the end of Bridport Road towards Angel Edmonton Town Centre.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve north-south pedestrian and cycle connections from Bridport Road to Sterling Way towards the existing pedestrian underpass. B. should enable an east-west pedestrian connection to Somerset Road towards Gloucester Road. C. must continue to provide access for emergency vehicles to the east of the maternity unit and connecting to Sterling Way. D. should provide streetscape improvements along Bridport Way including tree planting and the demolition of the existing barrier (brick wall). E. should retain and refurbish the existing non-designated heritage asset or demonstrate why this is not possible and how its replacement will enable other requirements for the Angel Edmonton placemaking area to be met. F. should provide a new public space fronting the existing non-designated heritage asset integrating existing mature tree. G. must create active frontages along Bridport Road and the new north-south connection. H. should provide a mix of typologies. Courtyard blocks and terrace housing are considered the most appropriate. Terrace housing should be located along the eastern boundary to secure existing rear gardens through a back-to-back approach. I. should locate any tall buildings of no more than 39m in height, along Bridport Road with height decreasing towards the non-designated heritage asset and the existing terraces along Somerset Road. J. must minimise overlooking into existing rear gardens of properties along Somerset Road. K. should locate non-residential uses around the new public space. L. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. M. should locate access for servicing from Bridport Road. <p>A planning brief has also been prepared for this site which is available on the website (See footnote 6). Proposals should have regard to this brief.</p>

ANGEL EDMONTON

SA4.5: 50-56 Fore Street London



Table C1.37: SA4.5 - 50-56 Fore Street London

SA4.5: 50-56 FORE STREET LONDON		
Existing site information		
Address		Public House 50-56 Fore Street N18 2SS
Site Area		0.19ha
Existing Use(s)		Public house
Site considerations		
Flood Zone		1
PTAL		5
Heritage Considerations		Within immediate setting of Fore Street Conservation Area and designated and non-designated heritage assets.
Impacts on Archaeological Priority Area		Within APA 20: Upper Edmonton.
Proposal		
Land Use Requirements		Mixed use redevelopment with compatible main town centre and residential uses. Re-provision of the public house in line with policy CL6.
Implementation ⁷		
Timeframe (years)		0-5 5-10 10+
Approximate Estimated Housing Capacity		0 58 0
Approximate Estimated Non-residential capacity (Class E)		420 sqm

⁷ The estimated residential and non-residential capacities are based on extant planning permission: 17/00815/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed. Subsequent proposals which have been submitted on this site are not considered appropriate forms of development.

Table C1.38: SA4.5 - 50-56 Fore Street London

SA4.5: 50-56 FORE STREET LONDON	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards access improvements at Silver Street Station to create an accessible route to the platform. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. IV. should contribute towards Fore Street Conservation Area Management Plan and Capacity Studies.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide streetscape improvements along Fore Street, Claremont Street and Clive Avenue, for example wider footpaths, trees, planting, and the incorporation of street furniture. B. must create active frontages along Fore Street and Claremont Street. C. should provide a mix of typologies enclosing a private courtyard with a perimeter block along Fore Street and townhouses along Claremont Street/Clive Avenue. D. should locate a marker building at the junction of Fore Street and Claremont Street announcing the key routes towards Meridian Water (east) and the proposed green spine of the adjacent site allocation (SA4.1). Articulation, change of material, colour or window arrangement should be considered to mark these routes. E. must decrease height toward the south and east boundary to respond to of the neighbouring lower rise existing buildings. F. must minimise overlooking onto existing rear gardens south and east. G. must carefully consider its relationship with Fore Street Conservation Area and the effect it will have on its setting. H. should locate non-residential uses along Fore Street. I. should provide limited parking to promote active travel. J. should locate access for servicing from Claremont Street.

MERIDIAN WATER

SA 5.1: Meridian Water Phase 1

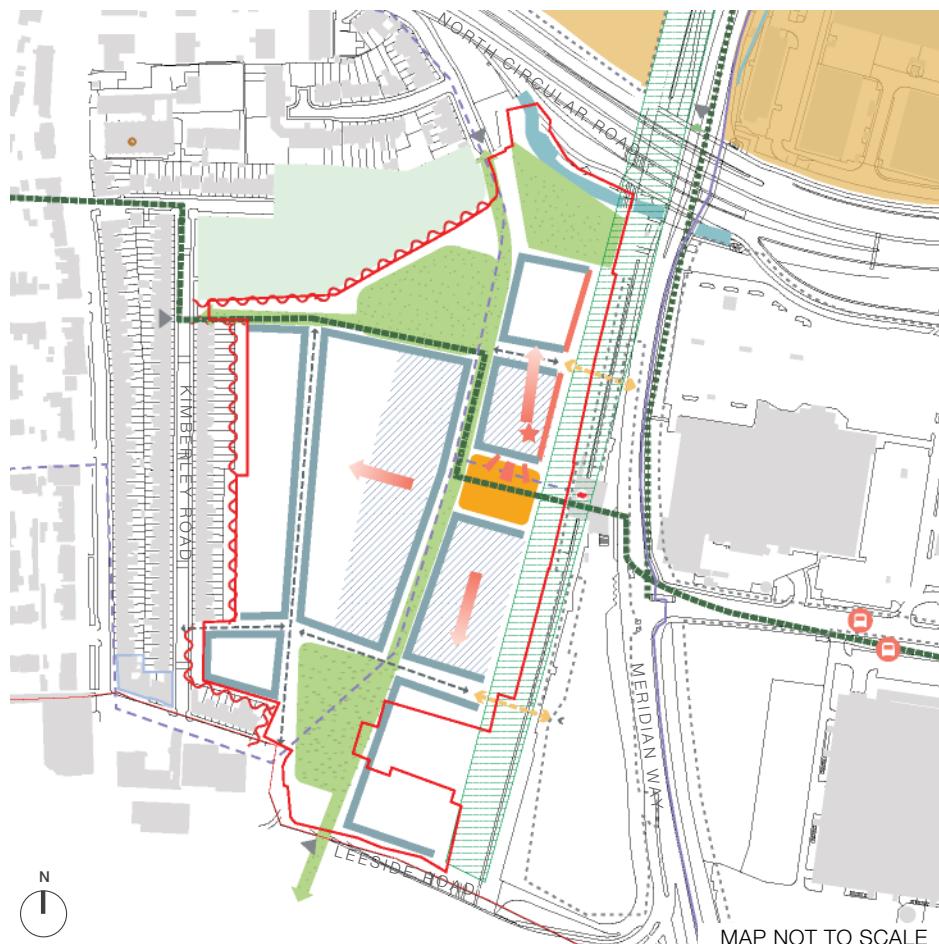


Table C1.39: SA5.1 - Meridian Water Phase 1

SA5.1: MERIDIAN WATER PHASE 1	
Existing site information	
Address	Meridian Water Phase 1
Site Area	7.21ha
Existing Use(s)	Residential-led mixed-use
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	Flood zone 1 and 2
PTAL	2
Heritage Considerations	None
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.
Proposal	
Land Use Requirements	Redevelopment of the site should provide approximately 980 new homes and supporting non-residential uses including social and community infrastructure and retail .
Implementation ⁸	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	755 223 0

⁸ The estimated residential and non-residential capacities are based on extant planning permission: 16/01197/RE3. The site has been included as a site allocation as the development has yet to be completed, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.40: SA5.1 - Meridian Water Phase 1

SA5.1: MERIDIAN WATER PHASE 1	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity, such as, Angel Edmonton Road (Meridian Way), to encourage sustainable travel, potentially including but not limited to cycle lanes, provision of new cycle facilities such as on and off-street cycle tracks and lanes, and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards improved bus access, enhanced services from Meridian Water to Edmonton Green and along A1055 corridor. III. should deliver/contribute to Meridian Water highways infrastructure including but not limited to road and junction improvements. IV. should integrate a connection, or futureproof a future connection, to the Meridian Water Heat Network to minimise carbon from heating and cooling. V. must deliver enhanced frontage and environmental public realm improvements. VI. should deliver/contribute towards Enfield Green Loop. VII. should deliver/contribute towards a new health facility. VIII. should contribute toward the delivery of a new school.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship with the existing buildings to the west and any emerging design proposals for other site allocations within the place making area have been carefully considered and responded to. B. must be designed to encourage active travel. C. must deliver improvements to east-west pedestrian and cycle connections from the station towards Kimberley Road (west). D. must deliver pedestrian and cycle connection from Ladysmith Open Space towards Leeside Road. E. should carefully consider the flood risk mitigation strategy when defining the location of land uses. F. should maximise opportunities to connect into existing blue and green assets with new and improved green and blue spaces wherever possible and should provide a network of pocket parks across the site. G. must deliver a new public space fronting the station building. H. must create active frontages along green links and around the new Station Square. I. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and tall buildings are considered the most appropriate. J. should distribute the location of family homes across the entire site. K. should locate a tall building of no more than 78m in height adjacent to the station with shoulder blocks decreasing in height towards west and north to respond to the existing buildings. L. should locate town centre uses, including retail, food and beverage and other supporting uses, around the Station Square. Leisure, recreation, hospitality, creative and cultural industry floorspace and social/community infrastructure could also be appropriate uses in these locations. M. must minimise overlooking onto Meridian Angel Primary School and the existing rear gardens of properties along Kimberley Road. N. must orientate building layouts to reduce noise impacts from the railway line and North Circular Road and embed noise mitigation measures into the design of the elevations facing these. O. should provide limited parking to promote active travel. On-street parking is preferred and should be integrated into the public realm, interspersed with tree planting.

Table C1.41: SA 5.2 - Meridian Water Phase 2

SA5.2: MERIDIAN WATER PHASE 2			
Existing site information			
Address	Meridian Water Phase 2		
Site Area	11.90ha		
Existing Use(s)	Vacant land/ Industrial		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	Flood zone 1, 2 and 3		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately 2,230 new homes and non-residential uses including social and community infrastructure , along with 14,000 sqm of office within the emerging town centre and 8,500 sqm of industrial/ logistics floorspace to the north of the site.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	600	1500	136
Approximate Estimated Non-residential capacity (Class E)	13,200sqm		

MERIDIAN WATER

SA5.2: Meridian Water Phase 2

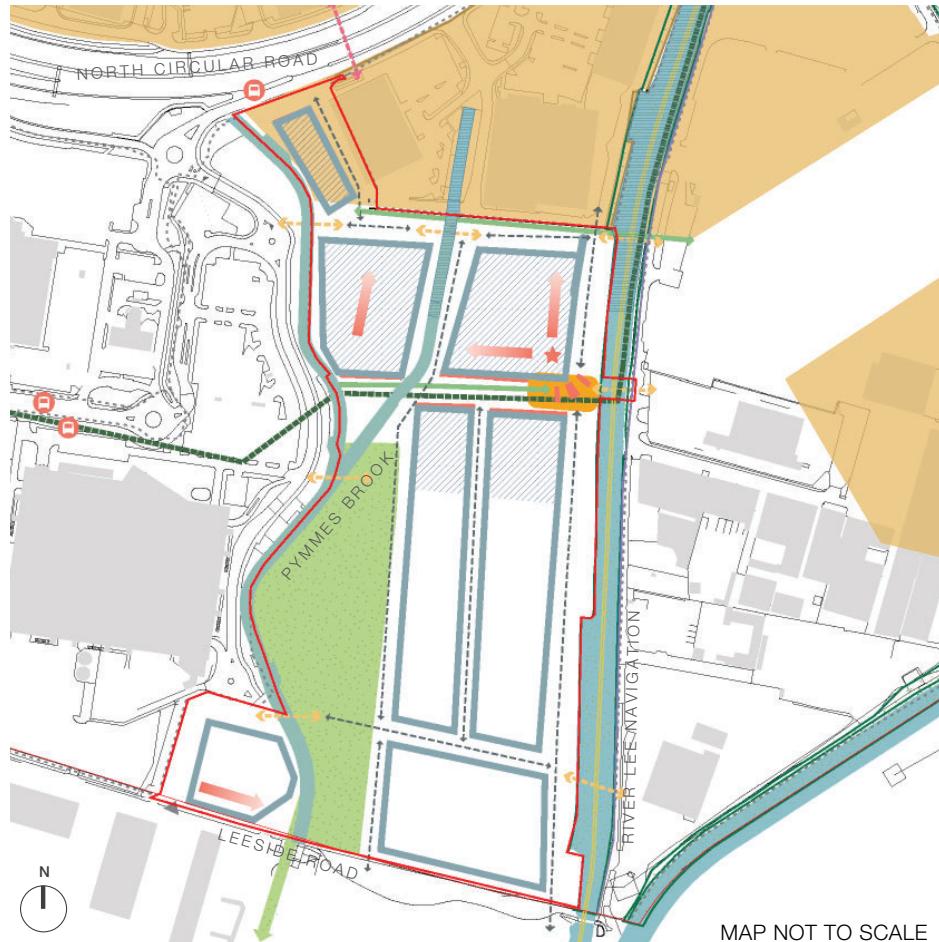


Table C1.42: SA5.2 - Meridian Water Phase 2

SA5.2: MERIDIAN WATER PHASE 2	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards improved bus access, such as additional bus stops and enhanced services along A1055 corridor. II. should deliver/contribute to road and junction improvements along Angel Edmonton Road and Glover Drive/Main Street and Leeside Road. III. should contribute towards the North Flood Conveyance Channel (NFCC) for flood mitigation. IV. must deliver the component of Brooks Park within the site allocation boundary. V. should deliver/contribute towards creation/enhancement of the Lee Navigation Linear Open Space. VI. must remodel hazardous section of the River Lee Navigation bank and incorporate ecological enhancements to improve biodiversity. VII. should contribute towards improved access to Lee Valley Regional Park. VIII. should deliver/contribute towards of pedestrian/cyclist bridge across Lee Navigation. IX. should deliver/contribute towards new primary substation. X. should integrate a connection, or futureproof a future connection, to the Meridian Water Heat Network to minimise carbon from heating and cooling. XI. should deliver/contribute towards Enfield Green Loop. XII. should deliver/contribute towards a new health facility. XIII. should contribute toward the delivery of a new school.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship with any emerging design proposals for other site allocations within the place making area have been carefully considered and responded to. B. must be designed to encourage active travel. C. must deliver improvements to east-west pedestrian and cycle connections, including Glover Drive (Main Street). D. must deliver improvements to north-south pedestrian and cycle connections along Pymmes Brook and the River Lee Navigation. E. must deliver a new public park along the Pymmes Brook, which includes naturalisation of the existing watercourses and connections to Tottenham Marshes (south) and the River Lea and Edmonton Marshes (east). F. should carefully consider the flood risk mitigation strategy when defining the location of land uses. This could include locating open space and/or school playing fields in areas with the highest flood risk. G. should maximise opportunities to connect into existing blue and green assets with new and improved green and blue spaces wherever possible and should provide a network of pocket parks across the site. H. should provide a new public space (Riverside Square) where the Main Street meets the River Lee Navigation. I. must create active frontages along Main Street, the Pymmes Brook park edge, and the River Lee Navigation. J. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and tall buildings are considered the most appropriate. K. should distribute the location of family homes across the entire site. L. should create a tall building frontage along Main Street. M. should locate the tallest buildings of up to 69m in height adjacent to the northern side of Riverside Square. Height must decrease east-west and north-south. N. should locate non-residential uses along Main Street, and within the Broad band and the Northern Band (as per the Meridian Water West SPD), with town centre uses, including retail, food and beverage and other supporting uses, concentrated along Main Street. Leisure, recreation, hospitality, creative and cultural industry floorspace and social/community infrastructure could also be appropriate uses along Main Street. O. must orientate building layouts to reduce noise impacts from the North Circular Road and embed noise mitigation measures into the design of the elevations facing here. P. should provide limited residential parking to promote active travel. On-street parking is preferred and should be integrated into the public realm, interspersed with tree planting.

Table C1.43: SA5.3 - Former IKEA, Meridian Water

SA5.3 - FORMER IKEA, MERIDIAN WATER			
Existing site information			
Address	Former Ikea, Meridian Water		
Site Area	8.41ha		
Existing Use(s)	Former IKEA site.		
Current Ownership(s)	Multiple ownership		
Site considerations			
Flood Zone	Flood zone 1 and 2		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately 1500 new homes and non-residential uses including social and community infrastructure, along with office (15,000 sqm), retail and leisure uses. Industrial/ logistics uses are appropriate for the north of the site, close to the North Circular Road.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	360	1140
Approximate Estimated Non-residential capacity (Class E)	13,200 sqm of office floorspace		

MERIDIAN WATER

SA5.3: Former IKEA, Meridian Water

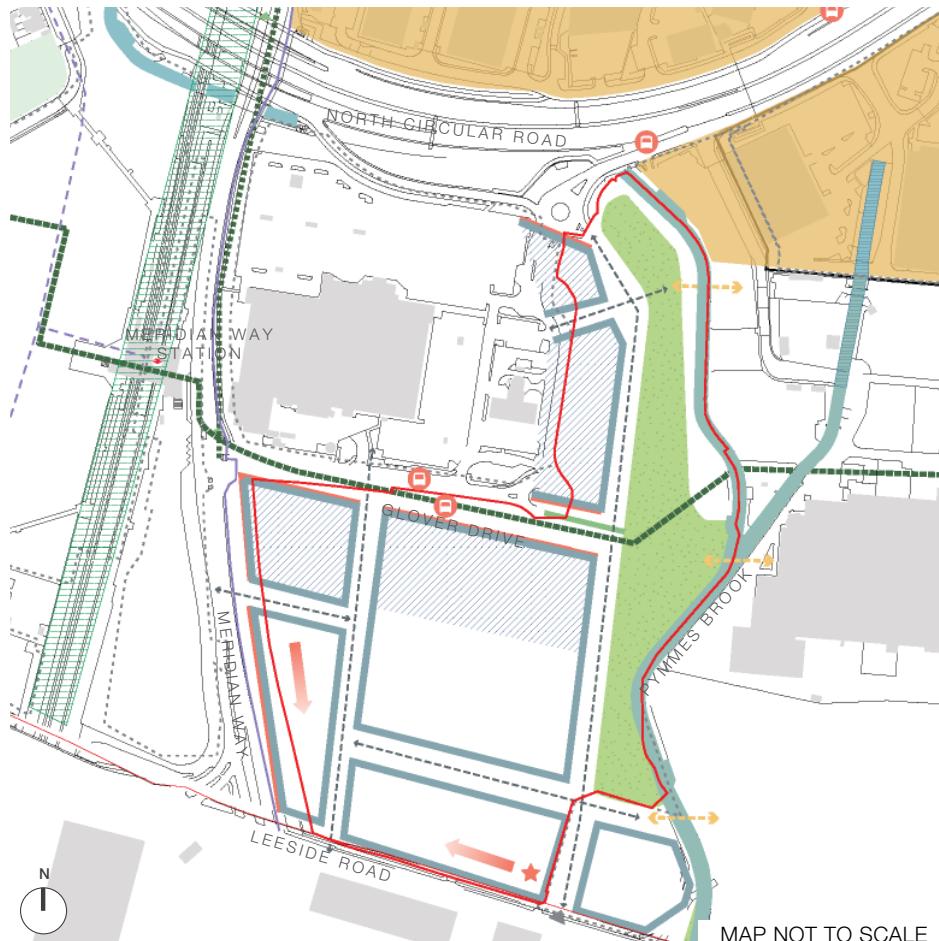


Table C1.44: SA5.3 - Former IKEA, Meridian Water

SA5.3: FORMER IKEA MERIDIAN WATER	
Proposal	
Infrastructure requirements	<p>Development of the site:</p> <ul style="list-style-type: none"> I. must deliver public transport improvements and promote active travel through streetscape and public realm improvements including major public squares, wider footpaths, tree planting and the incorporation of street furniture. II. must deliver/contribute to road and junction improvements along Angel Edmonton Road and Glover Drive/Main Street and Leeside Road. III. should deliver/contribute towards the naturalisation of the Pymmes Brook. IV. must deliver the component of Brooks Park within the Site Allocation boundary. V. should deliver/contribute towards the Enfield Green Loop. VI. should deliver a new school on site.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site, Angel Edmonton Road and the industrial uses to the south of Leeside Road, and any emerging design proposals within the place making area have been carefully considered and responded to. B. must provide a vibrant mix of uses, including main town centre uses close to the Station and on Main Street. Ground floor uses could include retail, leisure and sports facilities, hospitality, food and beverage, floorspace for other commercial activities including creative and cultural industries. C. should seek to provide industrial/ logistics uses at the northern part of the site (i.e. the Northern Band) adjacent to the North Circular. D. should provide mixed commercial and residential uses in the Broad Band (as defined in the Meridian West SPD). E. should locate commercial uses at the western end of the Broad Band/ Main Street. These uses should have a distinctive design presence and create active frontages given the prominent location adjacent to Angel Edmonton Road and the train station. F. must provide high quality multifunctional open spaces, including an expanded Brooks Park, sections of the Green Loop, and naturalisation of Pymmes Brook. G. must locate tall buildings along Main Street and Angel Edmonton Road in line with the height strategy (see the Meridian West SPD).

Table C1.45: SA 5.4 - Tesco Extra, Meridian Water

SA5.4: TESCO EXTRA, MERIDIAN WATER			
Existing site information			
Address	Tesco Extra, Meridian Water		
Site Area	4.24ha		
Existing Use(s)	Supermarket use		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately 820 new homes and non-residential uses including social and community infrastructure alongside suitable town centre uses (including 7,000 sqm of offices). Industrial/ logistics uses are appropriate for the north of the site, close to the North Circular Road.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	364	455
Approximate Estimated Non-residential capacity (Class E)	6,800 sqm of office floorspace and re-provision of existing non-residential uses.		

MERIDIAN WATER

SA5.4: Tesco Extra, Meridian Water

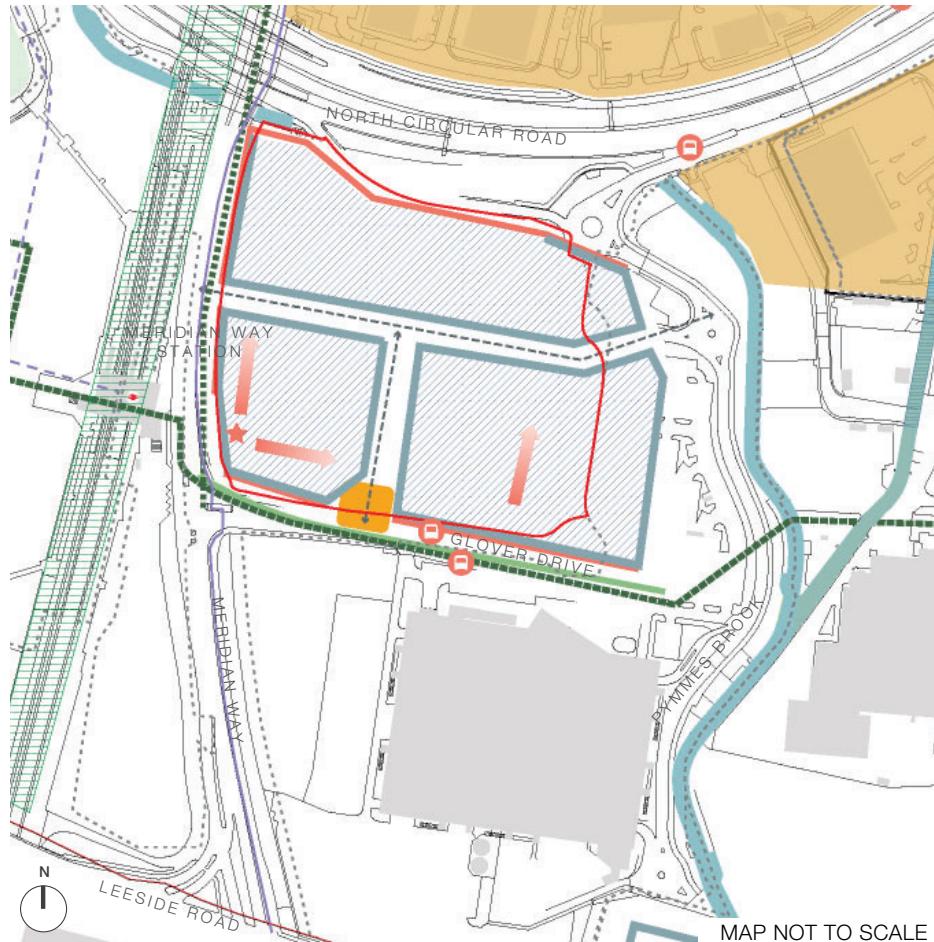


Table C1.46: SA 5.4 - Tesco Extra, Meridian Water

SA5.4: TESCO EXTRA, MERIDIAN WATER	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute to improved bus access/stops/diversions. II. must deliver/contribute to road and junction improvements along Angel Edmonton Road and Argon Road including extension to Meridian Way. III. should contribute to naturalisation of Pymmes Brook north of the site. IV. should contribute towards the extension of Lee Navigation Linear Open Space. V. should contribute towards Enfield Green Loop. VI. should deliver/contribute towards a new health facility. VII. should contribute towards the delivery of a new school.
Design Principles	<p>Development on site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site, the North Circular, Angel Edmonton Road and any design proposals for site allocations within the place making area have been carefully considered and responded to. B. must locate main town centre uses at Main Street. Ground floor uses could include retail, leisure and sports facilities, hospitality, food and beverage, floorspace for other commercial activities including creative and cultural industries. A solely commercial use is preferable for the northern part of the site, adjacent to the North Circular. C. must locate mixed commercial and residential uses at the Broad Band. D. must locate active frontages along the western end of Main Street, given its prominent location. E. must deliver high-quality, multifunctional open space including sections of the Green Loop and naturalisation of Pymmes Brook. F. must provide a high-quality public realm, including the 'Market Square' as a major town centre public square and hub. G. must locate tall buildings of up to 69m in height adjacent to Station Square and decreasing in height along Main Street and Angel Edmonton Road.

MERIDIAN WATER

SA5.5: Meridian 13

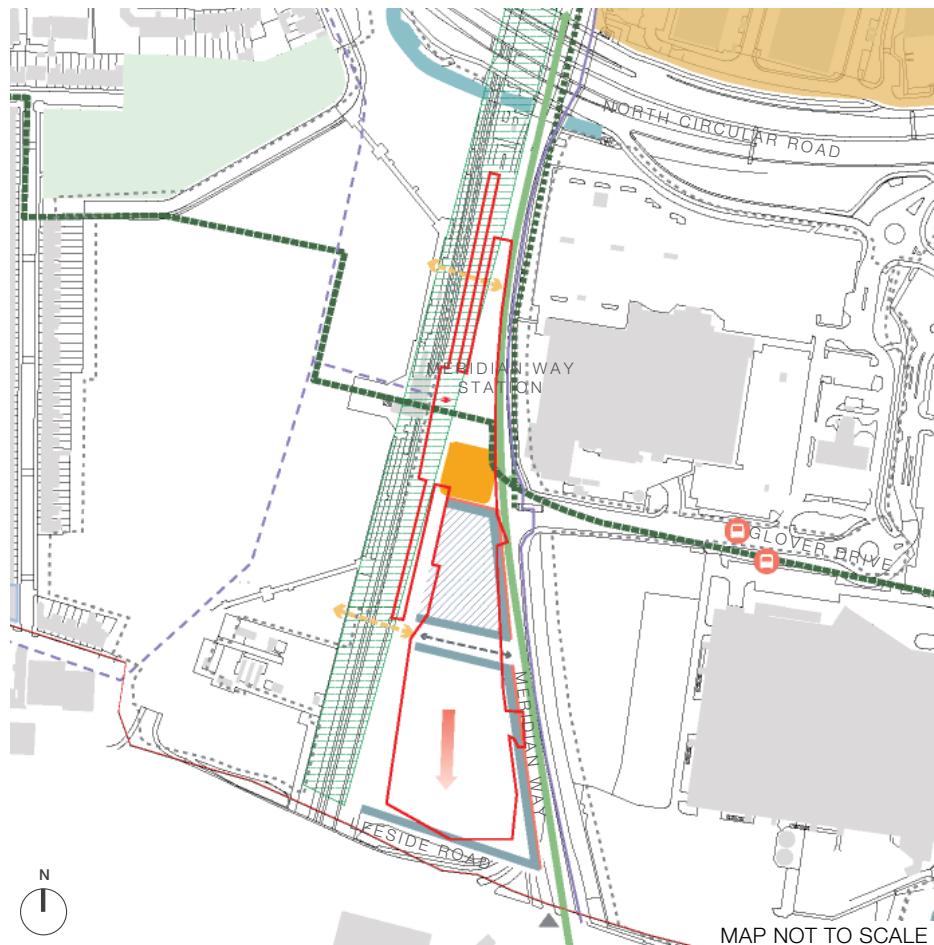


Table C1.47: SA 5.5 - Meridian 13

SA5.5: MERIDIAN 13	
Existing site information	
Address	Meridian 13, Meridian Water (Also known as the teardrop site)
Site Area	1.68ha
Existing Use(s)	Vacant
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	Flood zone 1
PTAL	2
Heritage Considerations	None
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.
Proposal	
Land Use Requirements	Development of the site could provide new homes and/or non-residential uses potentially including town centre uses to the north of the site.
Implementation	
Timeframe (years)	0-5 5-10 10+
Approximate Estimated Housing Capacity	Approximate estimate greater than 100
Approximate Estimated Non-residential capacity (Class E)	6,800sqm

Table C1.48: SA 5.5 - Meridian 13

SA5.5: MERIDIAN 13	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. must deliver/contribute to road and junction improvements along Angel Edmonton Road. II. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, provision of new cycle facilities such as on and off-street cycle tracks and lanes, and footpath widening as identified in the placemaking policy or IDP. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. IV. Should deliver/contribute towards a new health facility. V. should deliver/contribute towards Enfield Green Loop.
Design Principles	<p>Development on site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site and Angel Edmonton Road and any emerging design proposals within the place making area have been carefully considered and responded to. B. must create a key gateway to the Meridian Water placemaking area, which could include introducing uses such as culture and/or entertainment. C. must optimise density on the site given its location next to the train station and emerging town centre. D. must create active frontages along Angel Edmonton Road and onto the public realm adjacent to Station Square. E. should consider the opportunity for a taller building up to 81m in height to the north of the site. F. should deliver/contribute to pedestrian/cycle connections to the Meridian Water Phase 1 development. G. should consider meanwhile use opportunities to help activate the public realm.

MERIDIAN WATER

SA5.6: Meridian East (Harbet Road)

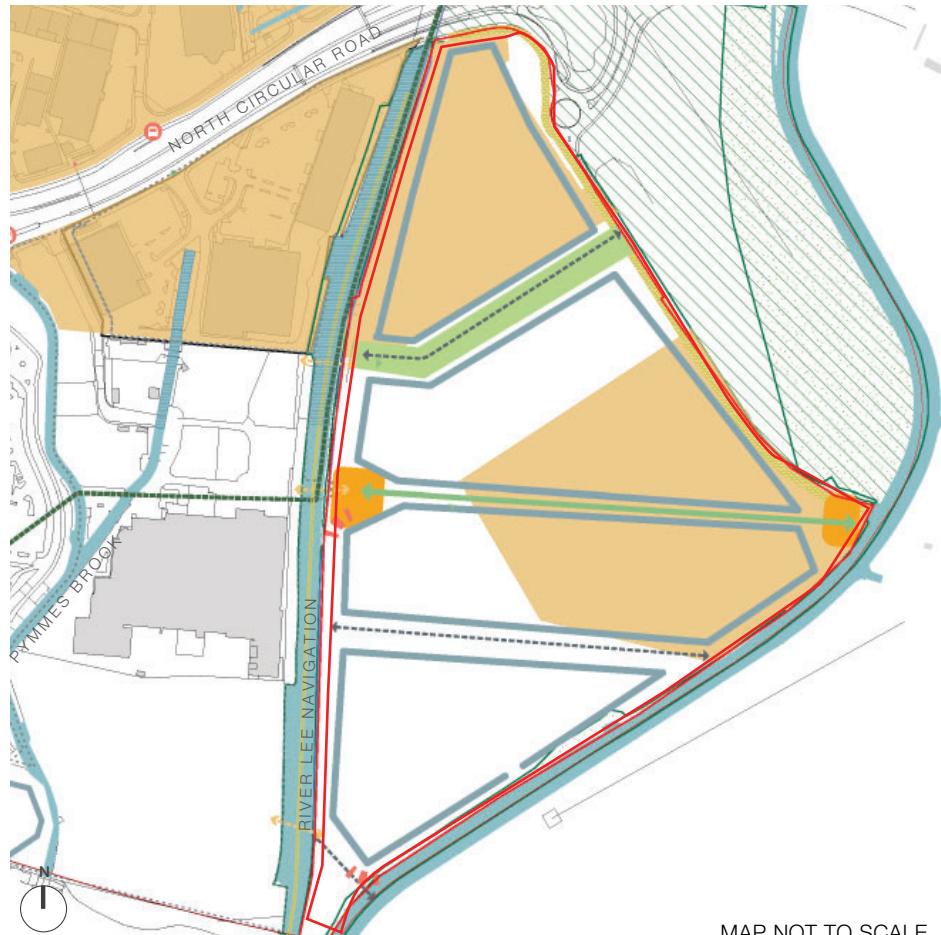


Table C1.49: SA5.6 - Meridian East (Harbet Road)

SA5.6: MERIDIAN EAST (HARBET ROAD)			
Existing site information			
Address	Harbet Road Industrial Estate, Harbet Road		
Site Area	18.67ha		
Existing Use(s)	Industrial and commercial activities.		
Current Ownership(s)	Multiple ownership		
Site considerations			
Flood Zone	Partially Flood Zone 3		
PTAL	0 – 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank.		
Within Protected Viewing corridor?	Lies within '11. Meridian Water' important local view.		
Proposal			
Land Use Requirements	(Re)development of the site must: Pursue industrial-led regeneration at Meridian East, in line with the strategy set out in Policy E11 'Meridian Hinterlands', delivering a net increase of 84,430sqm of light industrial , general industrial and storage and distribution floorspace and 2,095 new homes . Safeguarded waste sites should be managed in line with the adopted North London Waste Plan.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	815
Approximate Estimated Non-residential capacity (Class E)	20,080sqm		

Table C1.50: SA5.6 - Meridian East (Harbet Road)

SA5.6: MERIDIAN EAST (HARBET ROAD)	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should deliver the Northern Flood Conveyance Channel and associated access route. II. should ensure reprovision of the existing Arriva bus garage in line with London Plan Policy T3, unless suitable alternative provision has been delivered elsewhere. III. must deliver new supporting social infrastructure uses withini the site boundary, including a new health centre and early years provision. IV. should deliver/contribute to a new school. V. should deliver/contribute towards Enfield Green Loop.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site and the North Circular Road and any emerging design proposals within the place making area have been carefully considered and responded to. B. must deliver ambitious industrial intensification at the north of the site (Parcel A). Development should be oriented to the south to create active frontages onto surrounding key routes and public realm. C. must ensure the delivery of an active travel corridor across the site in line with 19/02717/RE3 at Parcel B, to facilitate movement from Meridian Water Town Centre to Edmonton Marshes. Within this corridor the provision of green infrastructure should be maximised. D. must deliver an uplift in industrial/logistics floorspace at Parcel C, ensuring active frontages are oriented north and east to provide surveillance to the Park Link Route and Harbet Road, whilst making the most of views over green open spaces. E. must pursue a masterplan that manages the transition of Parcel D from SIL designation to industrial-led mixed use. The phasing strategy and composition of uses must ensure its successful delivery.

SOUTHGATE

SA6.1: Southgate Office Village



Table C1.51: SA6.1 - Southgate Office Village

SA6.1: SOUTHGATE OFFICE VILLAGE			
Existing site information			
Address	Southgate Office Village 286 Chase Road London.		
Site Area	0.55 ha		
Existing Use(s)	Offices		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within the immediate setting of Southgate Circus Conservation Area and wider setting of numerous designated and non-designated heritage assets including Grade II* Station.		
Impacts on Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate.		
Proposal			
Land Use Requirements	Development should provide new homes and re-provided office space		
Implementation ⁹			
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Non-residential capacity (Class E)	3,473sqm		

⁹ The estimated residential and non-residential capacities are based on extant planning permission: 19/01941/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.52: SA6.1 - Southgate Office Village

SA6.1: SOUTHGATE OFFICE VILLAGE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Southgate. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian and cycle connections from Chase Road to Park Road toward the existing pedestrian link over the railway line. B. should provide streetscape improvements along Chase Road and Park Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. should create a new public space along Chase Road. D. should create a new public space/pocket park fronting the pedestrian bridge over the railway line. E. must create active frontages along Chase Road, Park Road and the main east-west link. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and point blocks are considered the most appropriate. G. must locate a tall building of no more than 30m in height along the railway line, with height decreasing toward the northern and western boundary to respond to the sensitivity of the existing buildings and the Southgate Circus Conservation Area. H. should re-provide office uses at lower levels with a potential community use/café fronting the new public realm on Chase Road. I. should minimise overlooking onto the existing surrounding properties. J. should embed noise mitigation measures into the design of the elevations facing the railway line. K. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. L. should locate access for servicing from Chase Road and Park Road.

SOUTHGATE

SA6.3: Minchenden Car Park & Alan Pullinger Centre



Table C1.53: SA6.3 - Minchenden Car Park & Alan Pullinger Centre

SA6.3: MINCHENDEN CAR PARK & ALAN PULLINGER CENTRE	
Existing site information	
Address	Alan Pullinger Centre, 1 John Bradshaw Road, Southgate N14 6BT & Minchenden Car Park, N14 6BT
Site Area	0.36ha
Existing Use(s)	Youth Centre & Car Park
Site considerations	
Flood Zone	1
PTAL	4
Heritage Considerations	Within setting of Southgate Circus, Southgate Green and Meadoway Conservation Areas and numerous designated and non-designated heritage assets including the Grade II* Southgate House.
Impacts on Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate.
Proposal	
Land Use Requirements	Development should provide new homes and non-residential floorspace . It should re-provide community use .
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 33 0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential uses.

Table C1.54: SA6.3 - Minchenden Car Park & Alan Pullinger Centre

SA6.3: MINCHENDEN CAR PARK & ALAN PULLINGER CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should maximise the retention of existing high value trees. B. must contribute to the improvement of the existing green space along High Street, by providing additional tree planting and biodiversity enhancements along the western site boundary. C. should provide streetscape improvements along John Bradshaw Road and Leigh Hunt Drive. D. must remove existing barriers such as the brick wall and dense vegetation on the southern edge of the Alan Pullinger Centre. E. should carefully consider relation with existing designated and non—designated heritage assets and the Southgate Circus Conservation Area. F. must minimise overlooking onto Durants School (south). G. must create active frontages along the High Street, John Bradshaw Road and Leigh Hunt Drive. H. could be in the form of a mansion block for the northern site and a courtyard block or linear blocks and houses for the southern site (securing existing boundaries with a private courtyard). I. must decrease height towards east and south boundary to respond to the sensitivity of neighbouring lower rise existing buildings. Tall buildings are not acceptable on this site. J. must deliver car-free development to promote active travel. K. should locate access for servicing from Leigh Hunt Drive.

NEW SOUTHGATE

SA7.1: Former Gasholder, New Southgate

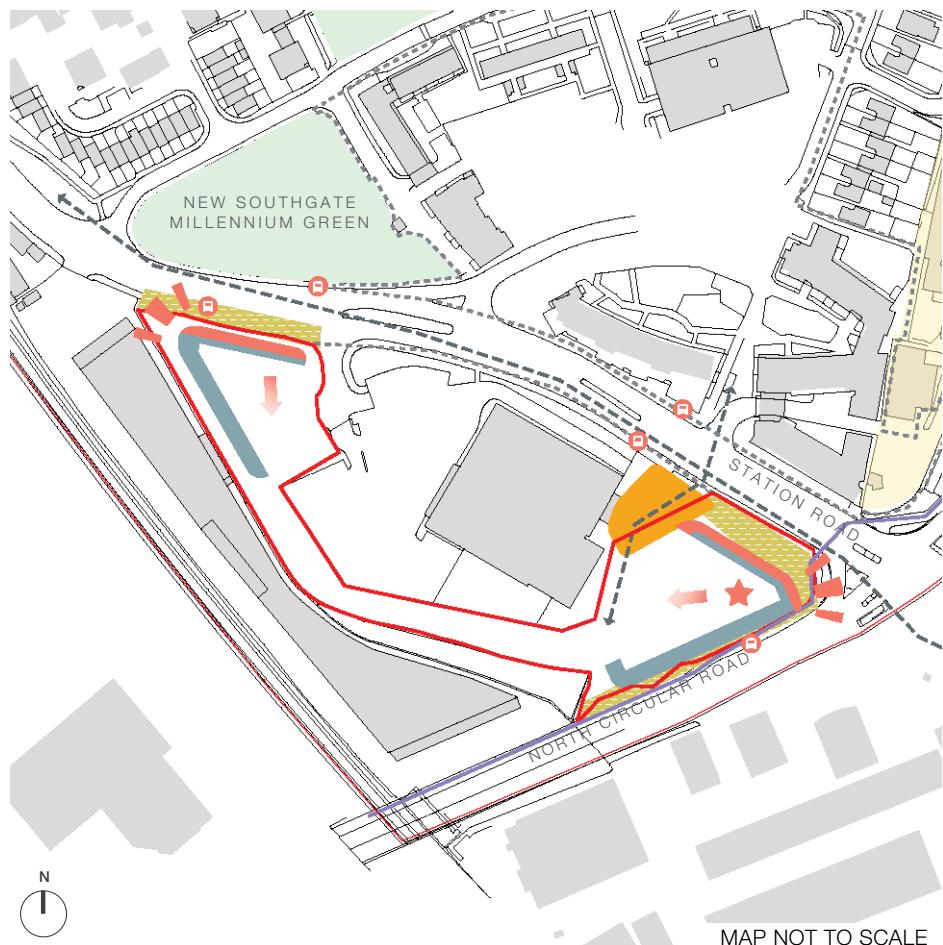


Table C1.55: SA7.1 - Former Gasholder, New Southgate

SA7.1: FORMER GASHOLDER, NEW SOUTHGATE

Existing site information

Address	Site between North Circular Road and Station Road, N11 1QJ
Site Area	1.23ha
Existing Use(s)	Sui Generis/ Decommissioned gasworks

Site considerations

Flood Zone	1
PTAL	4
Heritage Considerations	Within setting of Grade II* Listed Building.
Impacts on Archaeological Priority Area	None.

Proposal

Land Use Requirements	Redevelopment should provide new homes and non-residential floorspace
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Implementation¹⁰

Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	182	0	0
Approximate Estimated Non-residential capacity (Class E)		371sqm	

¹⁰ The estimated residential and non-residential capacities are based on extant planning permission: 20/04193/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.56: SA7.1 - Former Gasholder, New Southgate

SA7.1: FORMER GASHOLDER, NEW SOUTHGATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to address severance and air quality issues along the A406 North Circular Road (New Southgate) and to key areas within the vicinity as identified in the placemaking policy or IDP. <p>*The Environment Agency has advised that due to the prior use of this site as a former gasworks which is a highly contaminative former use, a detailed investigation is required to characterise any soil and groundwater contamination on site, and any development scheme will be required to fully establish the risks to controlled waters. Groundwater is sensitive at this location as the sites lie atop a Secondary A Superficial aquifer (River Terrace Deposits).</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site including enabling connections with the adjacent site allocation (SA7.2). B. must provide streetscape improvements along Station Road and North Circular Road which maximise tree planting to provide a green buffer. C. should create a green spine linking The Green (beyond the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space. D. should create a new square as arrival space for the key route (Palmers Road) from Arnos Grove Station. E. must create active frontages along Station Road and North Circular Road. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and towers are considered the most appropriate. G. must create a tall building frontage along Station Road and the North Circular Road, with buildings of no more than 33m in height. Tall buildings must carefully consider impact on the setting of the Grade II*listed Arnos Grove tube station. Heights should reduce to 24m moving east to west along Station Road. H. should locate non-residential uses along Station Road. I. should consider the refurbishment of existing railway arches along the south-western boundary for non-residential uses. J. should provide dual aspect dwellings along Station Road and the North Circular Road. K. should carefully consider overlooking issues onto Station Road and the North Circular Road when designing the residential uses. L. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. M. should locate access for servicing from Station Road. N. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

NEW SOUTHGATE

SA7.2: Aldi, New Southgate (Formerly Homebase)

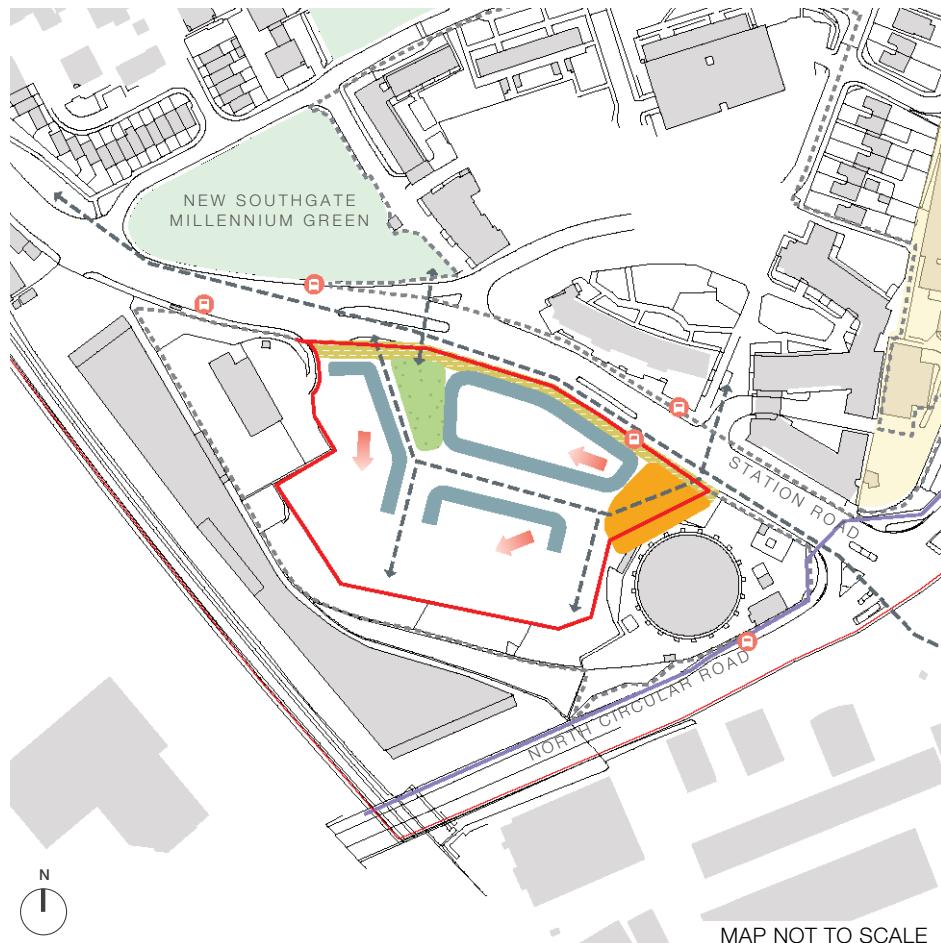


Table C1.57: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)			
Existing site information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.37ha		
Existing Use(s)	Various retail units		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	Redevelopment should provide new homes and non-residential space .		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	203	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential uses.		

Table C1.58: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity (including along Palmers Road and Station Road) to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Station Road, Upper Park Road, Palmers Road, Weld Place and Ladderswood Way, for example wider footpaths, trees, planting, and the incorporation of street furniture. Tree planting along Station Road must be maximised to create a green buffer. B. must promote north-south pedestrian and cycle cycling connections from Upper Park Road (High Road Open Space) to Station Road facilitating a link with Arnos Grove Station. C. should create a green spine linking The Green (outside the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space. D. must improve east-west pedestrian, cycle and vehicular connections from Weld Place to Palmers Road. E. must create active frontages along Station Road, Upper Park Road, New Southgate Millennium Green, Palmers Road and Ladderswood Way. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing are considered the most appropriate. G. must decrease in height from the existing building frontage along Station Road towards Upper Park Road. Tall buildings are not considered appropriate on this site. H. should locate marker buildings at key corners along Upper Park Road to announce gateways into the site. Articulation, change of material, colour or window arrangement should be considered to mark these gateways. I. should provide dual aspect dwellings along Station Road and LSIS. J. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. K. should locate access for servicing from Upper Park Road.

NEW SOUTHGATE

SA7.3: Ladderswood Estate

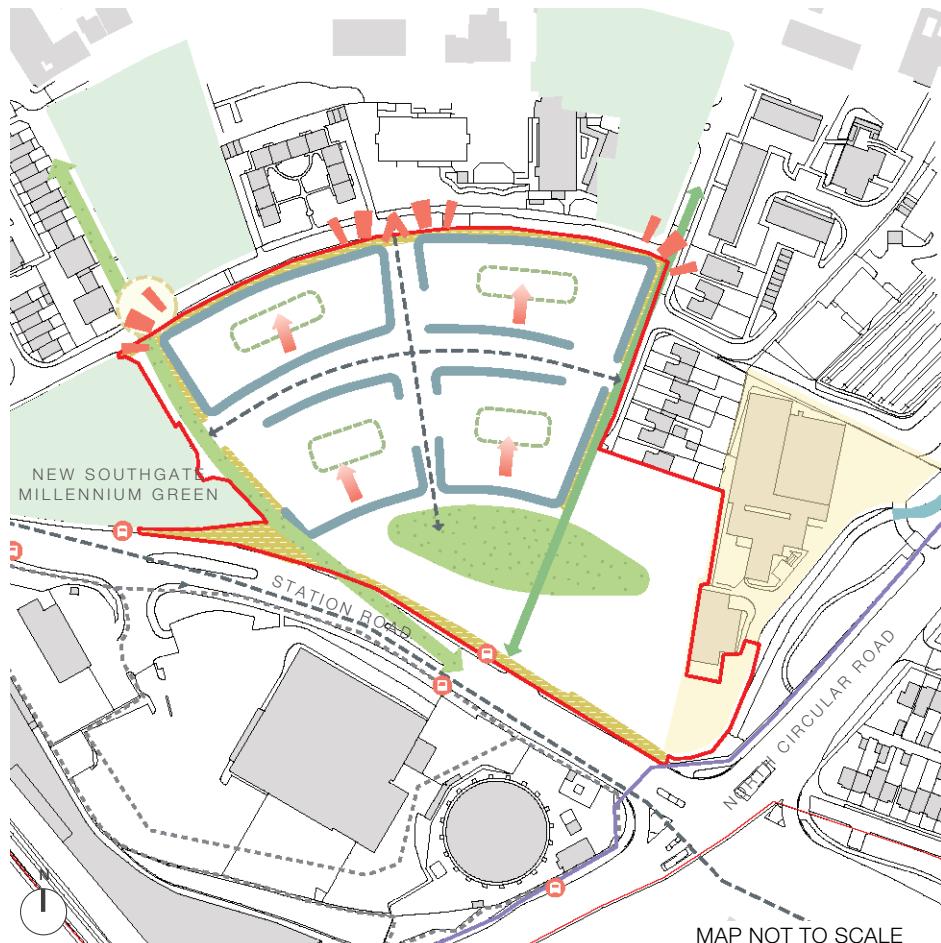


Table C1.59: SA7.3 - Ladderswood Estate

SA7.3: LADDERSWOOD ESTATE			
Existing site information			
Address	Ladderswood Estate, N11		
Site Area	3.42 ha		
Existing Use(s)	Housing Estate		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	5		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	Estate regeneration to deliver new homes and supporting open space improvements and social/community infrastructure and other flexible non-residential floorspace.		
Implementation ¹¹			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	107	0	0
Approximate Estimated Non-residential capacity (Class E)	1,554 sqm		

¹¹ The estimated residential and non-residential capacities are based on extant planning permission: P12-02202PLA. The site has been included as a site allocation as work has yet to be completed for this multi-phase scheme on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.60: SA7.3 - Ladderswood Estate

SA7.3: LADDERSWOOD ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Station Road, Upper Park Road, Palmers Road, Weld Place and Ladderswood Way, for example wider footpaths, trees, planting, and the incorporation of street furniture. Tree planting along Station Road must be maximised to create a green buffer. B. must promote north-south pedestrian and cycle cycling connections from Upper Park Road (High Road Open Space) to Station Road facilitating a link with Arnos Grove Station. C. should create a green spine linking The Green (outside the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space. D. must improve east-west pedestrian, cycle and vehicular connections from Weld Place to Palmers Road. E. must create active frontages along Station Road, Upper Park Road, New Southgate Millennium Green, Palmers Road and Ladderswood Way. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing are considered the most appropriate. G. must decrease in height from the existing building frontage along Station Road towards Upper Park Road. Tall buildings are not considered appropriate on this site. H. should locate marker buildings at key corners along Upper Park Road to announce gateways into the site. Articulation, change of material, colour or window arrangement should be considered to mark these gateways. I. Should provide dual aspect dwellings along Station Road and LSIS. J. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. K. should locate access for servicing from Upper Park Road.

NEW SOUTHGATE

SA7.4: Arnos Grove Station Car Park



Table C1.61: SA7.4 - Arnos Grove Station Car Park

SA7.4: ARNOS GROVE STATION CAR PARK	
Existing site information	
Address	Arnos Grove Station Car Park, N11 1AN
Site Area	1.15ha
Existing Use(s)	Car Park
Site considerations	
Flood Zone	1
PTAL	6a
Heritage Considerations	Within setting of Grade II* Listed Building.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Development should provide new homes and may provide non-residential floorspace
Implementation¹²	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	162 0 0
Approximate Estimated Non-residential capacity (Class E)	89sqm

¹² The estimated residential and non-residential capacities are based on extant planning permission: 20/01049/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.62: SA7.4 - Arnos Grove Station Car Park

SA7.4: ARNOS GROVE STATION CAR PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. IV. must provide a contribution towards monitoring and consultation on an extension to the CPZ near the development. V. must deliver Station Access Road Improvements associated with the development of the site.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Bowes Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. B. must create a new public space improving the station access. C. must retain the existing listed wall and the listed lampposts. D. must retain the existing high value trees. E. must create active frontages along Bowes Road. F. should provide a mix of typologies. Perimeter blocks and mansion blocks considered the most appropriate. G. could provide a tall building of no more than 27m in height along the railway line, at the north west corner of the site. This is on account of the sloping topography of the site allowing a taller building in this location to not impact the setting of the listed station building. Height must reduce towards the listed station building. H. should provide dual aspect dwellings along the railway line. I. should carefully consider overlooking issues with existing properties to the north, east and west. J. could locate some non-residential uses along Bowes Road. K. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. L. should locate access for servicing from Bowes Road.

NEW SOUTHGATE

SA7.5: Coppice Wood Lodge, 10 Grove Road, Southgate



Table C1.63: SA7.5 - Coppice Wood Lodge, 10 Grove Road, Southgate

SA7.5: COPPIE WOOD LODGE, 10 GROVE ROAD, SOUTHGATE	
Existing site information	
Address	Coppice Wood Lodge, 10 Grove Road, Southgate, N11 1LX
Site Area	0.39 ha
Existing Use(s)	n/a - principle of development established through permission
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	No
PTAL	5/6a
Heritage Considerations	Close proximity to non-designated heritage assets (churches).
Impacts on Archaeological Priority Area	No.
Proposal	
Land Use Requirements	New homes
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 45 0

Table C1.64: SA7.5 - Coppice Wood Lodge, 10 Grove Road, Southgate

SA7.5: COPPICE WOOD LODGE, 10 GROVE ROAD, SOUTHGATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. must promote pedestrian and cycle connection from Grove Road to Bowes Road.</p> <p>B. must provide streetscape improvements along Bowes Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. must maximise retention of existing high value trees along Bowes Road, the western and southern edge.</p> <p>D. must create a green open space which includes a play area at the centre of the site accessible from Grove Road.</p> <p>E. must create active frontages along Bowes Road and Cross Road.</p> <p>F. should provide a mix of typologies. Perimeter blocks (along the northern boundary) and terrace housing (along the southern boundary) are considered the most appropriate.</p> <p>G. must decrease in height toward the south, east and west of the site, to respond to existing lower buildings. Tall buildings are not considered acceptable on this site.</p> <p>H. should secure the rear garden boundaries of homes to the south through a back-to-back approach.</p> <p>I. must sensitively design residential uses and take into consideration overlooking onto existing rear garden of properties along the southern, eastern, and western boundary.</p> <p>J. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting.</p> <p>K. must locate access for servicing from Grove Road.</p>

PALMERS GREEN

SA8.1: Morrisons, Palmers Green



Table C1.65: SA8.1 - Morrisons, Palmers Green

SA8.1: MORRISONS, PALMERS GREEN	
Existing site information	
Address	Morrisons. 19 Alderman's Hill, Palmers Green
Site Area	1.25ha
Existing Use(s)	Food store and associated car park
Current Ownership(s)	Singe Ownership
Site considerations	
Flood Zone	No
PTAL	3
Heritage Considerations	Within setting of designated Broomfield House and associated listed buildings, Registered Park and Garden, Lakes Estate Conservation Area and numerous other non-designated heritage assets.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	130
Approximate Estimated Non-residential capacity (Class E)	6,000sqm

Table 1.1: SA8.1 - Morrisons, Palmers Green

SA8.1 MORRISONS, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways along Broomfield Lane, Aldermans Hill towards Palmers Green station and town centre and in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP. II. must contribute to public realm and open space interventions to enhance upriver corridors and urban green spaces through Palmers Green.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA8.4). B. must improve north-south pedestrian and cycling connections from the station on Aldermans Hill to Broomfield Lane, through a new green spine which will eventually link into the adjacent site allocation and lead towards the New River Path. C. should deliver and/or contribute to streetscape improvements along Aldermans Hill and Broomfield Lane. D. should widen the public realm on Aldermans Hill, fronting the existing station. E. could integrate a new publicly accessible residential pocket park within the centre of the development along the green spine. F. should provide a green buffer along the railway line. G. should work with the existing topography and ensure that the use of any retaining structures do not restrict pedestrian movement through the site. H. must create active frontages on Aldermans Hill, the central green spine, main square and pocket park. I. should provide a mix of typologies. Courtyard blocks, perimeter blocks and point blocks are considered the most appropriate. J. should locate tall buildings of no more than 24m in height in the centre of the site, with shoulder buildings decreasing in height towards the north, east and west to respond to the sensitivity of existing lower buildings. K. must demonstrate how design solutions minimise overlooking into the properties along Green Lanes and could secure the existing rear boundary through a back-to-back approach. L. should locate primary access to non-residential uses along Aldermans Hill and around the main space fronting the station. M. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing the railway line. N. should adopt a car-free approach for residential uses to promote active travel. If required, on-street parking typologies is preferred for accessible spaces and servicing, and should be fully integrated into the public realm, with long runs broken down with tree planting. Any podium parking required to support non-residential uses must not create long stretches of inactive building frontage. O. should accommodate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from Broomfield Lane (Bridge Drive).

Table C1.66: SA8.2 - Lodge Drive Car Park, Palmers Green

SA8.2: LODGE DRIVE CAR PARK, PALMERS GREEN			
Existing site information			
Address	Lodge Drive Car Park (incl. Depot), N13 5LB,		
Site Area	0.73ha		
Existing Use(s)	Car Park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within the setting of The Lakes Estate Conservation Area and numerous other designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	The site could provide new homes . The site could also have potential to be enable expansion of the adjacent school, through exploration of a possible land swap with the associated site (SA1.5) in Enfield Town to enable consolidation of the upper and lower schools.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	124	0

PALMERS GREEN

SA8.2: Lodge Drive Car Park, Palmers Green



Table 1.2: SA8.2 - Lodge Drive Car Park, Palmers Green

SA8.2: LODGE DRIVE CAR PARK, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways along Broomfield Lane, Aldermans Hill towards Palmers Green station and town centre and in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the placemaking policy or IDP. II. should contribute to public realm and open space interventions to enhance upriver corridors and urban green spaces through Palmers Green.
Design Principles	<p>Residential development on the site:</p> <ul style="list-style-type: none"> A. should maximise the retention of existing high value trees on site. B. should improve permeability through the site with a pedestrian connection from Lodge Drive to Green Lanes via Trade Close. C. should improve pedestrian gateways from Trade Close/Green Lanes and Lodge Drive. D. Should consider creation of a new residential green along the main pedestrian link. E. should retain vehicular access to Trade Close from Lodge Drive. F. should provide a mix of typologies. Courtyard blocks and perimeter blocks are considered the most appropriate. G. must decrease building heights toward the edges of the site to respond to the lower existing buildings. Tall buildings are not acceptable on this site. H. should create active frontages along the main pedestrian route. I. Must secure the rear garden boundary of homes to the east through a back-to-back approach. J. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. K. must locate access for servicing from Lodge Drive.

PALMERS GREEN

SA8.3: Corner of Green Lanes and the North Circular

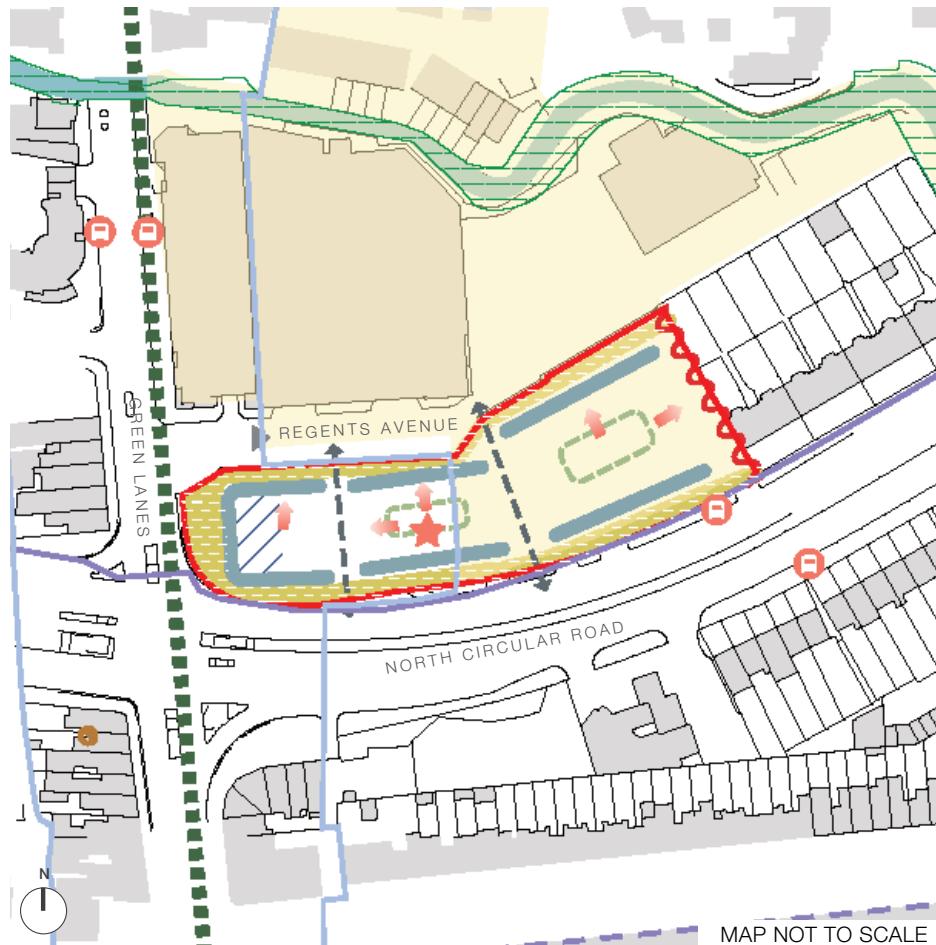


Table C1.67: SA8.3 - Corner of Green Lanes and the North Circular

SA8.3: CORNER OF GREEN LANES AND THE NORTH CIRCULAR			
Existing site information			
Address	Corner of Green Lanes and the North Circular, N13 5UP		
Site Area	0.59 ha		
Existing Use(s)	Various commercial uses - retail food store, car hire, warehousing, garage		
Current Ownership(s)	Multiple ownership. (Majority of site single ownership)		
Site considerations			
Flood Zone	1&2		
PTAL	4		
Heritage Considerations	Allocation includes non designated heritage asset within the site. Within the wider setting of registered park and garden and conservation area.		
Impacts on Archaeological Priority Area	No heritage constraints.		
Proposal			
Land Use Requirements	The site could provide new homes . The western area which is currently in use as a retail food store is anticipated to re-provide the existing retail provision along with potential for housing above. The area to the east, which is currently designated as LSIS, must re-provide light-industrial uses. It is anticipated any redevelopment may be combined with new housing above. The light-industrial re-provision will need to be compatible with residential uses.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	129	0
Approximate Estimated Non-residential (Class E) & Industrial capacity	Re-provision of existing use (Class E) & Re-provision of existing industrial floorspace as a minimum		

Table 1.3: SA8.3 - Corner of Green Lanes and the North Circular

SA8.3 CORNER OF GREEN LANES AND THE NORTH CIRCULAR	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should integrate north-south pedestrian and cycle connections within the site to enable potential future links to the Pymmes Brook.</p> <p>B. must deliver and/or contribute to streetscape improvements along the North Circular Road, Regents Avenue and Green Lanes for example wider footpaths and lighting.</p> <p>C. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> <p>D. should maximise tree planting along the North Circular Road to provide a green buffer.</p> <p>E. must create active frontages along the North Circular Road, Regents Avenue and Green Lanes.</p> <p>F. could provide a mix of typologies. Courtyard blocks, perimeter blocks and a taller building are considered the most appropriate.</p> <p>G. could consider the inclusion of a taller building which acts as a landmark to help aid legibility within the wider area.</p> <p>H. should locate any proposed tall buildings of no more than 33m in height along the North Circular Road with shoulder buildings decreasing height towards the north, east and west to respond to the sensitivity of existing lower buildings.</p> <p>I. should concentrate non-residential (retail) uses along Green Lanes within the existing Local Centre boundary.</p> <p>J. Must locate re-provision of light-industrial uses within the designated LSIS.</p> <p>K. must orientate building layouts to reduce noise impacts from the North Circular Road and LSIS and embed noise mitigation measures into the design of the elevations facing the North Circular Road and LSIS.</p> <p>L. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Podium parking must not create long stretches of inactive building frontage.</p> <p>M. must locate access for servicing from Regents Avenue.</p>

PALMERS GREEN

SA8.4: Travis Perkins, Palmers Green

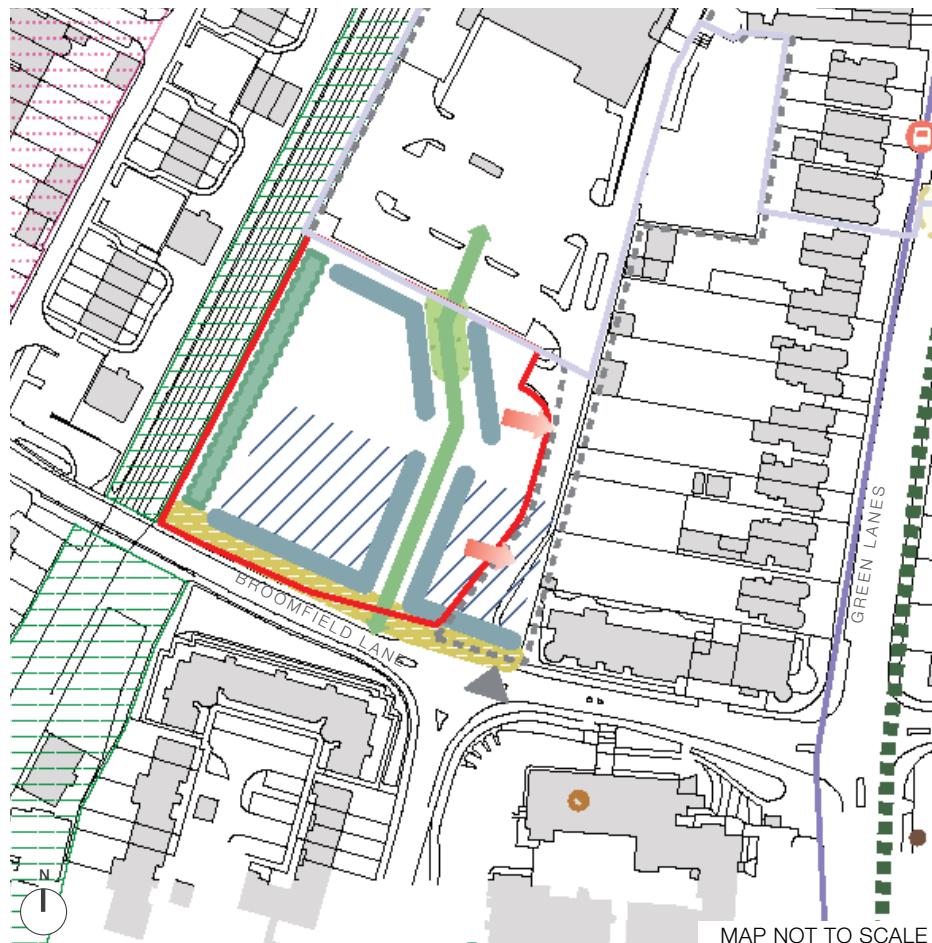


Table C1.68: SA8.4 - Travis Perkins, Palmers Green

SA8.4: TRAVIS PERKINS, PALMERS GREEN			
Existing site information			
Address	Travis Perkins Palmers Green, Bridge Drive, Broomfield Lane, N13 4EU		
Site Area	0.62ha		
Existing Use(s)	Builders Merchant		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	Redevelopment of the site should deliver new homes and non-residential space . It is anticipated this will comprise re-provision of a Travis Perkins.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	84	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing use		

Table 1.4: SA8.4 - Travis Perkins, Palmers Green

SA8.4 TRAVIS PERKINS, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards improvements to access and facilities at Palmers Green Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. <p>* The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA8.1). B. must improve north-south pedestrian and cycle connections from the adjacent site allocation to the north, to Broomfield Lane through a new green spine leading to the New River Path. C. should provide streetscape improvements along Broomfield Lane, for example wider footpaths, trees, planting, and the incorporation of street furniture. D. should provide a new residential pocket park within the centre of the development along the green spine. E. should provide a green buffer along the railway line. F. must create active frontages along Broomfield Lane, the central green spine, main square and pocket park. G. could provide a mix of typologies. Courtyard blocks, perimeter blocks and taller buildings are considered the most appropriate. H. must minimise overlooking into existing properties along Green Lanes. I. could relocate Bridge Drive (currently allowing vehicular access to the site allocation to the north) towards the centre of the site, along the new green spine, in order to secure the rear garden boundaries of existing homes to the east through a back-to-back approach. J. should locate non-residential uses along the new green spine and Broomfield Lane. K. must provide dual aspect dwellings where these face the railway line. L. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing these. M. must provide car-free residential development to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. Any podium/undercroft parking must not create long stretches of inactive building frontage. N. must locate access for servicing from Broomfield Lane.

CHASE PARK

SA10.1: Land at Chase Park South

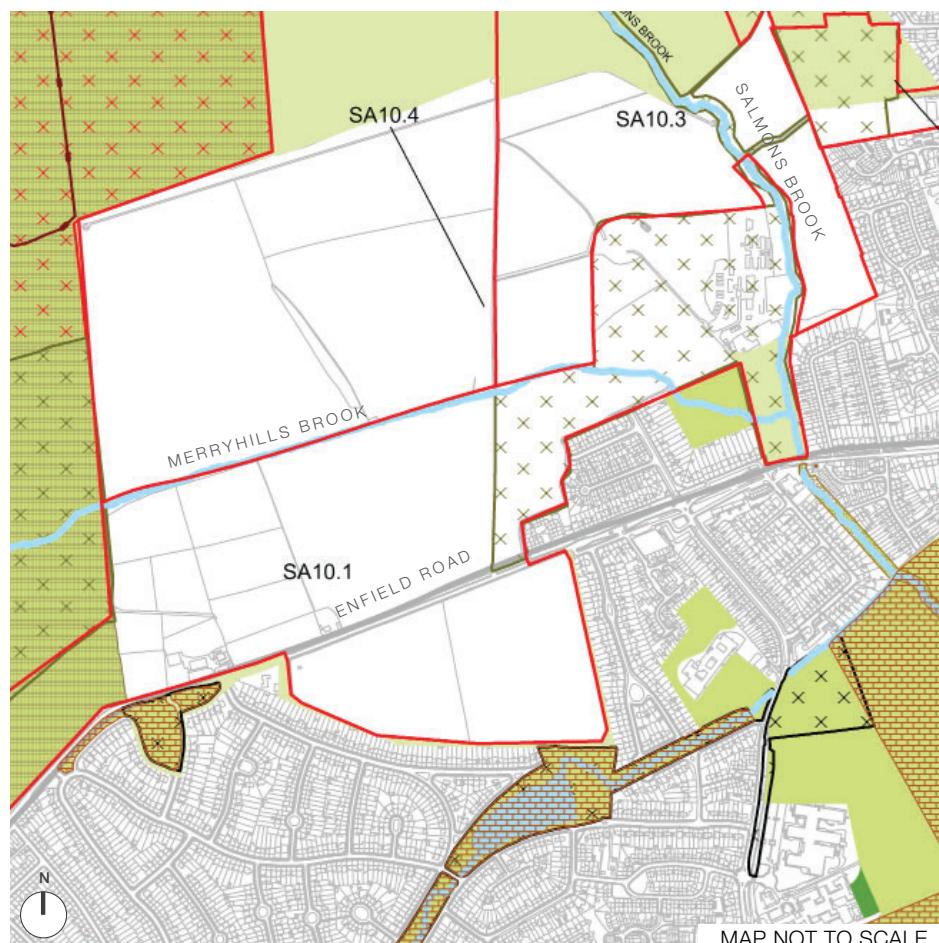


Table C1.69: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH	
Existing site information	
Address	Land south of Merryhills Brook; north and south of A110 (Enfield Road)
Site Area	60.95ha
Existing Use(s)	Mix of uses including equestrian, pasture, fields and other uses.
Site considerations	
Flood Zone	1-3
PTAL	1a - 3
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill.
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat.
Proposal	
Land Use Requirements	<ul style="list-style-type: none"> I. Approximately 2130 new homes, including affordable and older persons accommodation. II. A local centre providing a flexible mix of uses to include retail and community (Use Class F); III. Strategic green infrastructure including informal and formal public open space across the site including green corridors to Salmon's Brook and Merryhill's Brook, playing pitches for shared school and community use and the creation of a heritage park including the enhancement of the existing SINC and the former Slade's Hill Military Camp and Gun Battery.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	2130 new homes
Approximate Estimated Non-residential capacity (Class E)	A local centre providing a flexible mix of uses to include retail and community (Use Class F).

Table C1.70: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Infrastructure requirements	<p>Development on the site should:</p> <ul style="list-style-type: none"> I. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure. II. Provide A 3FE Primary School, including provision of nursery and early years. III. Provide new or enhanced accesses from Enfield Road and improvements to the A110 (Enfield Road) corridor, including the provision of new bus and cycle lanes. IV. Provide east-west active travel route. V. Provide a pedestrian/cycling bridge over Salmon's Brook as part of the active travel route and onward link across allocation site CP 10.3 to the boundary of allocation CP 10.2. VI. Provide new junctions onto Enfield Road providing vehicular access to land north and south of Enfield Road. The northern junction(s) and primary streets are to be designed to accommodate bus movements. All junctions are to be designed to prioritise pedestrian and cycling connectivity east-west and north-south.

Table C1.71: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide the gateway into Chase Park with a distinctive and cohesive urban character fronting onto Enfield Road from the north and south. B. must provide a centrally located local centre with active frontage onto Enfield Road and onto a new public square within the site. Uses are to be mixed vertically with residential or employment uses above retail and community services on the ground floor. C. must provide a primary school located adjacent to the local centre and on an active travel corridor. It is to have an efficient, urban form with 2-3 storey buildings and an appropriate outdoor space in line with BB103 and specification to be agreed with LBE education officers. Offsite provision of soft outdoor play (grassed sports pitches) and habitat areas are acceptable subject to safe working arrangements and may be provided in the SINC. D. should facilitate the character of Enfield Road to be transformed from a highways dominated space into a street fronted by new residential and mixed use development, and which prioritises walking, cycling and bus use. Trees and hedgerows are to be retained wherever possible and where compatible with the change in character that is being sought (compensatory planting is to be provided within the site boundary for any loss). E. should make efficient use of the land with greater density and compactness than the surrounding suburban areas. Higher density development, including taller buildings of up to 5 storeys should be focused around the A110 (Enfield Road) and the new local centre; buildings of 3-4 storeys should be located in the interior of sites and 2-3 storeys fronting towards Trent Park to the west and Salmon's Brook to the east. F. should use the site topography to inform the alignment of streets and active travel routes, and the placement of taller buildings with consideration of solar gain and energy efficiency. G. should respond to the setting of Trent Country Park and surrounding residential neighbourhoods, ensuring sensitive treatment at the site boundaries. H. must ensure that Merryhill's Brook, Salmon's Brook, existing public rights of way and permissive paths, woodland and hedgerows are to be retained and incorporated within green corridors and public open space. Proposals should ensure the sensitive treatment of the existing watercourses, providing enhancements to the brook corridors and their environmental quality. I. must provide a heritage park to be created incorporating the heritage assets associated with Slades Hill military camp, and the habitats of the SINC. The park is to have a semi-natural character with areas of grassland, woodland and wetland habitat, alongside provision of grassed playing fields and play space adjacent to the school, and enhancement of east-west walking and cycling routes. Heritage and ecological interpretation material, natural play and public art should be incorporated into the park. The south western part of the park is to provide a green connection to Enfield Road opposite the Jolly Farmer's public house and forms part of the proposed Green Link (LBE green and blue infrastructure strategy). J. must ensure that the internal layout of the site is permeable and legible, to enable easy access by walking and cycling towards the local centre, public transport and local facilities, as part of the CPPA-wide approach to integrated movement which enables onward connections to the open countryside, Enfield Chase and the London Loop. K. should deliver view corridors which are to be created east-west following Merryhills Brook towards Trent Country Park and the SINC, from the brook corridor towards Enfield Road, and from Enfield Road towards Boxer's Open Space in the south, through the retention of field boundaries within green corridors. L. must provide active frontages to all streets and public spaces to ensure good surveillance and safe and secure routes.

CHASE PARK

SA10.2: Arnold House & Land to the rear

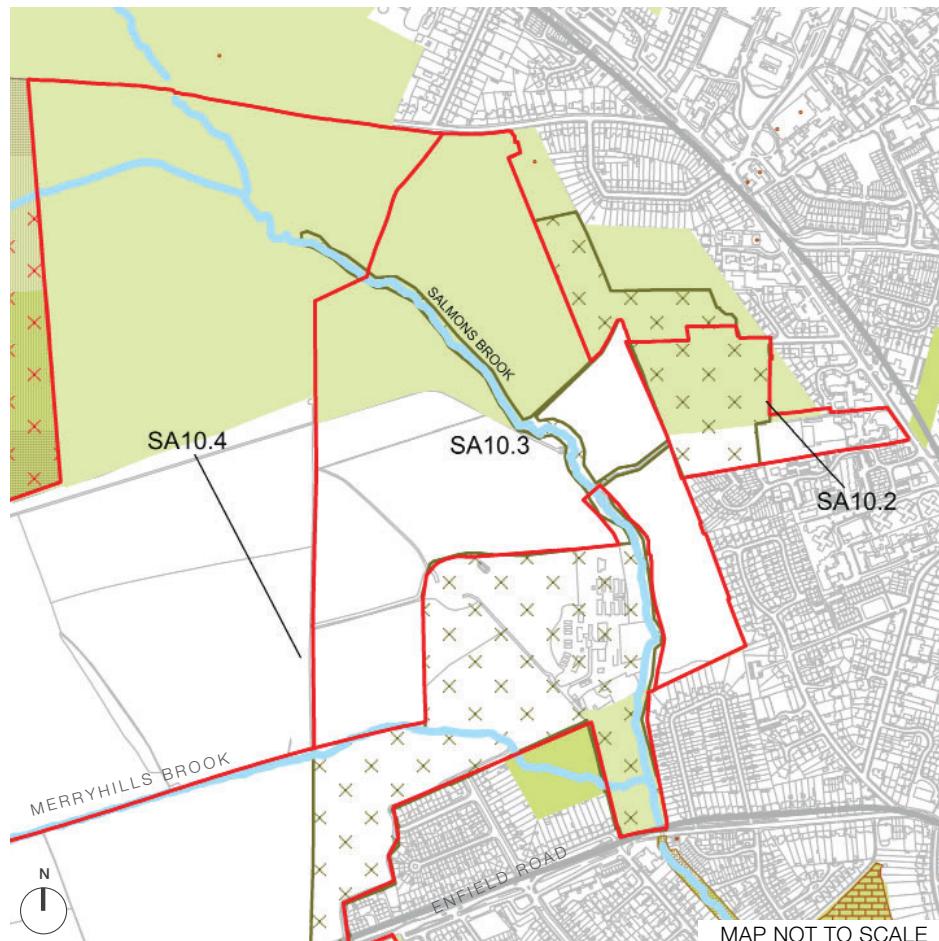


Table C1.72: SA10.2 - Arnold House and Land to the rear

SA10.2: ARNOLD HOUSE & LAND TO THE REAR				
Existing site information				
Address	66 Ridgeway, EN2 8JA and land to the rear			
Site Area	5.3ha			
Existing Use(s)	Care home and grounds to the rear, woodland.			
Site considerations				
Flood Zone	1			
PTAL	1b			
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill.			
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat.			
Proposal				
Land Use Requirements	<p>Development should provide:</p> <ul style="list-style-type: none"> I. Approximately 95 new homes/units of care II. Potential additional residential capacity in western part of the site subject to SINC and TPO constraints. 			
Implementation				
Timeframe	<table border="1"> <tr> <td>0-5</td> <td>5-10</td> <td>10+</td> </tr> </table>	0-5	5-10	10+
0-5	5-10	10+		
Approximate Estimated Housing Capacity	95 new homes/units of care			
Approximate Estimated Non-residential capacity (Class E)	A local centre providing a flexible mix of uses to include retail and community (Use Class F).			

Table C1.73: SA10.2 - Arnold House and Land to the rear

SA10.2: ARNOLD HOUSE & LAND TO THE REAR	
Proposal	
Infrastructure requirements	<p>Development on the site should:</p> <ul style="list-style-type: none"> I. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure. II. Provide an active travel (walking, cycling) and vehicular link to the western boundary to serve later phases of development within CPPA to the west of Salmon's Brook. III. Provide at least one walking and cycling bridge crossing Salmon's Brook as part of the active travel route(s).
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be restricted to the site currently occupied by the Arnold House care home and the land directly to the rear of this. The heavily wooded areas should not be developed, but could deliver green infrastructure enhancements. B. should provide streetscape improvements along The Ridgeway, for example wider footpaths, cycle ways trees, planting, and the incorporation of street furniture. C. must maximise the retention of existing high value trees and hedgerows. D. should create active frontages along The Ridgeway. E. should provide a mix of typologies, with a care home building (mansion block) toward The Ridgeway on previously developed land. Any further residential development in the western part of the site should be provided as perimeter block/terrace housing. F. should decrease in height towards the western boundary (2-3 storeys) in keeping with the wider approach to the western part of the CPPA. G. should secure existing rear boundaries through a back-to-back approach at the site edges. H. must provide overlooking and passive surveillance to the active travel route through the site. I. should carefully consider overlooking issues with existing properties to the north and south. J. should provide limited residential parking to promote active travel. K. should locate access for servicing from The Ridgeway.

CHASE PARK

SA10.3: CHASE PARK NORTH EAST

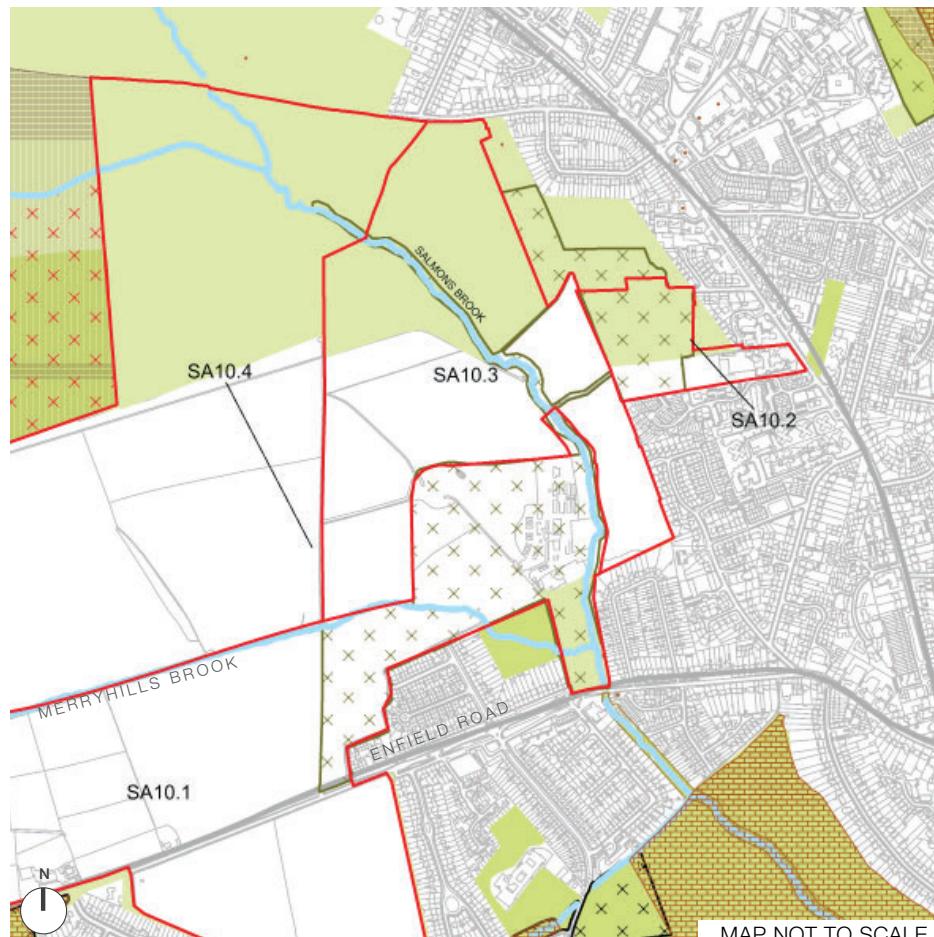


Table C1.74: SA10.3 - Chase Park North East

SA10.3: CHASE PARK NORTH EAST	
Existing site information	
Address	Land North East of Merryhills Brook,
Site Area	34.53ha
Existing Use(s)	Pasture, fields, brook corridor
Site considerations	
Flood Zone	1-3
PTAL	0 - 1b
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill.
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat.
Landscape and ecology	Existing woodland (Williams Wood, Shaw's Wood), and Merryhills Brook adjacent to the site, Salmon's Brook within the site. Locally designated SINC at Slade's Hill.
Proposal	
Land Use Requirements	<p>Development should provide:</p> <ul style="list-style-type: none"> I. Approximately 640 new homes, including affordable. A local parade providing a flexible mix of uses to include retail and community (Use Class F); II. New pedestrian and cycle routes/links, including a north-south active travel route; III. Strategic green infrastructure including formal and informal public open space and the creation of a new public country park IV. Expansion of existing woodland, grassland and wetland (SuDS) habitats.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	640 new homes

Table C1.75: SA10.3 - Chase Park North East

SA10.3:CHASE PARK NORTH EAST	
Proposal	
Infrastructure requirements	<p>Development on the site should:</p> <ul style="list-style-type: none"> I. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure. II. Provide new pedestrian and cycle routes/links including incorporation of east-west link from Salmon's Brook to the boundary of the allocation site which is to be delivered under site allocation SA10.4 (Chase Park North West). III. Enable enhancements of Salmon's Brook corridor as part of a wider site-wide SuDS scheme and brook restoration project.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the retention of existing high value trees and hedgerows, along with the provision of new landscaping and planting. B. should create a new public country park in the northern part of the area as part of wider framework of strategic green infrastructure and public open space, incorporating new areas of woodland, grassland and wetland habitat creation, accessible paths and trails, informal/natural play, interpretation, wayfinding and public art. C. should create woodland planting at the southern boundary of the new country park to provide habitat connectivity with woodland at the eastern boundary site / SINC and reduce the visual impact of built development to the south. D. should create a view point in the north eastern part of the site utilising key strategic views through and over the site to the south. E. should provide suitable buffers between new built form and existing/proposed woodland, SINC and strategic planting. F. must deliver a local parade to act as a community hub for the eastern part of CPPA providing a mix of uses such as small scale convenience retail, services and food/drink. It should be located to overlook the heritage park and have an associated high quality public realm including a small square/spill out space. G. must provide an appropriate mix of housing typologies with a focus on delivering 3-4 bedroom homes, which should be in excess of borough-wide requirements to reflect the location. H. should propose building heights of 3-4 storeys in the western part of the site providing overlooking to the proposed heritage park, woodland and active travel corridors. To the west of Salmon's Brook heights should decrease to 2-3 storeys adjacent to existing residential neighbourhoods. I. should deliver a clear hierarchy of well-overlooked streets and routes through its layout, which enable walking and cycling connectivity with adjacent residential areas to the west. J. should arrange urban blocks and streets to provide overlooking to the Salmon's Brook green corridor, the heritage park / SINC and active travel routes running north-south and east-west. K. should utilise back-to-back arrangements to provide secure rear boundaries and appropriate residential overlooking distances, where development is adjacent to existing residential neighbourhoods. L. should prioritise active travel for all movement and connectivity and be fully integrated with the wider CPPA. M. should form part of an integrated movement framework as part of a site-wide approach, providing links towards the open countryside, Enfield Chase and the London Loop.

CHASE PARK

SA10.4: Chase Park North West

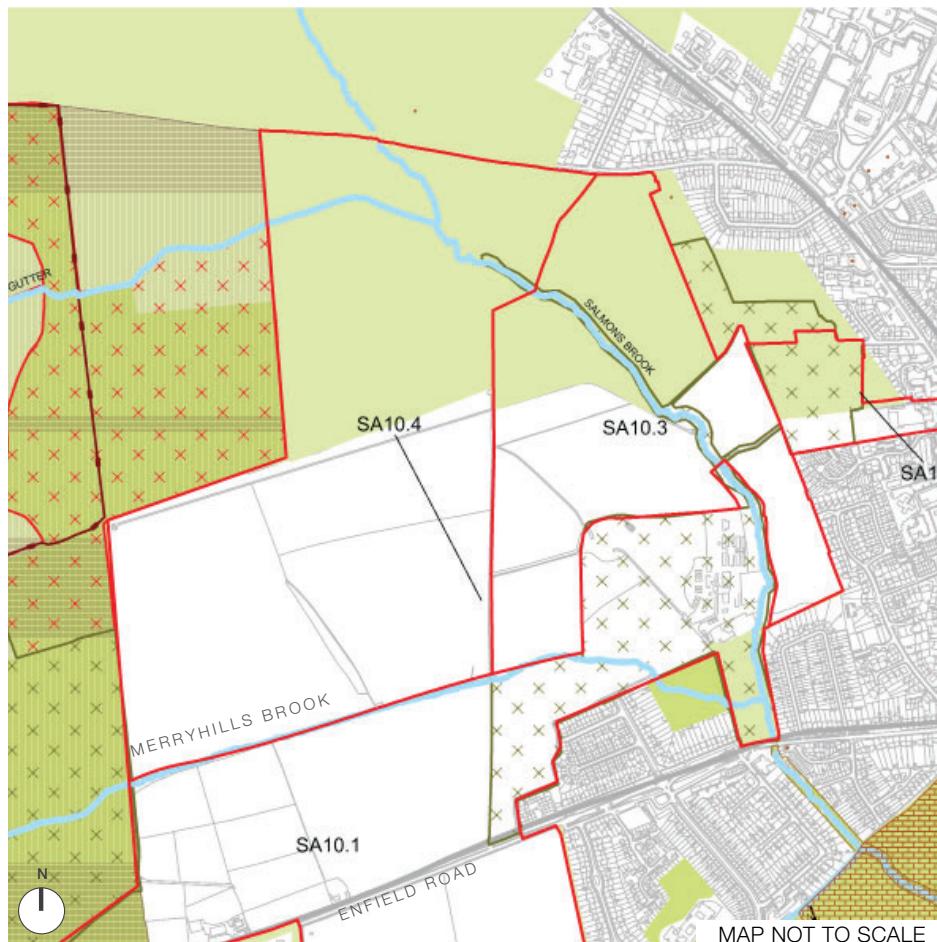


Table C1.76: SA10.4 - Chase Park North West

SA10.4: CHASE PARK NORTH WEST	
Existing site information	
Address	Land north west of Merryhills Brook;
Site Area	65.6ha
Existing Use(s)	Mix of uses including equestrian, pasture, fields and other uses.
Site considerations	
Flood Zone	1-3
PTAL	0-1a
Heritage Considerations	Within the setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings.
Impacts on Archaeological Priority Area	Former military camp and artillery battery at Slade's Hill.
Landscape and Ecology	Existing woodland (Williams Wood, Shaw's Wood), and Merryhills Brook adjacent to the site, Salmon's Brook within the site. Locally designated SINC at Slade's Hill.
Proposal	
Land Use Requirements	<p>Development should provide:</p> <ul style="list-style-type: none"> I. Approximately 890 new homes, including affordable. II. Strategic green infrastructure and open space including a Country Park. III. A local parade providing a flexible mix of uses to include retail and community (Use Class F). IV. Strategic landscaping and planting, including the provision of new woodland to the east of Williams Wood. V. A SuDS Scheme (to form part of a site wide comprehensive approach). VI. Community food growing and play space VII. Retention of existing residential and agricultural / equestrian uses adjacent to Hadley Road.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	890 new homes
Approximate Estimated Non-residential capacity (Class E)	Flexible mix of uses to include retail and community (Use Class F)

Table C1.77: SA10.4 - Chase Park North West

SA10.4: CHASE PARK NORTH WEST	
Proposal	
Infrastructure requirements	<p>Development on site should:</p> <ul style="list-style-type: none"> I. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure. II. Provide active travel routes running through the site and linking other Chase Park site allocations towards the local centre, public transport routes and Enfield Road including: <ul style="list-style-type: none"> a. The creation of a new north-south active travel route with suitability for bus use connecting the site to Hadley Road, and with connectivity for walking and cycling towards Enfield Chase and the London Loop via existing public rights of way. b. The provision of a new bridge over Salmon's Brook as part of the north-south active travel route with suitability for cycle, walking and bus use. c. Additional formal and informal walking routes and cycleways through the proposed Country Park, strategic landscape areas, green corridors d. Appropriate walking and cycling provision on street. III. Create a primary street suitable for use by buses. IV. Create a transitional woodland and grassland habitats adjacent to Williams and Shaws Woods. V. Provide enhancement of the Brook corridors as part of a wider site-wide SuDS scheme.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should maximise the retention of existing high value trees and hedgerows, along with the provision of new landscaping and planting. B. should create a new public country park as part of wider framework of strategic green infrastructure and public open space, incorporating new areas of woodland, grassland and wetland habitat creation, accessible paths and trails, informal/natural play, interpretation, wayfinding and public art. C. should create woodland planting and transitional habitats to the east of Williams Wood, extending the existing wooded ridge of Hogs Hill and providing habitat connectivity with existing hedgerows and proposed woodland planting. D. should retain an area of open land on the upper slopes adjacent to Shaws Wood and Williams Wood (approximately aligned to the area above 55m AOD), to maintain views to the wooded skyline of Trent Park. An area of publicly accessible grassland and transitional habitat is to be created, incorporating play space and walking and cycling routes connecting to existing public paths and with Trent Park. E. should provide a local parade which is to act as a community hub for the western part of CPPA providing a mix of uses such as small scale convenience retail, services and food/drink. It is to be located to overlook the primary street and/or Merryhills Brook corridor and have an associated high quality public realm. F. must provide an appropriate mix of housing typologies with a focus on delivering 3-4 bedroom properties. Building heights should be 3-4 storeys in the southern part of the site providing overlooking to the Merryhills Brook green corridor and the primary street, reducing to 2-3 storeys on the northern edge of the development overlooking the strategic open space. G. must deliver a clear hierarchy of well-overlooked streets and routes which enable walking and cycling connectivity with adjacent residential areas of the wider CPPA and existing public rights of way. H. must arrange urban blocks to provide overlooking to the Merryhill's Brook green corridor, the strategic open space, streets and active travel routes. I. must prioritise active travel for all movement and connectivity and be fully integrated with the wider CPPA integrated movement framework as part of a site-wide approach, providing links towards the open countryside, Enfield Chase and the London Loop. J. should support diversification of existing equestrian and agricultural uses at Vicarage Farm to promote activity within the Country Park.

CREWS HILL

SA11.1: Land North of Cattlegate Road, Crews Hill

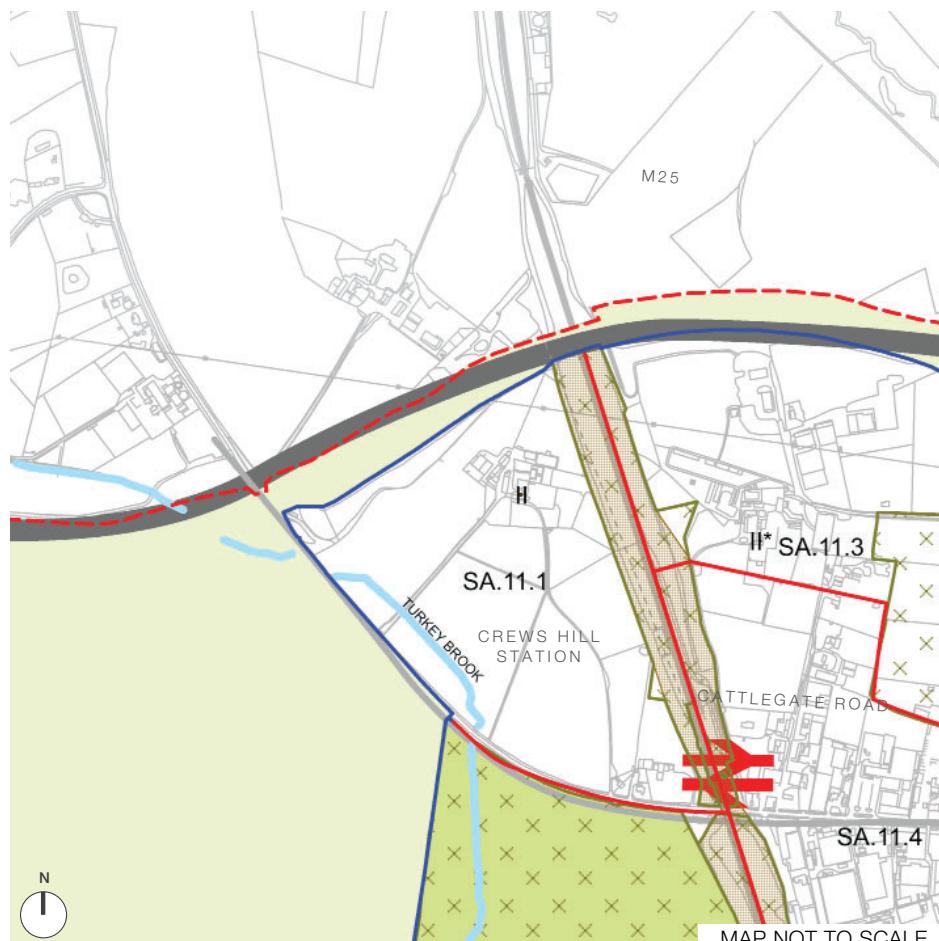


Table C1.78: SA11.1 - Land North of Cattlegate Road, Crews Hill

SA11.1: LAND NORTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land North of Cattlegate Road, Crews Hill		
Site Area	31.32ha		
Existing Use(s)	Agriculture		
Site considerations			
Flood Zone	1-3		
PTAL	0 - 1b		
Heritage Considerations	Owls Hall Farm (Grade II) Within 500m of Cattlegate Farmhouse (Grade II).		
Impacts on Archaeological Priority Area	Enfield Chase and Camelot Moat Archaeological Priority Area.		
Proposal			
Land Use Requirements	Development should provide around 800 new homes , educational facilities including a new school , public open space, formal play and playing pitch provision. Multi-functional community hub including retail as part of a Local Parade.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	800 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.79: SA11 - Land North of Cattlegate Road, Crews Hill

SA11.1: LAND NORTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute to strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. should provide elements of green and blue infrastructure across the site. III. must provide new or enhanced movement and access. IV. must provide land and finance the construction of a 2FE primary school. V. must provide a new local parade. VI. must provide land for and contribute funding towards a new public transport road bridge over the railway connecting to allocation SA11.3.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver a new public park along the functional floodplain of the Turkey Brook valley, restoring the watercourse and strengthening the Green Belt boundary through new planting. B. must create a new active travel network linking to the rail station, across the railway, into the Golf Course and along Turkey Brook. C. must provide a new public transport corridor connecting to Cattlegate Road at the south of the site via a new road bridge connection across the railway. The location of the bridge connection should minimise the impact on the railway SINC. The design of the bridge should minimise impact on the setting of the heritage assets. D. must create a public open space to buffer the existing farmstead at Owls Hall Farm from new development. E. should explore the potential to re-use the farm buildings at Owls Hall for community or cultural facilities. F. must provide a new local parade aligned to a new connection across the railway. G. must provide a new primary school in close proximity to the local parade and public transport corridor. H. should locate development in areas within 400m of a bus stop. I. should enhance a landscape buffer along the M25, linking areas of priority habitat and provide allotment space and natural spaces. J. must align streets to the existing landform contours and incorporate new trees to minimise the visual impact of new development on views from the west. K. must safeguard the delivery of a new entrance to the rail station from the west.

CREWS HILL

SA11.2: Land South of Cattlegate Road, Crews Hill

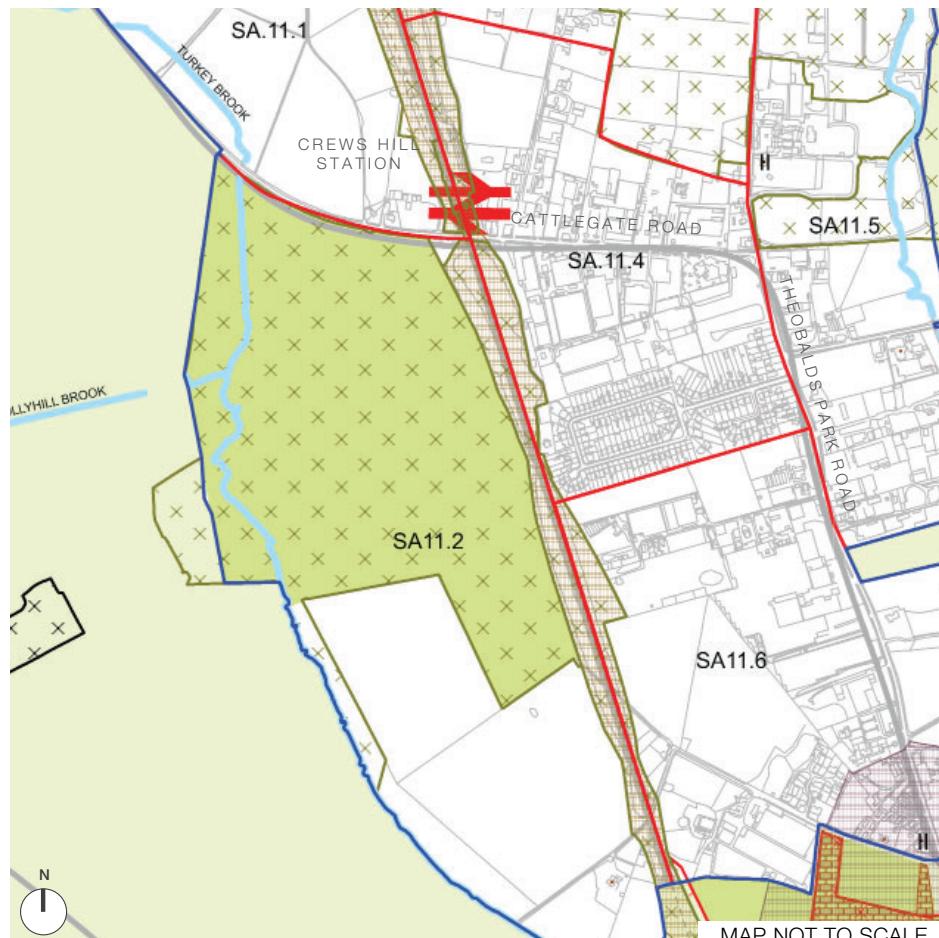


Table C1.80: SA11.2 - Land South of Cattlegate Road, Crews Hill

SA11.2: LAND SOUTH OF CATTLEGATE ROAD, CREWS HILL		
Existing site information		
Address	Land South of Cattlegate Road, Crews Hill	
Site Area	77.51ha	
Existing Use(s)	Golf Course and open space	
Site considerations		
Flood Zone	1 - 3	
PTAL	0 - 1b	
Heritage Considerations	The Red House (Local Heritage Asset).	
Impacts on Archaeological Priority Area	Enfield Chase and Camelot Moat Archaeological Priority Area.	
Proposal		
Land Use Requirements	Development should provide around 200 new homes , public open space, formal play and playing pitch provision.	
Implementation		
Timeframe	0-5	5-10
Approximate Estimated Housing Capacity	200 new homes	
Approximate Estimated Non-residential capacity (Class E)	n/a	

Table C1.81: SA11.2 - Land South of Cattlegate Road, Crews Hill

SA11.2: LAND SOUTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute to strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. should provide elements of green and blue infrastructure across the site. III. must provide new or enhanced movement and access. IV. must contribute to the off-site construction of a 2FE primary school and a secondary school. V. must provide land for and contribute funding towards a new pedestrian and public transport bridge over the railway connecting to allocation SA11.6.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must limit development to areas of lowest ecological value to the north of the site, on areas of built form, on areas with the highest levels of disturbance present and on areas of heavily managed grassland such as fairways and greens. B. must retain existing trees and compensate for habitat loss within the wider SINC by enhancing retained habitats (subject to soil sampling and biodiversity net gain assessment). C. should deliver a new public park and natural space providing improved access to Turkey Brook. D. should restore the water course along Turkey Brook. E. should expand the existing active travel network through a new cycle and pedestrian bridge across the railway and improved a new connection from the existing PROW to the London Loop. F. should align streets to the existing contours and incorporate new trees to minimise the visual impact of new development on views from the west.

CREWS HILL

SA11.3: Land South of M25, Crews Hill

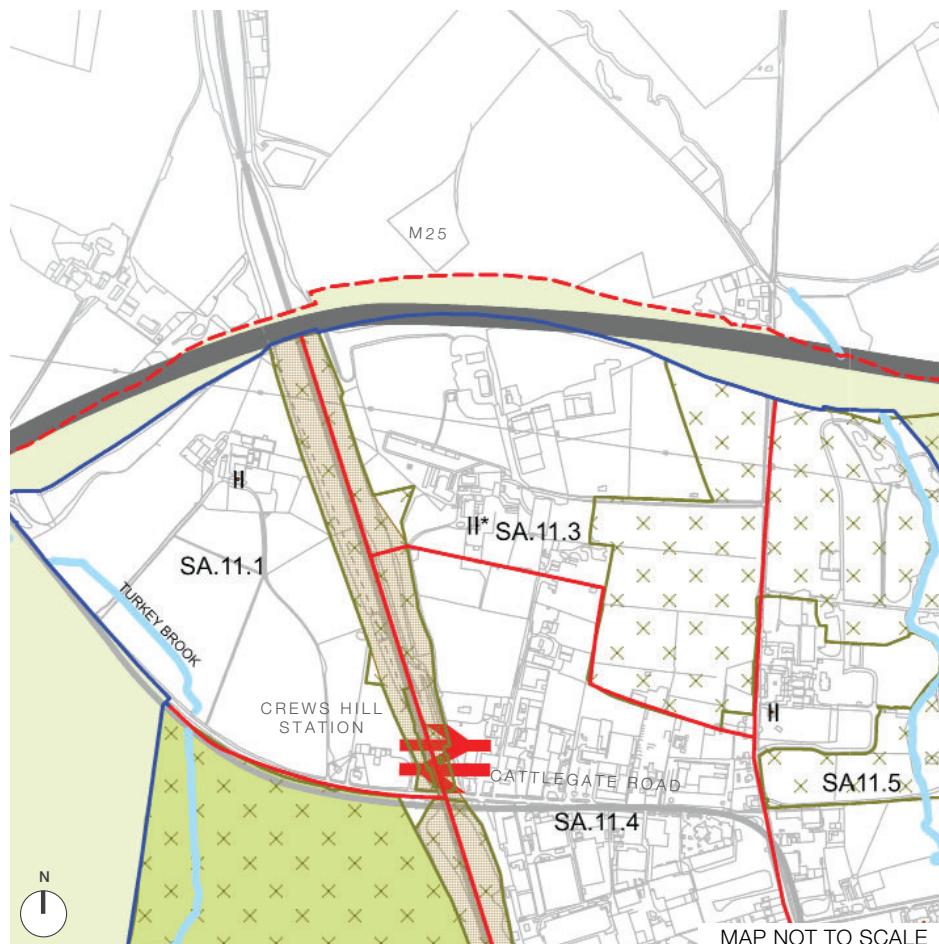


Table C1.82: SA11.3 - Land South of M25, Crews Hill

SA11.3: LAND SOUTH OF M25, CREWS HILL			
Existing site information			
Address	Land at Crews Hill		
Site Area	35.78 ha		
Existing Use(s)	Agriculture, warehousing, logistics		
Site considerations			
Flood Zone	1- 3		
PTAL	0 - 1b		
Heritage Considerations	The Paddocks (Grade II*). Two Barns (Grade II).		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 700 new homes , of which around 440 in the plan period , public open space, formal play and playing pitch provision.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	440 new homes		
Approximate Estimated Non-residential capacity (Class E)	n/a		

Table C1.83: SA11.3 Land South of M25, Crews Hill

SA11.3: LAND SOUTH OF M25, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute towards and/or deliver strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. should provide elements of green and blue infrastructure across the site. III. must contribute towards and deliver new or enhanced movement and access . IV. must contribute to the off-site construction of a 2FE primary school and a secondary school. V. must provide land for and contribute funding towards a new public transport road bridge over the railway connecting to allocation SA11.1.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be comprehensively delivered through a master planned approach to avoid piecemeal development and ensure the delivery of a network of streets, avoiding cul-de-sacs. B. should ensure the location of the bridge connection minimises the impact on the railway SINC. The design of the bridge should minimise impact on the setting of the heritage assets. C. should create new connections using an active travel network between Burnt Farm Ride and onwards connections through Land North and South of Cattlegate Road. E. should limit any development within the Glasgow Stud SINC to the western fields and any lost habitat should be compensated within the SINC through enhancing the condition of retained habitats. E. should locate higher density development towards the south of the site. F. should ensure development, new public transport route and new infrastructure maintains the sense of approach to the main house and green space around the historical assets of The Paddocks. G. should limit development to areas within 400m of a bus stop. H. should enhance a landscape buffer along the M25, linking areas of priority habitat and provide allotment, sports pitches and natural spaces.

CREWS HILL

SA11.4: Land North and South of Cattlegate Road, Crews Hill

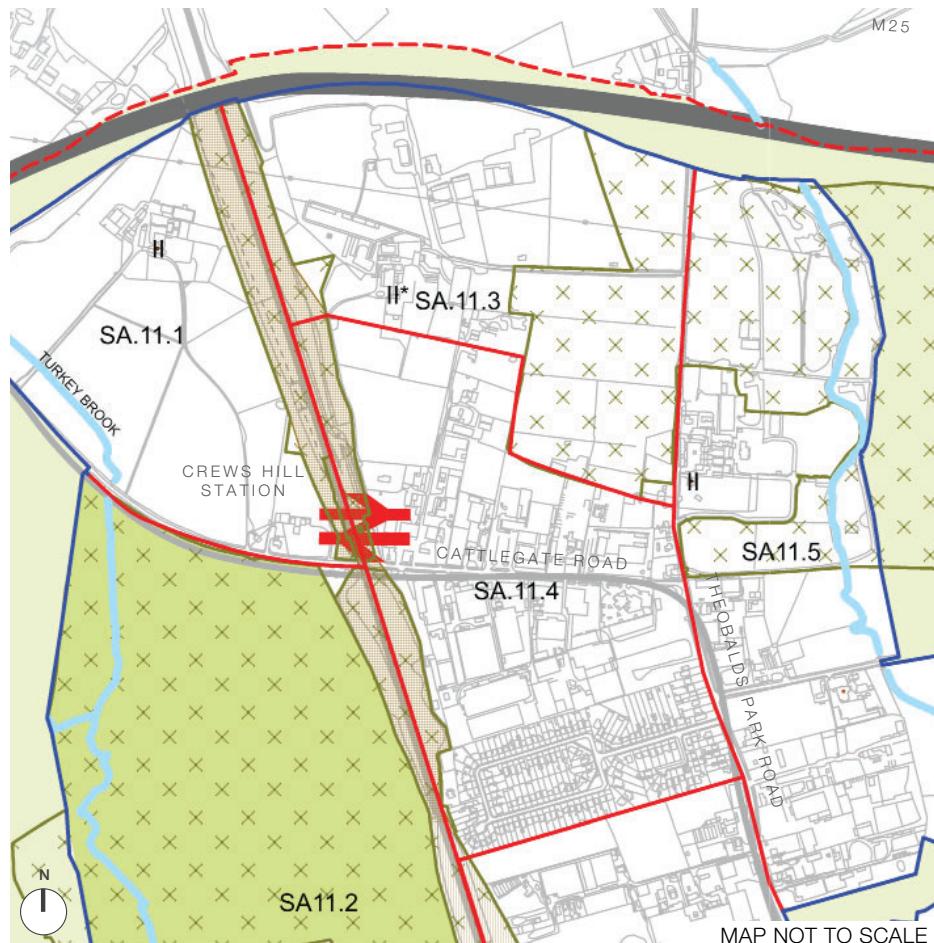


Table C1.84: SA11.4 - Land North and South of Cattlegate Road, Crews Hill

SA11.4: LAND NORTH AND SOUTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land North and South of Cattlegate Road, Crews Hill		
Site Area	39.55ha		
Existing Use(s)	Residential, garden centres, nurseries warehouses, building and construction supplies		
Site considerations			
Flood Zone	1 - 3		
PTAL	1a - 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 2,250 new homes , around 1,000 of which within the plan period public open space, formal play and playing pitch provision. It should also provide a new Local Centre.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	1000 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.85: SA11.4 - Land North and South of Cattlegate Road, Crews Hill

SA11.4: LAND NORTH AND SOUTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute towards strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. must deliver a new Local Centre along Cattlegate Road. III. must contribute to the off-site construction of a 2FE primary school and a secondary school. IV. should provide elements of green and blue infrastructure across the site. V. must provide new or enhanced movement and access.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be comprehensively delivered through a master planned approach to avoid piecemeal development and ensure the delivery of a network of streets, avoiding cul-de-sacs. B. must provide a new mixed use local centre located primarily to the east of the station along Cattlegate Road. C. must provide a new station square stepped back from Cattlegate Road providing improved visibility and accessibility to the existing station. D. should create a series of new yard typologies set back from Cattlegate Road to create public spaces protected from the traffic along Cattlegate Road. E. should create new town centre ground floor frontages along Cattlegate Road and the new yards, incorporating existing commercial uses where appropriate. F. should provide a mix of typologies including courtyard blocks and mansion blocks. Lower density typologies should create a transition to the residential area to the south, creating a back to back relationship with existing houses. G. should provide higher residential densities to the western end of Cattlegate Road around the existing rail station. H. should create new linear green spaces along existing water courses south of Cattlegate Road, and linking north into the Glasgow Stud SINC. East to west green spaces should link the railway SINC with green spaces to the east at Land East of Theobalds Park Road. I. should create a new network of active travel connections linking the station to Land South of M25. J. should facilitate reconfiguration of Cattlegate Road to create a segregated cycle route along its length. K. should seek to provide a direct north-south link to the Local Centre in conjunction with allocation SA11.6. L. could encourage incremental intensification of the existing residential area through the production of a design code, facilitating the creation of new north to south pedestrian routes where possible.

CREWS HILL

SA11.5: Land east of Theobalds Park Road

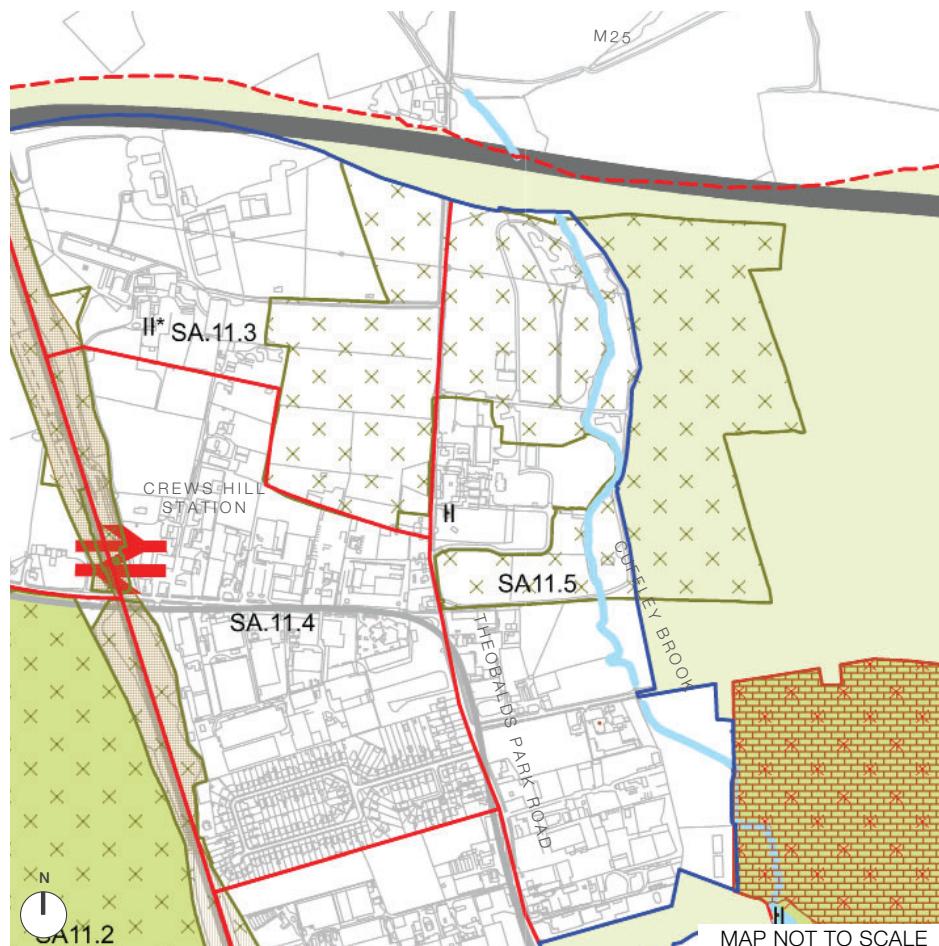


Table C1.86: SA11.5 - Land east of Theobalds Road Park, Crews Hill

SA11.5: LAND EAST OF THEOBALDS ROAD PARK	
Existing site information	
Address	Land east of Theobalds Park Road, Crews Hill
Site Area	42.06ha
Existing Use(s)	Residential, garden centres, nurseries, warehouses, building and construction supplies, museum
Site considerations	
Flood Zone	1 - 3
PTAL	0 - 1a
Heritage Considerations	Glasgow Stud Farmhouse (Grade II). Pumping Station (Local Heritage Asset).
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.
Proposal	
Land Use Requirements	Development should provide around 550 new homes, of which around 370 in the plan period, educational facilities including a primary school, public open space, formal play and playing pitch provision.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	370 new homes
Approximate Estimated Non-residential capacity (Class E)	See land use requirements

Table C1.87: SA11.5 - Land East of Theobalds Park Road, Crews Hill

SA11.5: LAND EAST OF THEOBALDS PARK ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute towards strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. must provide land for and contribute funding towards a new pedestrian and public transport bridge over the railway connecting to allocation SA11.2. III. must deliver a 2FE primary school on site. IV. must deliver a 6FE Secondary school on site. V. must provide new or enhanced movement and access. VI. must provide elements of green and blue infrastructure across the site.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should limit new development to the area to the south of the Glasgow Stud SINC. B. should create new east-west linear green spaces aligned to existing water courses on Land North and South of Cattlegate Road, providing new connections to Cuffley Brook. C. should provide new secondary and primary schools, potentially co-located, along Theobalds Park Road. The potential to locate school playing fields within the ecological buffer around the ancient woodland should be explored. C. must provide a new public park along Cuffley Brook, renaturalising the brook. D. should set development back 60m from the edge of the brook to comply with Water Framework Directive. E. should create an improved setting for Whitewebbs Museum of Transport through creation of the new public park. F. should create a new active travel network along Cuffley Brook, linking into new cycle routes along Cattlegate Road and Theobalds Park Road G. Should buffer the retained waste site at Theobalds Park Road through appropriate uses such as green spaces.

CREWS HILL

SA11.6: Land South West of Theobalds Park Road, Crews Hill

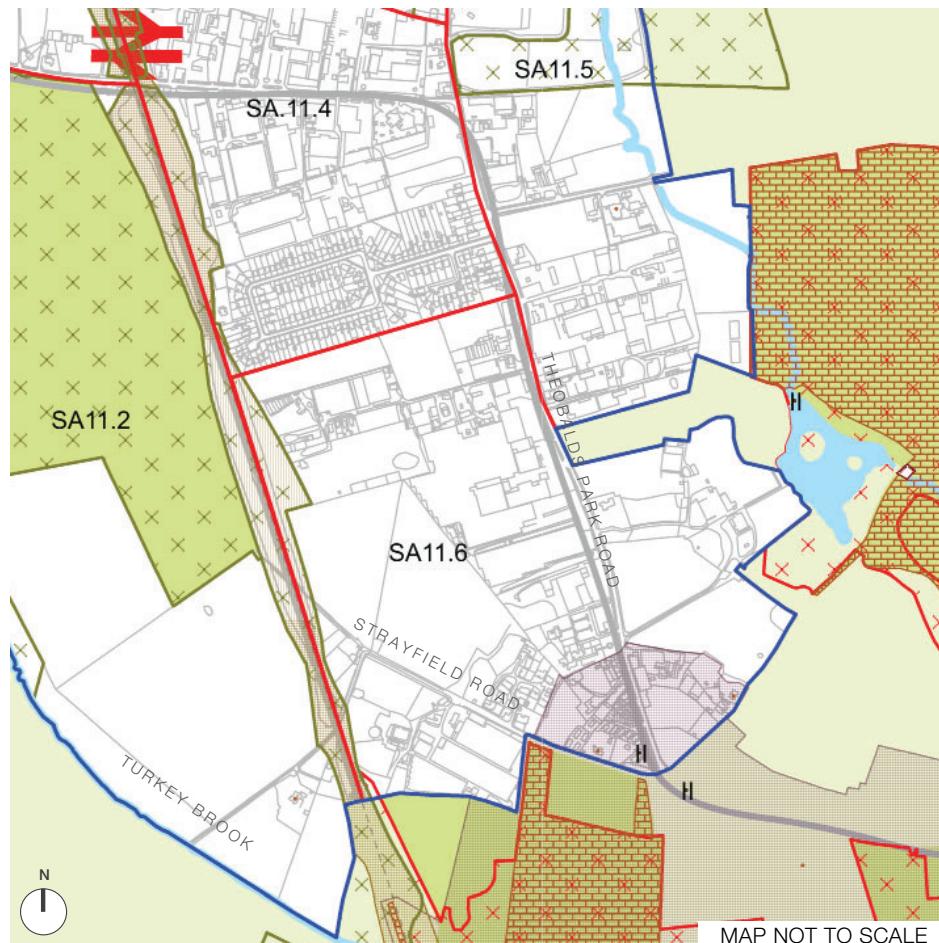


Table C1.88: SA11.6 - Land South West Theobalds Park Road, Crews Hill

SA11.6: LAND SOUTH WEST OF THEOBALDS PARK ROAD, CREWS HILL	
Existing site information	
Address	Land South West of Theobalds Park Road, Crews Hill
Site Area	59.91ha
Existing Use(s)	Mix of uses including paddocks, storage and other uses.
Site considerations	
Flood Zone	1 -3
PTAL	0 - 1a
Heritage Considerations	<p>Clay Hill Conservation Area. Adjacent to area of Ancient Woodland. Within 500m of Church of St John the Baptist (Grade II). Within 500m of Bridge at west end of lane, Whitewebbs Wood (Grade II). Within 500m of The Fallow Buck Inn (Grade II). Within 500m of Flash Road Aqueduct (Scheduled Ancient Monument).</p>
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.
Proposal	
Land Use Requirements	Development should provide around 1,000 new homes , of which around 700 within the plan period , public open space and multi-functional community hub including retail as part of a Local Parade.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	700 new homes
Approximate Estimated Non-residential capacity (Class E)	See land use requirements

Table C1.89: SA11.6 - Land South-west of Theobalds Road Park, Crews Hill

SA11.6: LAND SOUTH-WEST OF THEOBALDS ROAD PARK	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. must contribute towards strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. II. must provide land for and contribute funding towards a new pedestrian and public transport bridge over the railway connecting to allocation SA11.2. III. must contribute to the off-site construction of a 2FE primary school and a secondary school. IV. must provide new or enhanced movement and access. V. must provide elements of green and blue infrastructure across the site.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be comprehensively delivered through a master planned approach to avoid piecemeal development and ensure the delivery of a network of streets, avoiding cul-de-sacs. B. must provide a new mixed use local parade located along Theobalds Park Road. C. should maintain a buffer of 50m from ancient woodland, Whitewebbs Wood SINC and priority deciduous woodland. D. should provide a new public park within the ecological buffer to the west of Theobalds Park Road. E. should create a diverse area of mixed habitats to consolidate the fragmented ancient woodland to the east of Theobalds Park Road. F. should create a new active travel network providing new connections between Theobalds Park Road and Cuffley Brook, linking into onwards connections to Whitewebbs Wood. East-west links should be extended to provide improved access to the London Loop via Strayfield Road. G. should seek to provide a direct north-south link to the Local Centre in conjunction with allocation SA11.4. H. Should buffer the retained waste site at Theobalds Park Road through appropriate uses such as green spaces if this is not relocated. I. should facilitate reconfiguration of Theobalds Park Road to create a segregated cycle route along its length. J. must safeguard the delivery of a new cycle and pedestrian bridge over the railway, fronted by development on both sides to ensure overlooking K. should ensure a clear separation of built form between the existing residential area at Clay Hill and new development. L. should provide new natural space, allotments and play pitches to provide a clear separation between Clay Hill and new neighbourhoods.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.01: Brimsdown Sports Ground

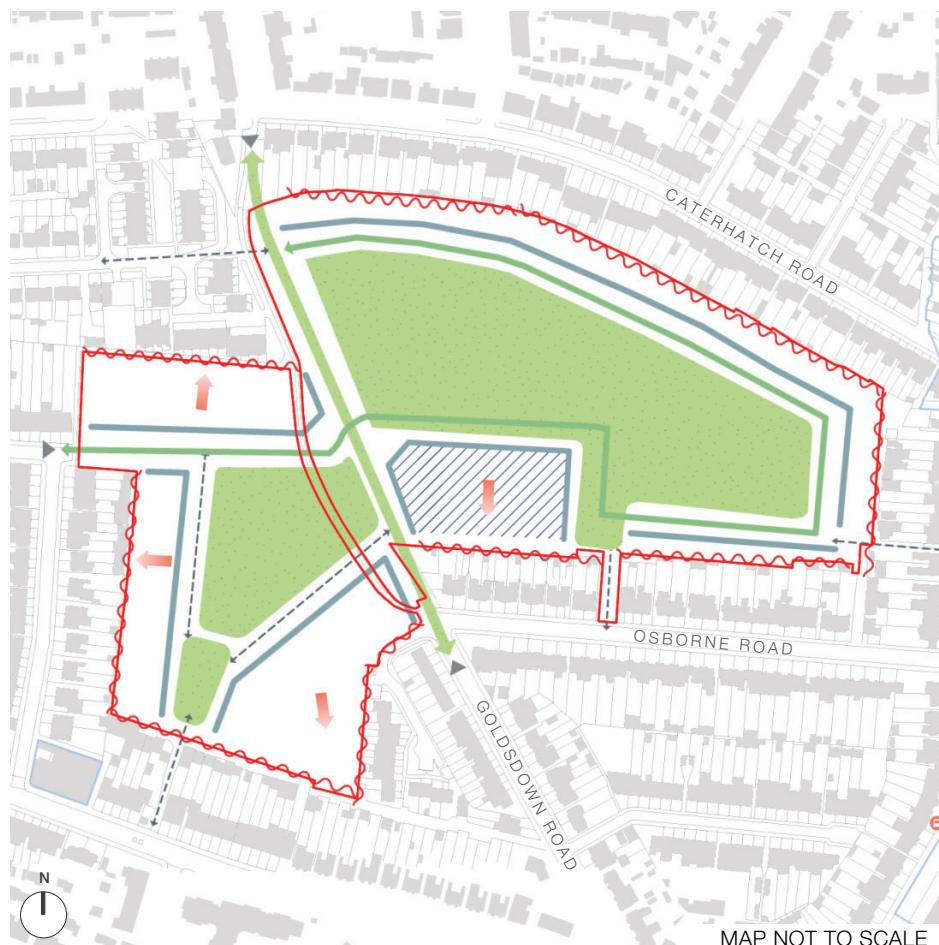


Table C1.90: SA URB.01 - Brimsdown Sports Ground

SA URB.01: BRIMSDOWN SPORTS GROUND			
Existing site information			
Address	Land known as Brimsdown Sports Ground EN3 7LL		
Site Area	8.11ha		
Existing Use(s)	Sui Generis, C3, F.2, D2		
Site considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	<p>The site could be appropriate to provide renewed community uses alongside a limited amount of other enabling uses such as housing. Densities must be optimised to make the best use of land.</p> <p>Any net loss of open space would need to be supported by a masterplan approach.</p>		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	225	0
Approximate Estimated Non-residential capacity (Class E)	Provision of some supporting community use		

Table C1.91: SA URB.01 - Brimsdown Sports Ground

SA URB.01: BRIMSDOWN SPORTS GROUND	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards improvements to access and facilities at Brimsdown Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must promote north-south pedestrian and cycle connections through a key green spine from Carterhatch Road to Osborne Road. B. must provide a new vehicular route linking Goldsdown Road to Vista Avenue. C. should improve secondary pedestrian gateways on Bowood Road and Osborne Road. D. should create active frontages along the green spine, the open space and new vehicular route. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing considered the most appropriate. F. must minimise overlooking of the existing rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach. G. should locate buildings of no more than 18m in height toward the centre of the site. Building height must decrease toward the site boundary to respond to the existing buildings. Tall buildings are not considered acceptable on this site. H. should locate any non-residential uses (community) along the green spine. The community use should be linked to provision of a new sports pitch and allotments. I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. J. should locate access for servicing from Goldsdown Road, Carterhatch Road and Vista Avenue. K. should provide green space fronted with residential uses

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.02: Cockfosters Station Car Park



Table C1.92: SA URB.02 - Cockfosters Station Car Park

SA URB.02: COCKFOSTERS STATION CAR PARK			
Existing site information			
Address	Cockfosters Station Car Park (Parcels a & b) Cockfosters Road		
Site Area	1.41ha		
Existing Use(s)	Car park		
Site considerations			
Flood Zone	1		
PTAL	6a		
Heritage Considerations	Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.		
Impacts on Archaeological Priority Area	Within immediate setting of APA 2: Enfield Chase and Camlet Moat.		
Proposal			
Land Use Requirements	Development of the site should provide new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	351	0
Approximate Estimated Non-residential capacity (Class E)	924sqm- Limited provision of non-residential floorspace adjacent to station and local centre to support vitality		

Table C1.93: SA URB.02 - Cockfosters Station Car Park

SA URB.02: COCKFOSTERS STATION CAR PARK	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and a rapid transit route as identified in the IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. <p>*The Environment Agency has noted that the site is in close proximity to potable groundwater abstractions we would strongly advise that the abstraction licence holder is also consulted with respect to piled foundation proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian and cycle permeability with connections linking into existing paths beyond the site boundary. B. should provide streetscape improvements along Cockfosters Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. must create a new arrival public space on Cockfosters Road adjacent to the existing station. D. must consider implications of the Thames Water main running through the site. E. should create a green spine through the site, which provides residential amenity and creates a biodiversity link with the surrounding Green Belt. F. must create active frontages along Cockfosters Road and central green spine. G. should provide a mix of typologies. mansion blocks, point block and taller buildings are considered the most appropriate. H. should provide tall buildings of no more than 39m in height. Tall buildings should be located towards the centre of the development parcel north of the railway line. A tall building could be considered acceptable for development parcel south of the railway line and its location will need to be carefully considered to mitigate impact on the heritage assets. I. must consider long views from Trent Park Conservation Area. J. should provide dual aspect dwellings along the railway line. K. should minimise overlooking issues onto the railway line when designing the residential uses. L. should deliver car-free development to promote active travel as the site has a high level of public transport accessibility. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. M. should locate non-residential uses along Cockfosters Road.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.03: Former Chase Park Farm Hospital



Table C1.94: SA URB.03 - Former Chase Farm Hospital

SA URB.03: FORMER CHASE FARM HOSPITAL			
Existing site information			
Address	Former Chase Farm Hospital, The Ridgeway, EN2 8JL		
Site Area	15.75ha		
Existing Use(s)	Former hospital site – now partially residential and partially vacant		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	1		
PTAL	2-3		
Heritage Considerations	4 Local Heritage Assets within site boundary. Within setting of Clay Hill Conservation Area.		
Impacts on Archaeological Priority Area	Adjacent to APA.		
Within Protected Viewing corridor?	No. Located just outside of view 3		
Proposal			
Land Use Requirements	New homes and supporting social infrastructure , as well as a replacement hospital facility		
Implementation ¹³			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	344	0	0
Approximate Estimated Non-residential capacity (Class E)	36,320sqm of replacement hospital facilities		

13 The estimated residential and non-residential capacities are based on extant planning permission: 15/04547/FUL. The site has been included as a site allocation as work has yet to be completed on site on this multi-phase scheme, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.95: SA URB.03 - Former Chase Farm Hospital

SA URB.03: Former Chase Park Farm Hospital	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. III. should facilitate hospital continuity and potential future expansion. IV. should deliver primary care enabling school.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should maximise retention of existing high value trees. B. should promote nature recovery strategy for areas along the boundaries. C. should promote more diverse and better-connected habitats. D. must promote pedestrian/cycle permeability through the site with an improved link to Shooters Road to the south and potential connections to the Turkey Brook and Green Loop to the north. E. should provide perimeter blocks/mansion blocks typologies with some terraced housing and avoid lower density detached and semi-detached house types. F. should provide buildings that directly overlook primary routes promoting passive surveillance. Tall buildings are not considered acceptable on this site. G. must minimise overlooking of the rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach. H. should minimise residential parking to promote active travel. Where required, on-street parking typology must be fully integrated with tree planting and public realm. I. should introduce SuDS running through the centre of the site and adjacent to primary routes. J. should locate service access onto The Ridgeway.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.04: Blackhorse Tower, Cockfosters Road

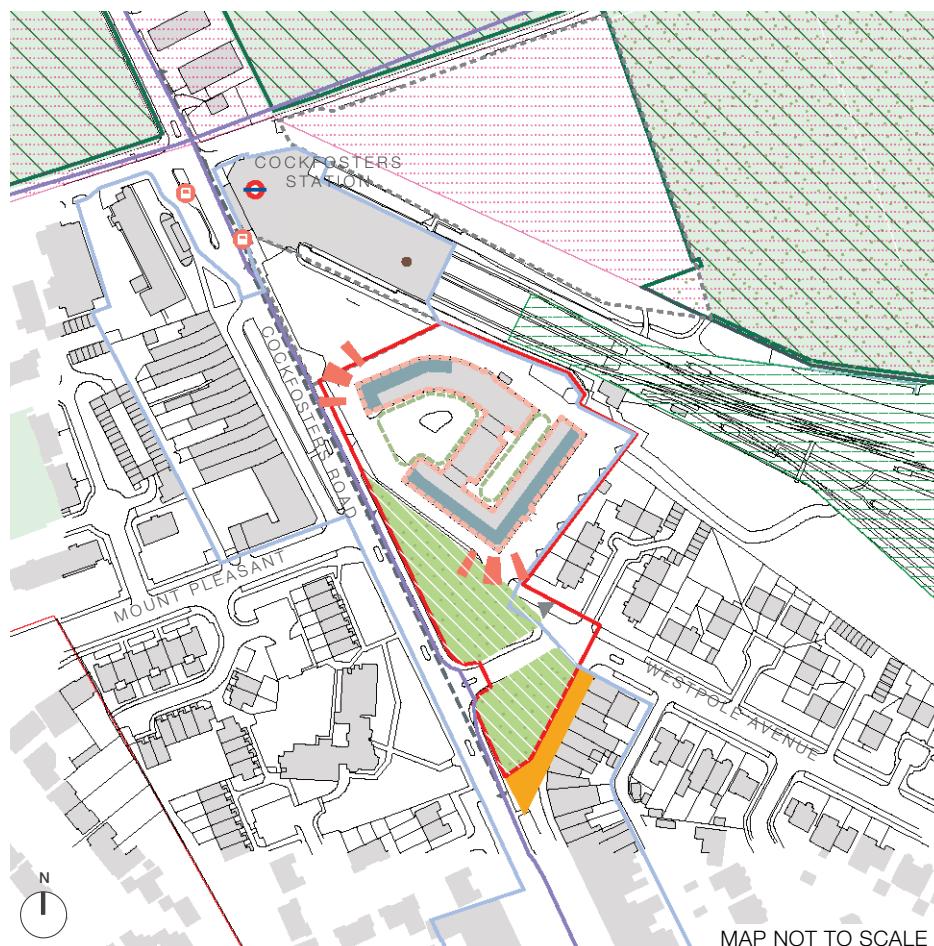


Table C1.96: SA URB.04 - Blackhorse Tower, Cockfosters Road

SA URB.04: BLACKHORSE TOWER, COCKFOSTERS ROAD	
Existing site information	
Address	Blackhorse Tower, Holbrook House And Churchwood House, 116 Cockfosters Road, EN4 0DY
Site Area	1.25 ha
Existing Use(s)	Non-residential
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.
Impacts on Archaeological Priority Area	Within immediate setting of APA 2: Enfield Chase and Camlet Moat.
Proposal	
Land Use Requirements	Development of the site should provide new homes and non-residential floorspace that is compatible with new and existing nearby residential uses.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	216 0 0
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential floorspace.

Table C1.97: SA URB.04 - Blackhorse Tower, Cockfosters Road

SA URB.04: BLACKHORSE TOWER, COCKFOSTERS ROAD	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. IV. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide streetscape improvements along Cockfosters Road facilitating pedestrian and cycle movement between Cockfosters station and Station Parade. B. should retain and improve the existing green space between Cockfosters Road and Westpole Avenue. C. should retain the existing high value trees along Cockfosters Road. D. should contribute to the promotion of Cockfosters as a 'Gateway to Enfield' with a marker building located in the north of the site along Cockfosters Road. Height, articulation, change of material, colour or window arrangement should be considered to mark this. E. should provide public realm improvements between Westpole Avenue and the shops along Station Parade and promote this with a marker building in the south of the site. Articulation, change of material, colour or window arrangement should be considered to mark this important corner. F. must consider long views north and south of Cockfosters Road which will capture these marker buildings and ensure they respond positively to the existing character of the built environment. G. must create active frontages along Cockfosters Road and the southern edge. H. must consider long views from Trent Park Conservation Area. I. should create a central amenity space for leisure, recreation, and play used by residents. J. must consider the visual connection and relationship with tall buildings within the site allocation to the north of the railway line. K. should secure boundaries to existing homes along Norfolk Close. L. should provide dual aspect dwellings along the railway line. M. should deliver car-free development to promote active travel as the site has a high level of public transport accessibility. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. N. should locate access for servicing from Cockfosters Road and Westpole Avenue.

Table C1.98: SA URB.05 - New Avenue Estate

SA URB.05: New Avenue Estate



SA URB.05: NEW AVENUE ESTATE

Existing site information

Address	New Avenue Estate, London, N14
Site Area	4.26 ha
Existing Use(s)	Housing and open space
Current Ownership(s)	Single ownership

Site considerations

Flood Zone	No
PTAL	1a – 1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.

Proposal

Land Use Requirements	New homes and reprovision of non-residential floorspace suitable for provision of social infrastructure (e.g. crèche, nursery, health facility).
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Implementation¹⁴

Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	156	48	0
Approximate Estimated Non-residential capacity (Class E)			319sqm

¹⁴ The estimated residential and non-residential capacities are based on extant planning permission: 16/01578/FUL. The site has been included as a site allocation as work has yet to be completed on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.99: SA URB.05 - New Avenue Estate

SA URB.05: NEW AVENUE ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. must re-provide existing open space with additional tree planting and biodiversity enhancements.</p> <p>B. must promote north-south connections from Hood Avenue toward The Fairway.</p> <p>C. must promote east-west connections toward Avenue Road, and create a new green spine.</p> <p>D. must provide streetscape improvements along The Avenue and Cowper Gardens, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>E. must deliver formal and informal play along the green spine.</p> <p>F. must create active frontages along Avenue Road, Cowper Gardens and the green spine.</p> <p>G. should provide a mix of typologies. Perimeter blocks, point blocks, mansion blocks, courtyard blocks and terrace housing are considered the most appropriate. Buildings must decrease in height to the north, south and west of the site, to respond to the neighbouring lower rise buildings. Tall buildings are not considered acceptable on this site.</p> <p>I. should secure the rear garden boundaries of homes along the eastern and western boundary through a back-to-back approach.</p> <p>J. must sensitively design residential uses and minimise overlooking onto existing rear gardens of properties along the eastern, western and northern boundary.</p> <p>K. must carefully consider relationship with existing culvert.</p> <p>L. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting.</p> <p>M. must locate access for servicing from Cowper Gardens and Avenue Road.</p>

Table C1.100: SA URB.06 - Former Middlesex University, Trent Park

SA URB.06: Former Middlesex University, Trent Park



SA URB.06: FORMER MIDDLESEX UNIVERSITY, TRENT PARK

Existing site information

Address	Former Middlesex University Trent Park Bramley Road, N14 4YZ
Site Area	22.48 ha
Existing Use(s)	n/a - principle of development established through permission
Current Ownership(s)	Single ownership

Site considerations

Flood Zone	No
PTAL	0 -1
Heritage Considerations	Registered Park and Garden, Conservation Area and setting of designated and non-designated heritage assets. 2 Heritage assets within site, located within Conservation area and Registered Park and Garden.
Impacts on Archaeological Priority Area	Within Area of Archaeological Importance.

Proposal

Land Use Requirements	New homes
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Implementation

Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	249	0	0

Table C1.101: SA URB.06 - Former Middlesex University, Trent Park

SA URB.06: FORMER MIDDLESEX UNIVERSITY, TRENT PARK	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. facilitate delivery of wildlife centre.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should follow a landscape-led approach. B. should promote nature recovery strategy for areas along the boundaries. C. should promote more diverse and better-connected habitats. D. should increase woodland cover. E. should introduce SuDS running through the centre of the site and adjacent to primary routes. F. must promote pedestrian and cycle connections through the site to the Green Links in the east and west and the Enfield Green Loop to the north. G. should provide perimeter blocks and mansion blocks typologies and avoid lower density detached and semi-detached house types. Tall buildings are not considered acceptable on this site. should carefully consider relation with existing designated and non-designated heritage assets. H. should create active frontages onto primary connections, promoting passive surveillance. I. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting J. must locate access for servicing from Snakes Lane. K. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.07: Sainsbury's Green Lanes



Table C1.102: SA URB.07 - Sainsbury's Green Lanes

SA URB.07: SAINSBURY'S GREEN LANES	
Existing site information	
Address	Sainsbury's Green Lanes, N21 3RS
Site Area	2.36 ha
Existing Use(s)	Supermarket + car park
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	Adjacent to a Grade II Listed Building and within the setting of other non-designated heritage assets.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that redevelopment would include re-provision of the supermarket alongside new homes .
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	0 368 0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential floorspace.

Table C1.103: SA URB.07 - Sainsbury's Green Lanes

SA URB.07: SAINSBURY'S GREEN LANES	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lane and footpath widening identified in the IDP II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP III. should contribute towards the extension of Firs Farm flood alleviation scheme <p>*The Environment Agency has noted that the site is in close proximity to potable groundwater abstractions we would strongly advise that the abstraction licence holder is also consulted with respect to piled foundation proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must retain existing open space and existing high value trees. B. should provide additional tree planting and biodiversity enhancements. C. should improve east-west pedestrian connections from Halsmere Road to Green Lanes towards the New River Path. D. must improve north-south permeability within the site through the creation of secondary connections within the development. E. should improve existing entrances into the retained green space along Halsmere Road. F. must deliver/contribute towards streetscape improvements along Green Lanes (identified as a Green Link in the Policies Map). G. should enhance the public realm fronting at the gateways into the site from Green Lanes. H. must create active frontages along Green Lanes, the green space edge and internal pedestrian and cycle connections. I. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate. J. must decrease building heights towards the north-east of the site to address the sensitivity of the existing Grade II listed building. Tall buildings are not considered acceptable on this site. K. should locate non-residential uses along Green Lanes to create a connection to the existing Local Centre (Winchmore Hill Broadway). L. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Podium parking for non-residential uses must avoid the creation of long stretches of inactive frontage. M. should locate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from Green Lanes.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.08: Hoe, Eastfield, Cherry and Bouvier Estates



Table C1.104: SA URB.08 - Hoe, Eastfield, Cherry and Bouvier Estates

SA URB.08: HOE, EASTFIELD, CHERRY AND BOUVIER ESTATES	
Existing site information	
Address	Hoe, Eastfield, Cherry and Bouvier Estates
Site Area	6.62ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership
Site considerations	
Flood Zone	No
PTAL	2
Heritage Considerations	Adjacent to a designated and non-designated heritage asset.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	New homes through infill development .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	240
	10+

Table C1.105: SA URB.08 - Hoe, Eastfield, Cherry and Bouvier Estates

SA URB.08: HOE, EASTFIELD, CHERRY AND BOUVIER ESTATES	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. should contribute towards Albany Park river restoration and flood alleviation scheme.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA U.19). B. must improve north-south and east-west pedestrian connections and facilitate links to the Green Loop and Albany Park. C. should provide streetscape improvements along Hertford Road Road (identified as a Green Link in the Policies Map), Eastfield Road, Hoe Lane, Ingersoll Road and Bouvier Road. Tree planting along Hertford Road must be maximised. D. should create new pedestrian gateways along Hertford Road improving links to Albany Park. E. should improve existing green spaces. F. should provide infill development in a mix of villa blocks and mansion blocks up to 18m in height, townhouses along the blank walls of existing podiums and a mews for backland infill. G. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear garden boundaries through a back-to-back approach. H. should create active frontages along the Albany Park edge exploiting long views across the green space. I. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.09: Exeter Road Estate

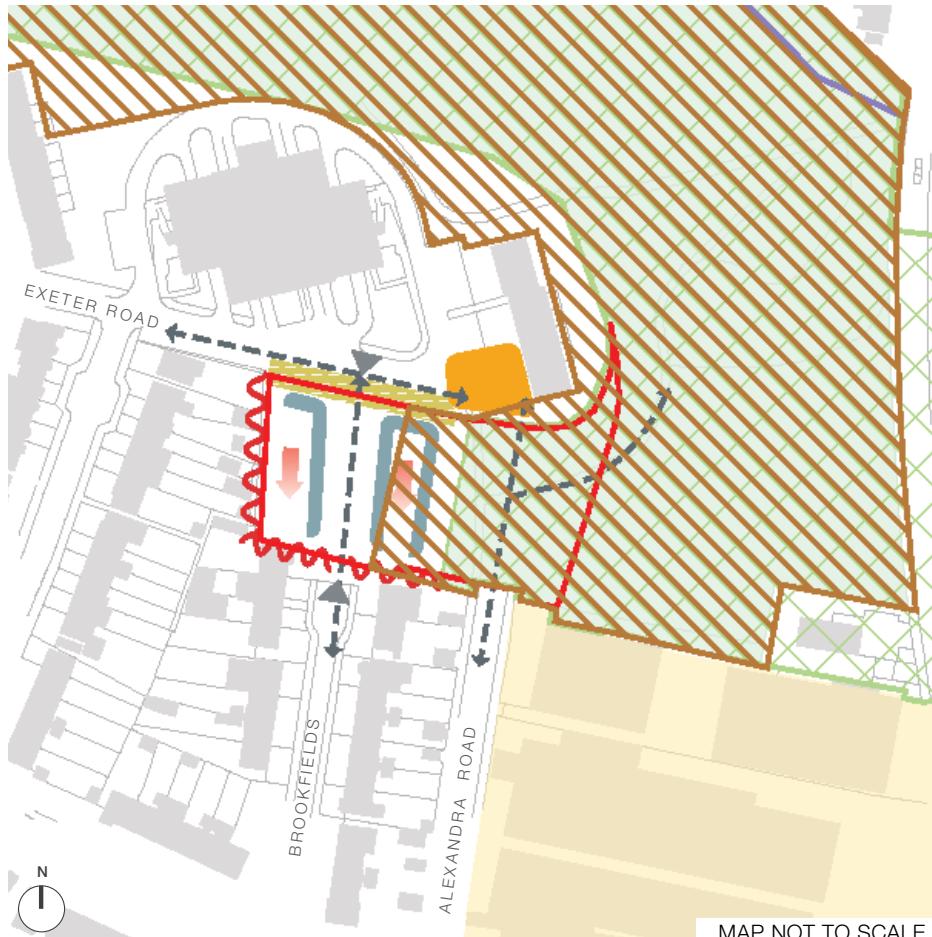


Table C1.106: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD ESTATE	
Existing site information	
Address	Land at former Wessex Hall Building, EN3 7TU
Site Area	0.39 ha
Existing Use(s)	Vacant Land
Site considerations	
Flood Zone	1
PTAL	2
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss.
Implementation ¹⁵	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	129 0 0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential floorspace

¹⁵ The estimated residential and non-residential capacities are based on extant planning permission: 21/02076/OUT. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.107: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards improvements to access and facilities at Brimsdown Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. IV. should contribute towards Durants Park Floor Alleviation Scheme.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must retain existing MOL and deliver additional tree planting and biodiversity enhancements. B. should deliver/improve pedestrian and cycling connections from Brookfields Road and Alexandra Road to Exeter Road. C. must provide streetscape improvements along Exeter Road and Brookfields, for example wider footpaths, trees, planting, and the incorporation of street furniture. D. could consider provision of a new public space at the intersection of Exeter Road and Alexandra Road as gateway into the existing MOL. E. must create active frontages along Exeter Road, Brookfields and the MOL edge. F. should provide perimeter block and mansion block typologies. G. must decrease building height toward the southern and western site boundary to respond to the existing properties. Tall buildings are not considered acceptable on this site. H. must minimise overlooking into existing rear gardens. I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. J. should locate access for servicing from Exeter Road and Brookfields.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.10: Alma Estate

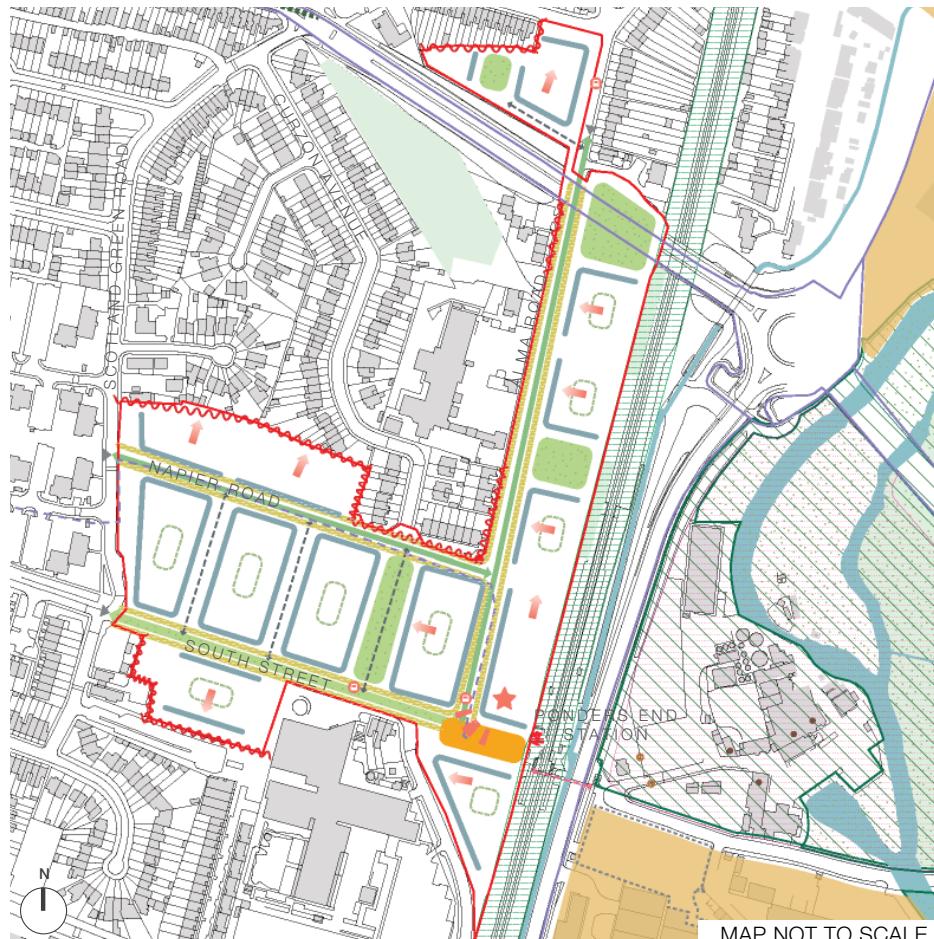


Table C1.108: SA URB.10 - Alma Estate

SA URB.10: ALMA ESTATE			
Existing site information			
Address	Alma Estate, EN3		
Site Area	7.79ha		
Existing Use(s)	Existing residential		
Current Ownership(s)	Multiple ownerships		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	To the west of a Conservation Area and associated statutorily listed buildings. To the west of landscape on Local Heritage list.		
Impacts on Archaeological Priority Area	Adjacent to Lea Valley West Bank APA.		
Within Protected Viewing corridor?	Yes. View 2 (King's Head Hill) and View 9 (Approach to Enfield Town)		
Proposal			
Land Use Requirements	Development of this site should provide new homes and could be supported with social infrastructure uses such as a nursery or community space.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	127 remaining (net) to be delivered ¹⁶	0	0
Approximate Estimated Non-residential capacity (Class E)	3,800sqm ¹⁷		

16 Estimated gross capacity of 1204 homes

17 Approximate estimates are informed by the planning reference: 19/03624/VAR

Table C1.109: SA URB.10 - Alma Estate

SA URB.10: ALMA ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. should deliver reprovision of a community centre. IV. should deliver the reprovision of a youth centre.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along South Street, Alma Road, Napier Road, for example for example wider footpaths, trees, planting, and the incorporation of street furniture. B. should create a green spine along South Street which connects to a new public space fronting the station entrance. C. should create a network of public open spaces including play areas on South Street, Alma Road and Napier Road. D. must create active frontages along South Street, Alma Road, Napier Road and around main station square. E. should provide a mix of typologies. Perimeter blocks, courtyard blocks, terrace housing and towers are considered the most appropriate. F. should locate tall buildings of no more than 33m in height adjacent to Ponders End station. Buildings must decrease in height to the north, south and west of the site, to respond to the neighbouring lower rise buildings. G. should secure the rear garden boundaries of homes along the northern boundary through terrace housing and a back-to-back approach. H. must sensitively design residential uses and minimise overlooking onto existing properties along the northern, western, and southern boundary. I. should provide limited parking to promote active travel. If required, on-street parking should be integrated into the public realm, with long runs broken down with tree planting. J. must locate access for servicing from South Street and Alma Road.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.11: The Former Royal Chace Hotel

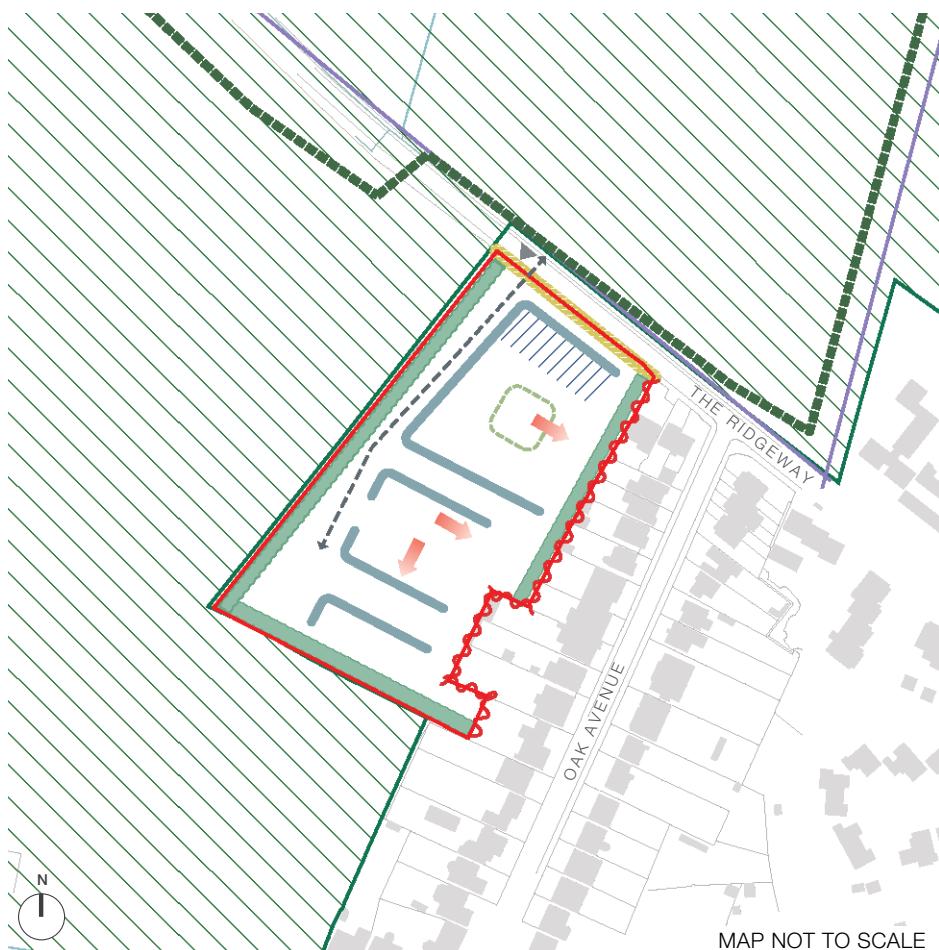


Table C1.110: SA URB.11 - The Former Royal Chace

SA URB.11: THE FORMER ROYAL CHACE HOTEL	
Existing site information	
Address	The Royal Chace Hotel, The Ridgeway, Enfield, EN2 8AR
Site Area	1.76ha
Existing Use(s)	Former hotel
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	No
PTAL	1a
Heritage Considerations	Some non-designated heritage assets in vicinity.
Impacts on Archaeological Priority Area	Adjacent to APA.
Proposal	
Land Use Requirements	New homes (which could include older person's care home).
Implementation¹⁸	
Timeframe	0-5
Approximate Estimated Housing Capacity	115
	5-10
	10+
	0

¹⁸ The estimated capacities are based on extant planning permission: 21/01816/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.111: SA URB.11 - The Former Royal Chace

SA URB.11: THE FORMER ROYAL CHACE HOTEL	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should follow a landscape-led approach.</p> <p>B. should promote nature recovery strategy for areas along the boundaries.</p> <p>C. should promote more diverse and better-connected habitats.</p> <p>D. must retain existing high value trees. The site is subject to an area of Tree Preservation Order.</p> <p>E. should introduce SuDS running through the site and adjacent to primary routes.</p> <p>F. should deliver streetscape improvements along The Ridgeway promoting connections with the Green Loop to the east and north of the site.</p> <p>G. should provide a mix of typologies such as an extra care building (courtyard block) located along The Ridgeway and an additional courtyard block or terrace housing to its rear.</p> <p>H. must decrease building heights towards the east and south boundary to respond to the neighbouring lower rise existing buildings and sensitivity of the green belt edge. Tall buildings are not considered acceptable on this site.</p> <p>I. should provide an extra care facility with communal and staff areas along the north-east facing the main access.</p> <p>J. should promote clear views of the main entrance from the access on The Ridgeway.</p> <p>K. must minimise overlooking onto the rear gardens of the properties along Oak Avenue.</p> <p>L. Should locate on-street parking close to the main access and should be integrated into the public realm, with long runs broken down with tree planting.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.12: 241 Green Street



Table C1.112: SA URB.12 - 241 Green Street

SA URB.12: 241 GREEN STREET	
Existing site information	
Address	241 Green Street Enfield, EN3 7HQ
Site Area	0.45 ha
Existing Use(s)	Employment
Site considerations	
Flood Zone	1
PTAL	2
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss.
Implementation ¹⁹	
Timeframe	0-5 5-10 10+
Approximate Estimated Housing Capacity	92 0 0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing non-residential floorspace

¹⁹ The estimated capacities are based on extant planning permission: 20/01526/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

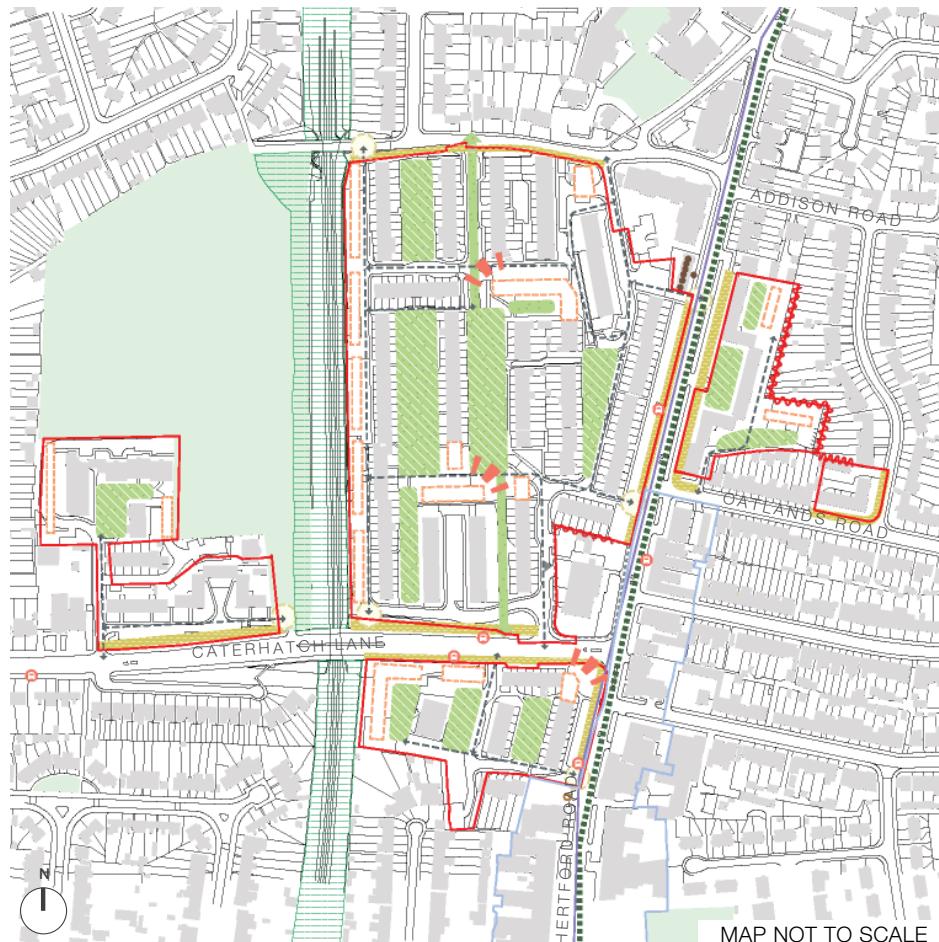
Table C1.113: SA URB.12 - 241 Green Street

SA URB.12: 241 GREEN STREET	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards improvements to access and facilities at Brimsdown Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Green Street and Enstone Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. B. should enable connections to the existing site to the north. C. must include a central open space. D. should provide point block and perimeter block typologies. E. must provide active frontages along Green Street, Enstone Road and the central open space. F. should locate tall buildings of no more than 48m in height along the railway line. Height must decrease toward the northern / southern / western boundary of the site. G. must include flexible employment spaces accessed from the central open space. H. should provide dual aspect dwellings along the railway line. I. should carefully consider relation with existing sewer running east-west. J. should provide limited parking to promote active travel, given proximity to the station. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. K. should locate access for servicing from Enstone Road. L. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

Table C1.114: SA URB.13 - Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.13: Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate



SA URB.13: HERTFORD ROAD, ARCHERS AND ROMAN WAY, LARKSFIELD GROVE, CATERHATCH, LYTCHEWAY AND SHERBOURNE AVENUE ESTATE

Existing site information

Address	Hertford Road, Archers and Roman Way, Larksfield Grove Caterhatch, Lytchet Way and Sherbourne Avenue Estate,
Site Area	9.08ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership

Site considerations

Flood Zone	No
PTAL	2
Heritage Considerations	At its NW extent, the site is immediately adjacent to Grade II Almshouses. To the south is the locally listed Enfield Highway Library.
Impacts on Archaeological Priority Area	None.

Proposal

Land Use Requirements	New homes through infill development.
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Implementation

Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	199	0

Table C1.115: SA URB.13 - Hertford Road, Archers and Roman Way, Larksfield Grove, Carterhatch, Lytchet Way and Sherbourne Avenue Estate

SA URB.13: HERTFORD ROAD, ARCHERS AND ROMAN WAY, LARKSFIELD GROVE, CATERHATCH, LYTCHEWAY AND SHERBOURNE AVENUE ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA U.21).</p> <p>B. must improve north-south pedestrian connections from Palmers Lane to Carterhatch Lane through the creation of a new green spine and by linking existing cul-de-sacs.</p> <p>C. must improve east-west pedestrian connections.</p> <p>D. must improve existing pedestrian gateways along Hertford Road, Palmers Lane and Carterhatch Lane.</p> <p>E. must deliver streetscape improvements along Hertford Road, Palmers Lane, Carterhatch Lane, Oatlands Road, Lombard Avenue, Old Road, Lytchet Way, Lawson Road and Moorfield Road. Improvements along Hertford Road and Carterhatch Lane.</p> <p>F. must maximise tree planting to provide a green buffer.</p> <p>G. should improve existing green spaces.</p> <p>H. should locate marker buildings along the green spine at each end of the existing green space. Articulation, change of material, colour or window arrangement should be considered for these buildings to frame the green space.</p> <p>I. should provide infill development in a mix of villa blocks and mansion blocks up to 15m in height to reinforce the existing building frontages. Mews development should be used for backland infill opportunities and along the railway line. Buildings of up to 18m in height are acceptable along Carterhatch Lane.</p> <p>J. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear garden boundaries through a back-to-back approach.</p> <p>K. should provide dual aspect dwellings along Hertford Road and Carterhatch Lane.</p> <p>L. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.</p>

Table C1.116: SA URB.14 - Four Hills Estate, Lavender Hill

SA URB.14: FOUR HILLS ESTATE, LAVENDER HILL			
Existing site information			
Address	Four Hills Estate, Lavender Hill		
Site Area	6.51ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single freehold ownership		
Site considerations			
Flood Zone	No		
PTAL	1b		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	Potentially adjacent to APA.		
Proposal			
Land Use Requirements	New homes through infill development.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	99	0

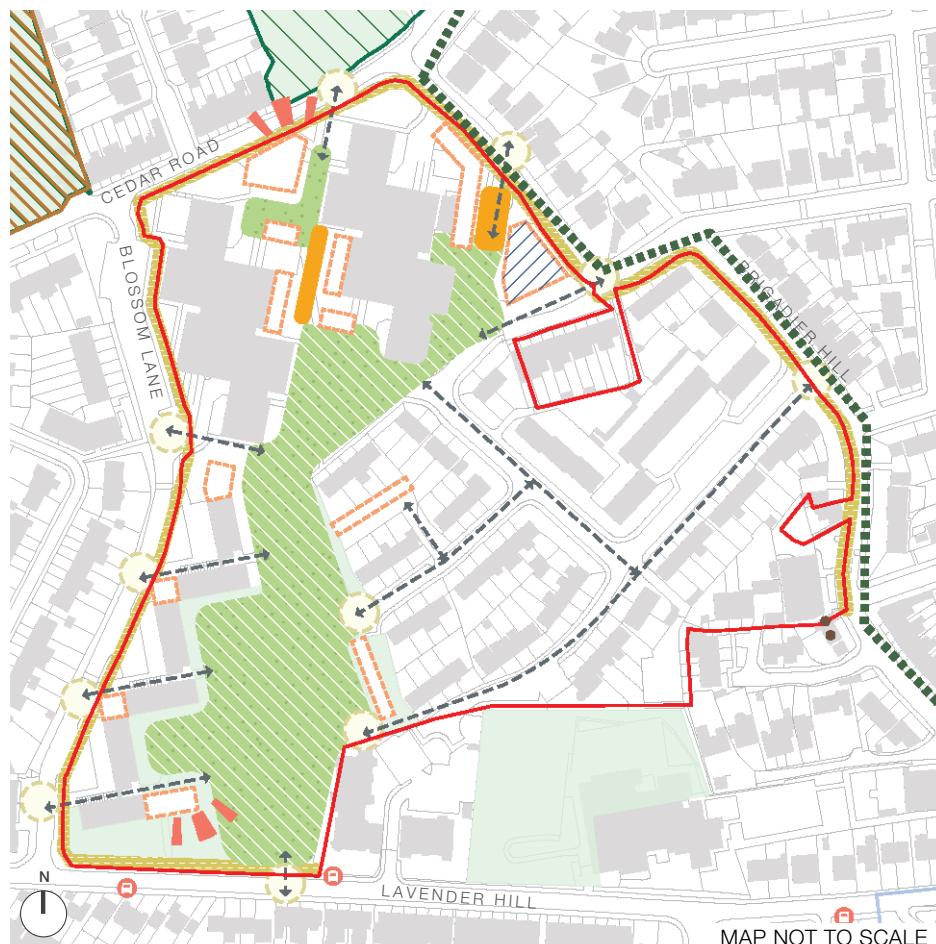


Table C1.117: SA URB.14 - Four Hills Estate, Lavender Hill

SA URB.14: FOUR HILLS ESTATE, LAVENDER HILL	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian connections through the central open space from Blossom Lane to Brigadier Hill. B. must improve north-south pedestrian connections through the central open space from Cedar Road to Lavender Hill. C. should provide improvements to the existing central open space including additional tree planting, biodiversity enhancements and formal/informal play. D. should provide streetscape improvements along Blossom Lane, Cedar Road, Brigadier Hill, and Lavender Hill, for example wider footpaths, trees, planting, and the incorporation of street furniture. E. should improve existing pedestrian gateways on Blossom Lane, Cedar Road, Brigadier Hill, and Lavender Hill. F. should locate marker buildings at the gateways to the site from lavender Hill and Cedar Road. Articulation, change of material, colour or window arrangement should be considered to mark these gateways. G. should improve existing vehicular entrances. H. should provide infill development which uses the opportunities presented by the blank walls of the existing podiums, securing existing rear garden boundaries, and introducing marker buildings at the entrances into the open space. I. should provide a mix of typologies villa blocks of up to 15m in height and terrace housing considered the most appropriate. J. should re-provide the community use and associated new public space along Brigadier Hill. K. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.15: Kettering Road Estate



Table C1.118: SA URB.15 - Kettering Road Estate

SA URB.15: KETTERING ROAD ESTATE			
Existing site information			
Address	Kettering Rd Estate		
Site Area	1.89ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single freehold ownership		
Site considerations			
Flood Zone	No		
PTAL	2-3		
Heritage Considerations	Nearby designated and non-designated heritage assets and conservation area.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	New homes through infill development .		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	90	0

Table C1.119: SA URB.15 - Kettering Road Estate

SA URB.15: KETTERING ROAD ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. should contribute towards Albany Park river restoration and flood alleviation scheme Delivering high quality access and public realm improvements to Turkey Street Station.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west and north-south pedestrian connections. B. should provide streetscape improvements along Ordnance Road, Beaconsfield Road and Kettering Road. C. should create a central open space along Kettering Road including a playground. D. should create active frontages along Kettering Road, Beaconsfield Road and the central open space. E. should create a new public open space along the Turkey Brook and reinforce existing wildlife corridor through additional planting and biodiversity enhancements. F. should remove existing podium parking to create residential courtyards which are enclosed by infill mansion blocks of up to 15m and the existing towers. G. should provide mews infill to the rear of the housing block along Ordnance Road. H. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.16: 188-200 Bowes Road



Table C1.120: SA URB.16 - 188-200 Bowes Road

SA URB.16: 188-200 BOWES ROAD	
Existing site information	
Address	188-200 Bowes Road, London, N11 2JH
Site Area	0.48ha
Existing Use(s)	Mixture of uses
Site considerations	
Flood Zone	1
PTAL	3
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Redevelopment of the site should deliver new homes and replacement employment floorspace .
Implementation ²⁰	
Timeframe	0-5
Approximate Estimated Housing Capacity	47
Approximate Estimated Non-residential capacity (Class E)	526 sqm

²⁰ The estimated capacities are based on extant planning permission: 18/00388/OUT. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.121: SA URB.16 - 188-200 Bowes Road

SA URB.16: 188-200 BOWES ROAD	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Bowes Road including a protected cycle route. Tree planting should be maximised to create a green buffer.</p> <p>B. must create a central green space linked to Wells Mews.</p> <p>C. must create active frontages along Bowes Road, Wells Mews and the central open space.</p> <p>D. should align with the existing building frontages along Bowes Road.</p> <p>E. should reinforce the tree buffer along the playing fields boundary.</p> <p>F. should provide perimeter block and mansion block typologies.</p> <p>G. could locate a building of up to 21m in height adjacent to the playing field, with height decreasing along Bowes Road. Tall buildings are not considered acceptable on this site.</p> <p>H. should provide non-residential uses along Bowes Road.</p> <p>I. should minimise parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting.</p> <p>J. should locate access for servicing from Bowes Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.17: Main Avenue Estate



Table C1.122: SA URB.17 - Main Avenue Estate

SA URB.17: MAIN AVENUE ESTATE	
Existing site information	
Address	Main Avenue Site
Site Area	4.49 ha
Existing Use(s)	Residential
Site considerations	
Flood Zone	1
PTAL	1a
Heritage Considerations	Within the setting of numerous non-designated heritage assets. Value of existing twentieth century housing estate will need further research.
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street.
Proposal	
Land Use Requirements	Housing estate regeneration, infill development for residential uses.
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 80 0

Table C1.123: SA URB.17 - Main Avenue Estate

SA URB.17: MAIN AVENUE ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards improvements to access and facilities at Bush Hill Park Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve north-south and east-west pedestrian connections and facilitate access to Bush Hill Park. B. should provide streetscape improvements along Main Avenue, Lincoln Road and estate roads, for example for example wider footpaths, trees, planting, and the incorporation of street furniture. C. should provide improvements to existing green strip along Lincoln Road with additional tree planting and biodiversity enhancements. D. should provide improvements to existing Florence Green Park with improved pedestrian gateways, additional tree planting, biodiversity enhancements and formal/informal play. E. should use infill opportunities on garage sites and car park areas. F. should provide an infill mews on Agricola Place, securing the rear garden boundaries to existing homes through a back-to-back approach. G. should, if infill, provide mansion blocks on Hadrian's Ride and Ermine Side promoting the creation of enclosed residential courtyards. Height must decrease to the east to respond to Bush Hill Primary School.. Tall buildings are not considered acceptable on this site. H. should, if partial or full re-development, provide courtyard typologies and height must decrease towards the east, west and south site boundary. Tall buildings are not considered acceptable on this site. I. must carefully consider its relationship with the Library, Wheatsheaf Hall, Bush Hill Park and Lincoln Road Medical Practice.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.18: Land at Ritz Parade

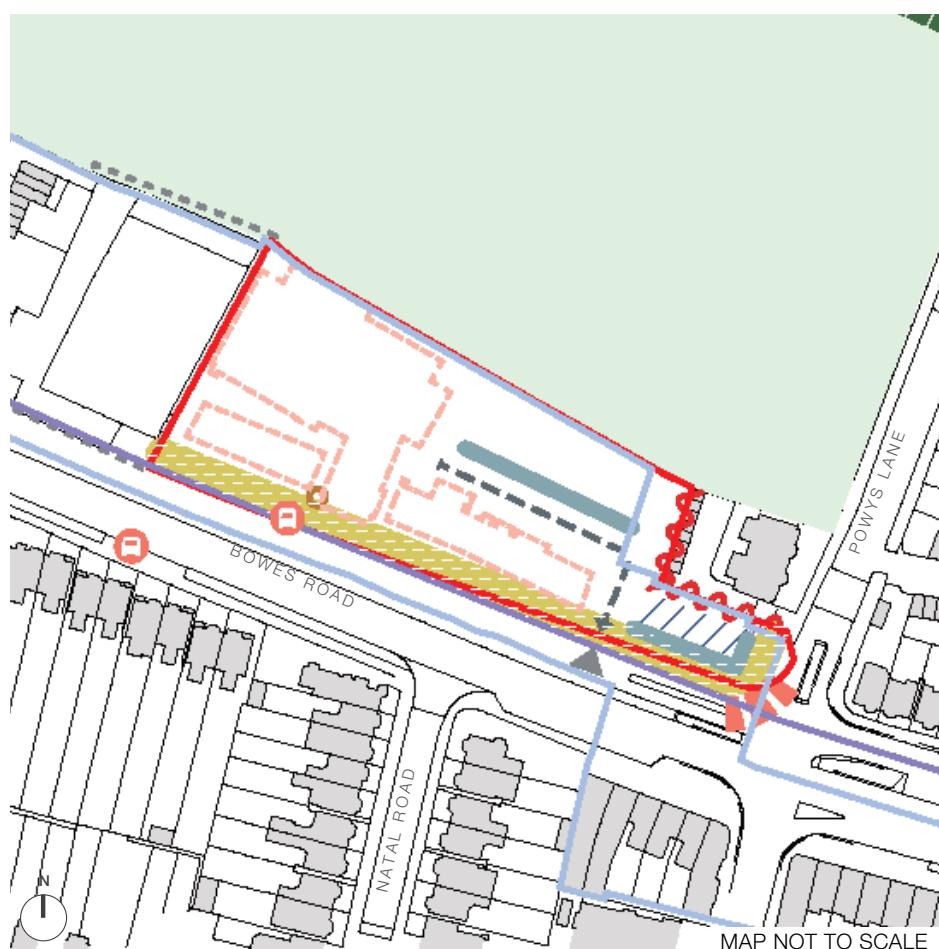


Table C1.124: SA URB.18 - Land at Ritz Parade

SA URB.18: LAND AT RITZ PARADE	
Existing site information	
Address	Land at Ritz Parade
Site Area	0.65 ha
Existing Use(s)	Commercial / retail
Site considerations	
Flood Zone	1
PTAL	4
Heritage Considerations	Existing building is a locally listed building.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Redevelopment of the site should deliver new homes .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	71
Approximate Estimated Non-residential capacity (Class E)	Some re-provision of non-residential floorspace

Table C1.125: SA URB.18 - Land at Ritz Parade

SA URB.18: LAND AT RITZ PARADE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must retain and restore Ritz Parade and the Assembly Hall. B. must provide streetscape improvements along Bowes Road and Powys Lane. Bowes Road improvements must include a protected cycle route. Tree planting should be maximised to create a green buffer. C. must secure the existing boundaries of the playing field through a back-to-back approach. D. should create a linear shared surface to the rear of Ritz Parade serving the new and existing buildings. E. must create active frontages along Bowes Road and Powys Lane. F. should provide perimeter block and mansion block typologies. G. should locate a building of up to 18m towards the playing field and a building of up to 15m in height along Bowes Road/Powys Lane. Tall buildings are not considered acceptable on this site. H. should locate non-residential uses along Bowes Road. I. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. J. should locate access for servicing from Bowes Road. K. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.19: Albany Leisure Centre



Table C1.126: SA URB.19 - Albany Leisure Centre

SA URB.19: ALBANY LEISURE CENTRE			
Existing site information			
Address	Albany Leisure Centre and Car Park, 55 Albany Road, EN3 5XH		
Site Area	0.63ha		
Existing Use(s)	Site is currently a leisure centre		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within the wider setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	The site should provide approximately 30 extra care homes The site must offer community floorspace at ground floor level with retention/renewal of the existing leisure centre.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	85	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing uses.		

Table 1.5: SA URB19 - Albany Leisure Centre

SA URB.19: ALBANY LEISURE CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. contribution towards wetland creation/restoration at Albany Park.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA U.08). B. must improve east-west pedestrian connections from Hertford Road to Albany Park and the existing play area. C. must provide streetscape improvements along Hertford Road (identified as a Green Link in the Policies Map), for example wider footpaths, trees, planting, and the incorporation of street furniture. D. must maximise the retention of existing high value trees and reinforce greening along Hertford Road with additional tree planting. E. should improve the entrance into Albany Park with a new public space along Hertford Road creating a gateway into the development and connecting into Albany Park. F. must create active frontages along Hertford Road, the Enfield Green Loop and Albany Park. G. should create a marker building at the corner fronting the entrance into the park. Articulation, change of material, colour or window arrangement should be considered to mark this. H. must co-locate non-residential uses (leisure centre) and residential uses (extra care). The residential uses should have access to a courtyard at ground or podium level. I. must decrease height toward north and west boundary. Tall buildings are not acceptable on this site. J. should minimise residential parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. K. must locate access for servicing from Hertford Road.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.20: Cuckoo Hall Lane Estate

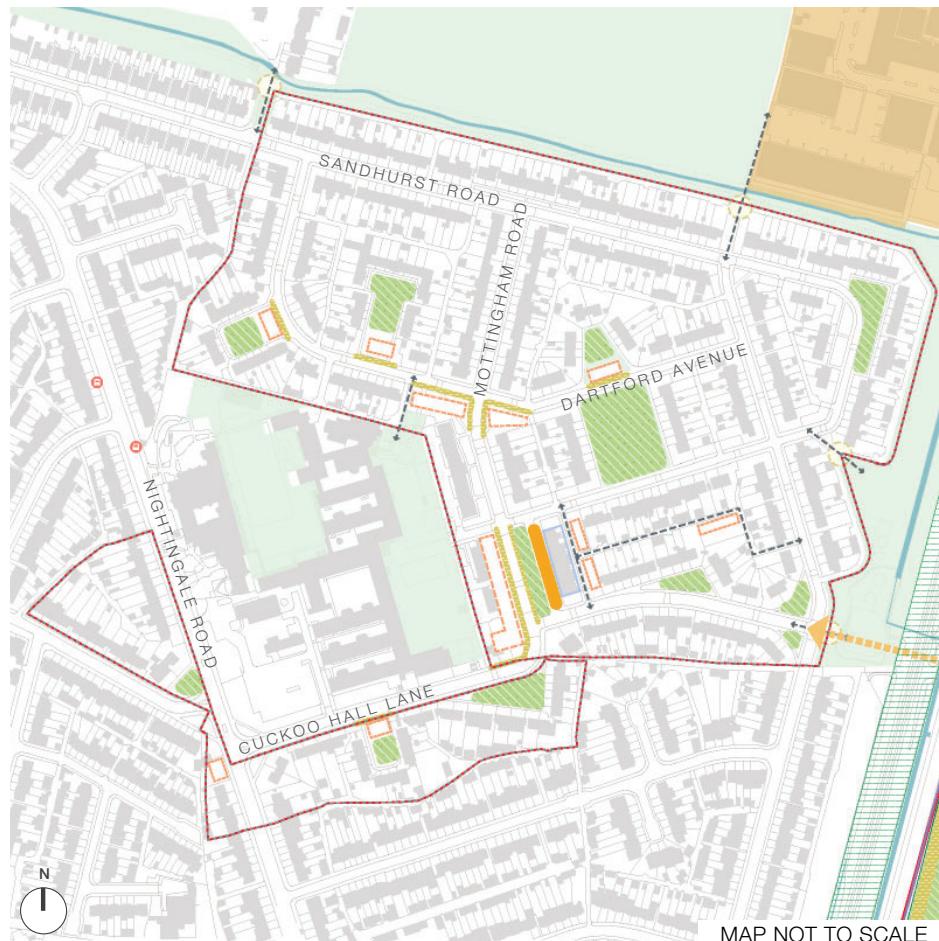


Table C1.127: SA URB.20 - Cuckoo Hall Lane Estate

SA URB.20: CUCKOO HALL LANE ESTATE	
Existing site information	
Address	Cuckoo Hall Lane Estate
Site Area	15.39ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership
Site considerations	
Flood Zone	No
PTAL	0 - 1a
Heritage Considerations	None .
Impacts on Archaeological Priority Area	None.
Within Protected Viewing corridor?	Yes. View 2 (King's Head Hill).
Proposal	
Land Use Requirements	New homes through infill development .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 59 0

Table C1.128: SA URB.20 - Cuckoo Hall Lane Estate

SA URB.20: CUCKOO HALL LANE ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces, biodiversity and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should improve pedestrian gateways to Charlton Road Park and Boundary Ditch.</p> <p>B. should consider improvements to streetscape and public realm, for example, trees, planting, and the incorporation of street furniture.</p> <p>C. should improve pedestrian/cycling connections from Sandhurst Road toward Falcon Fields allotments.</p> <p>D. should improve existing green spaces across the estate with additional planting and biodiversity enhancements.</p> <p>E. should improve public realm and green space fronting the parade of shops along Mottingham Road.</p> <p>F. should provide infill development with mansion blocks of up to 15m in height fronting the parade on Mottingham Road and at the junction Mottingham Road/Dartford Avenue to reinforce existing building frontages.</p> <p>G. should provide infill development with townhouses enclosing existing green spaces to form private residential courtyards along Dartford Avenue and Cuckoo Hall Lane.</p> <p>H. should exploit backland infill opportunities along existing service roads with mews development.</p> <p>I. should minimise residential parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting.</p> <p>J. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.21: Moorfield Health Centre



Table C1.129: SA URB.21- Moorfield Health Centre

SA URB.21: MOORFIELD HEALTH CENTRE			
Existing site information			
Address	Moorfield Health Centre, 2 Moorfield Road, EN3 5TU		
Site Area	0.29ha		
Existing Use(s)	Unused health centre		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	Within close proximity to designated and non-designated heritage asset.		
Impacts on Archaeological Priority Area	None.		
Proposal			
Land Use Requirements	New homes and re-provision of non-residential floorspace (Class E) suitable for provision of social infrastructure (e.g. creche, nursery, health facility).		
Implementation ²¹			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	52	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing floorspace		

²¹ The estimated capacities are based on extant planning permission: 20/03011/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.130: SA URB.21- Moorfield Health Centre

SA URB.21: MOORFIELD HEALTH CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. Should contribute towards Albany Park river restoration and flood alleviation scheme. IV. Contribution towards a new or improved healthcare needs based upon data from London Healthy Urban Development Unit (HUDU).
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA U.13). B. must provide streetscape improvements along Hertford Road and Carterhatch Lane maximising tree planting to provide a green buffer. C. should maximise the retention of existing high value trees. D. should provide a perimeter/courtyard block which reinforces building frontages along Hertford Road and Carterhatch Lane. E. Building height must decrease from the junction of Carterhatch Lane/Hertford Road, toward the north of the site to respond to the neighbouring lower rise existing buildings. Tall buildings are not considered acceptable on this site. F. must carefully consider its relationship with existing rear gardens to the north. Design proposals should secure existing rear garden boundaries through a back-to-back approach. G. should provide dual aspect dwellings along Hertford Road. H. should provide non-residential uses at ground floor along Hertford Road and Carterhatch Lane. I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting. J. should locate access for servicing from Moorfield Road.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.22: Oakwood Station Car Park

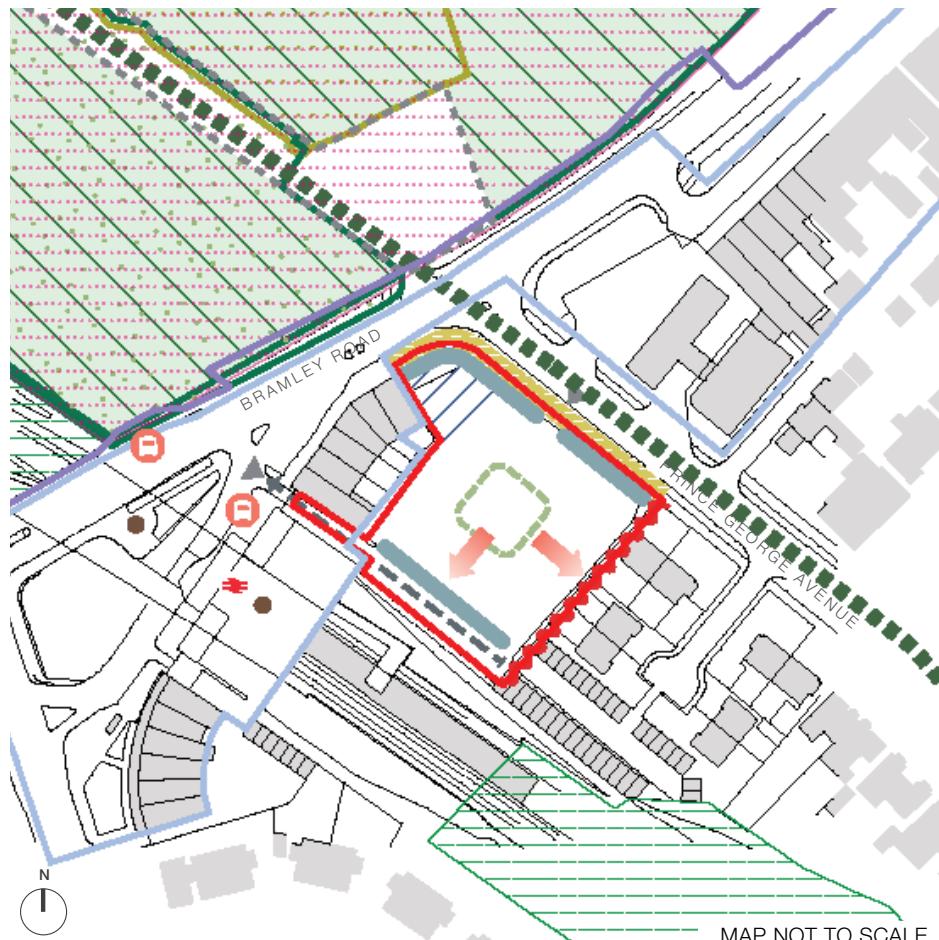


Table C1.131: SA URB.22 - Oakwood Station Car Park

SA URB.22: OAKWOOD STATION CARPARK			
Existing site information			
Address	Oakwood Station Car Park, Bramley Road, London		
Site Area	0.32ha		
Existing Use(s)	Car Park		
Current Ownership(s)	Multiple ownership (freehold/ leasehold)		
Site considerations			
Flood Zone	No		
PTAL	4		
Heritage Considerations	Adjacent to a conservation area and within its setting. Station is Grade II* heritage asset.		
Impacts on Archaeological Priority Area	Adjacent to APA.		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	52	0

Table C1.132: SA URB.22 - Oakwood Station Car Park

SA URB.22: OAKWOOD STATION CARPARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. III. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Prince George Avenue (identified as a Green Link) and Bramley Road. B. must create active frontages along Prince George Avenue and Bramley Road. C. must carefully consider its relationship with existing properties to the south-east. D. should provide a residential courtyard at the centre of the development. E. should provide a mix of typologies. Mansion blocks, perimeter blocks and a point block are considered the most appropriate. F. must decrease height towards south and east site boundary. Tall buildings are not considered acceptable on this site. G. should provide non-residential uses along Bramley Road. H. should provide dual aspect dwellings along the railway line. I. must embed noise mitigation measures into the design of the elevations facing the railway line. J. must limit vehicular parking to drop off, servicing and accessible bays due the high accessibility level of the site and proximity to public transport. K. should locate access for servicing from Prince George Avenue and retain access from Bramley Road for existing non-residential uses.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.23: Stoneleigh Avenue Estate

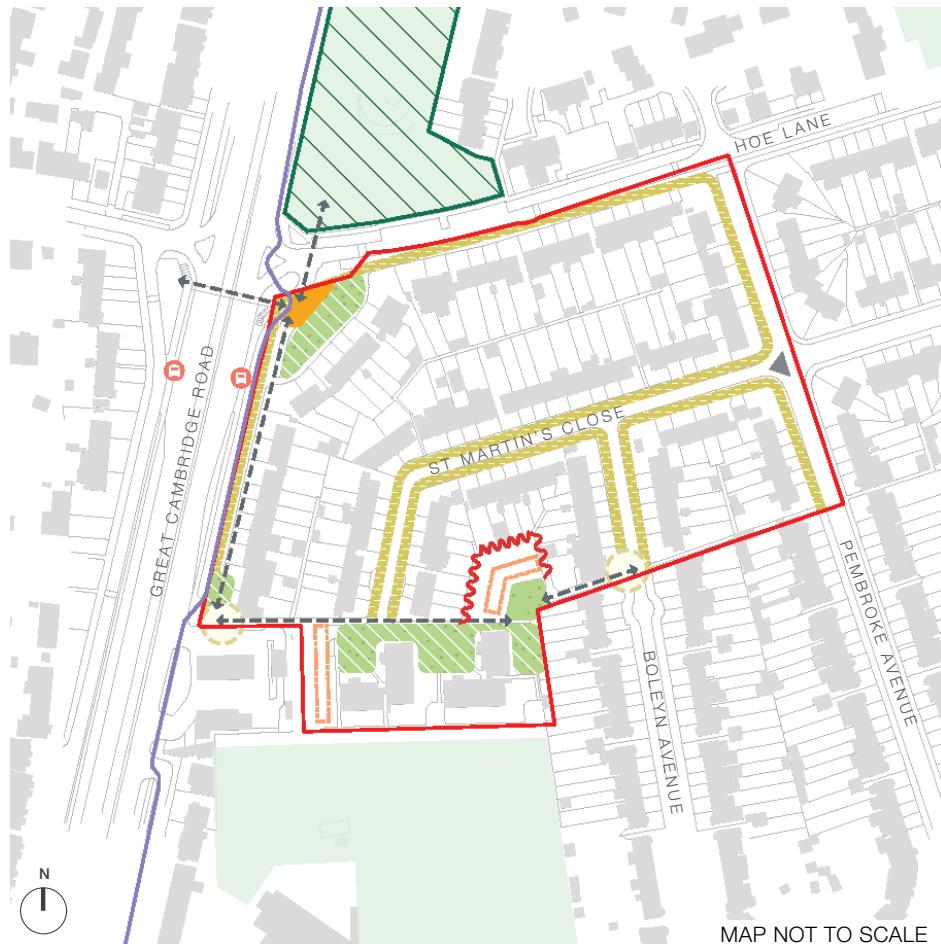


Table C1.133: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH AVENUE ESTATE	
Existing site information	
Address	Stoneleigh Avenue Estate. EN1, Off Hoe Lane.
Site Area	3.61ha
Existing Use(s)	Residential
Current Ownership(s)	Single Ownership
Site considerations	
Flood Zone	No
PTAL	0 - 1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	New homes through infill development.
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	42
	10+

Table C1.134: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH AVENUE ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. should contribute towards Albany Park River restoration and flood alleviation scheme.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along A10, Hoe Lane, Pembroke Avenue, St Martin's Close and Boleyn Avenue. Tree planting along the A10 must be maximised to create a green buffer. B. must provide public realm improvements to the A10 underground pedestrian crossing entrance and associated green. Tree planting should be maximised in this location. C. must improve pedestrian connections along the link from the A10 to Boleyn Avenue with improved pedestrian gateways. D. must provide improvements to the existing green spaces along the pedestrian link A10 to Boleyn Ave with additional tree planting and biodiversity enhancements. E. should provide infill development along the pedestrian link connecting the A10 to Boleyn Ave in a mix of mews and townhouses. F. must carefully consider its relationship with existing properties along St. Martin's Close. Design proposals should secure existing rear gardens boundary through a back-to-back approach. G. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting. H. should locate access for servicing from St Martin's Close.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.25: Pevensey Avenue

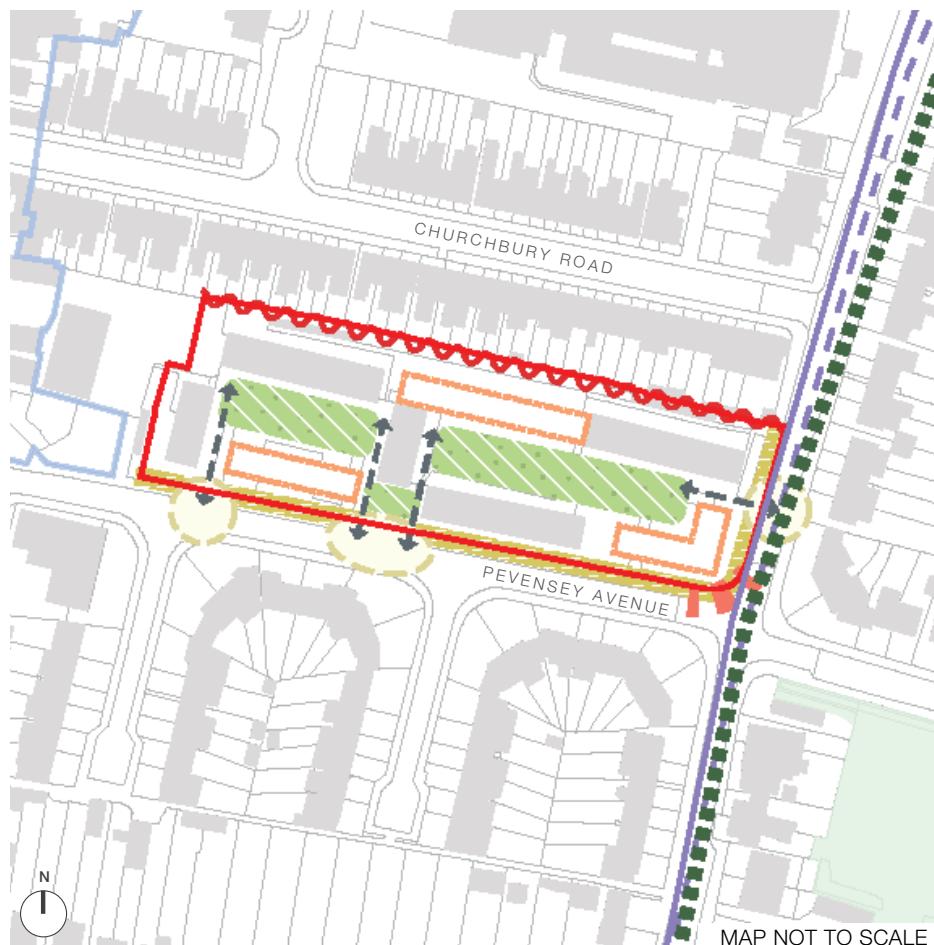


Table C1.137: SA URB.25 - Pevensey Avenue

SA URB.25: PEVENSEY AVENUE	
Existing site information	
Address	Pevensey Avenue, EN1
Site Area	0.7ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership
Site considerations	
Flood Zone	No
PTAL	2
Heritage Considerations	Within setting of designated and non-designated heritage assets.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	New homes through infill development.
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	36
	5-10
	10+

Table C1.138: SA URB.25 - Pevensey Avenue

SA URB.25: PEVENSEY AVENUE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Pevensey Avenue and Churchbury Lane (identified as a Green Link in the Policies Map). Tree planting along Churchbury Lane should be maximised. B. should improve existing pedestrian gateways along Pevensey Avenue and Churchbury Lane. C. should provide improvements to existing green spaces with additional tree planting and biodiversity enhancements. D. should provide infill development with a mansion block typology to create enclosed residential courtyards. E. should include buildings of up to 15m in height along Pevensey Avenue and Churchbury Lane and a building to the north of the site of up to 12m. F. should locate a marker building at the key corner on the junction of Churchbury Lane and Pevensey Avenue. Articulation, change of material, colour or window arrangement should be considered to mark this. G. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear gardens boundary through a back-to-back approach. H. should create active frontages along Pevensey Avenue and Churchbury Lane. I. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.26: Ford's Grove Car Park

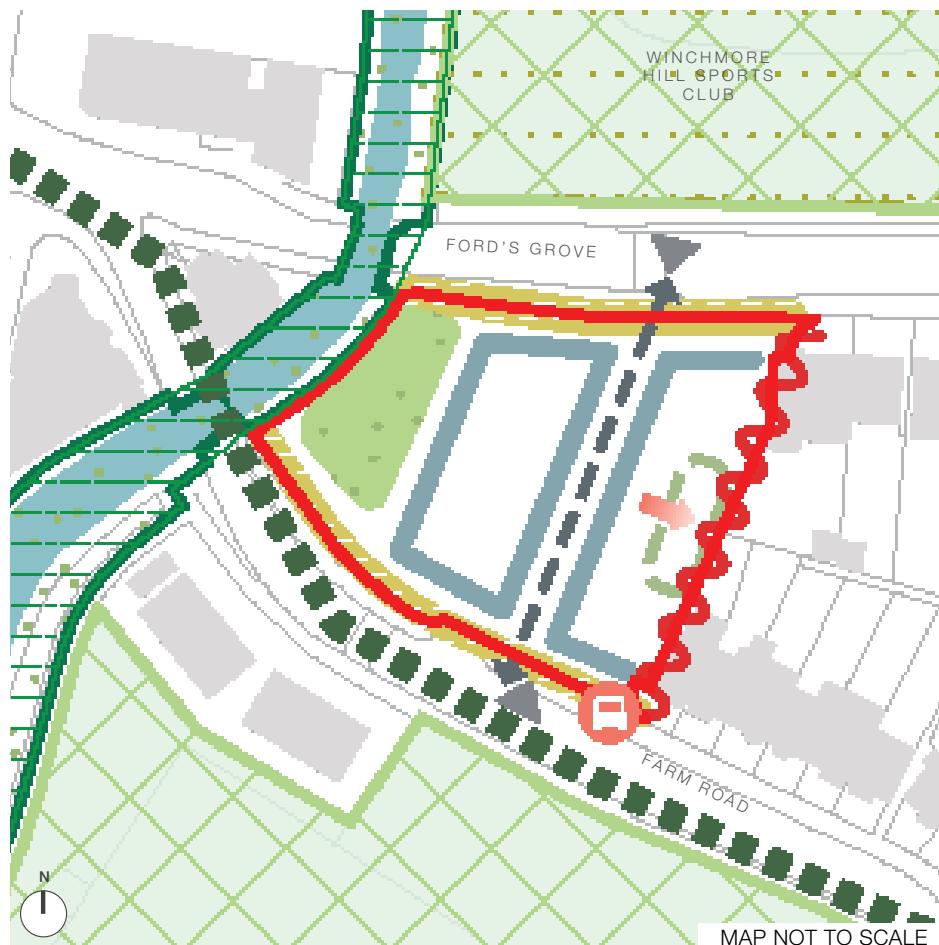


Table C1.139: SA URB.26 - Ford's Grove Car Park

SA URB.26: FORD'S GROVE CAR PARK	
Existing site information	
Address	Ford's Grove Car Park
Site Area	0.24ha
Existing Use(s)	Car Park
Site considerations	
Flood Zone	1
PTAL	2
Heritage Considerations	Within the setting of Palmers Green junction which includes numerous non-designated heritage assets.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	The site should provide new homes .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 29 0

Table C1.140: SA URB.26 - Ford's Grove Car Park

SA URB.26: FORD'S GROVE CAR PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. must maximise the retention of existing high value trees.</p> <p>B. should create new north-south pedestrian connections from Ford's Grove to Farm Road.</p> <p>C. must provide streetscape improvements along Farm Road (identified as a Green Link in the Policies Map) and Ford's Grove, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>D. must provide pedestrian access to the New River Path by removing the existing fence and providing a new linear green space together with new tree planting and biodiversity enhancements.</p> <p>E. must create active frontages along Farm Road, Ford's Grove, the New River and the internal route.</p> <p>F. must minimise overlooking into the existing rear gardens to the east and secure the boundary through a back-to-back approach.</p> <p>G. should provide a mansion block of up to 18m in height to the west and a perimeter/courtyard block of up to 15m to the east. Height must decrease toward the east to respond to the neighbouring lower rise existing buildings. Tall buildings are not considered acceptable on this site.</p> <p>H. should minimise residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting.</p> <p>I. must locate access for servicing from Ford's Grove and Farm Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.27: South Street

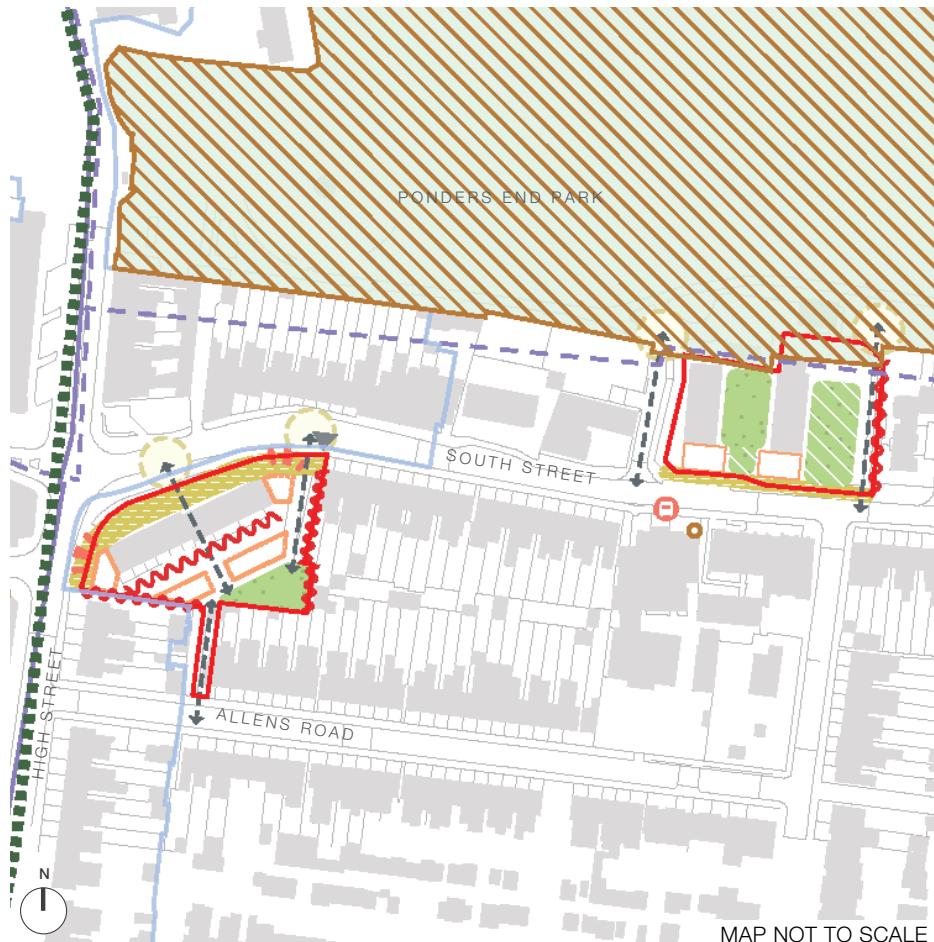


Table C1.141: SA URB.27 - South Street

SA URB.27: SOUTH STREET	
Existing site information	
Address	South Street, EN3
Site Area	0.60 ha
Existing Use(s)	Residential
Current Ownership(s)	Single freehold ownership
Site considerations	
Flood Zone	No
PTAL	3
Heritage Considerations	Three heritage assets adjacent to land parcels.
Impacts on Archaeological Priority Area	None.
Within Protected Viewing corridor?	Yes. View 2 (King's Head Hill).
Proposal	
Land Use Requirements	The site should provide new homes .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 29 0

Table C1.142: SA URB.27 - South Street

SA URB.27: SOUTH STREET	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP.</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide streetscape improvements along South Street and High Street (identified as a Green Link in the Policies Map), for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. should improve pedestrian gateways from South Street to Ponders End Park.</p> <p>C. should maximise greening of existing courtyards adjacent to Ponders End Park with additional planting and biodiversity enhancements.</p> <p>D. should provide infill development with a mansion block of up to 15m in height fronting Ponders End Park and block extensions of up to 12m in height along South Street and High Street. Infill development should follow existing building lines of terrace housing along South Street.</p> <p>E. should provide infill development with a mews for the backland infill opportunities to create a new private courtyard which is accessible from South Street. must carefully consider its relationship with existing rear gardens.</p> <p>G. should create active frontages along South Street and Ponders End Park.</p> <p>H. should provide limited residential parking to promote active travel.</p>

OUTSIDE OF THE PLACEMAKING AREAS (NON-URBAN AREAS)

SA RUR.01: Land Opposite Enfield Crematorium

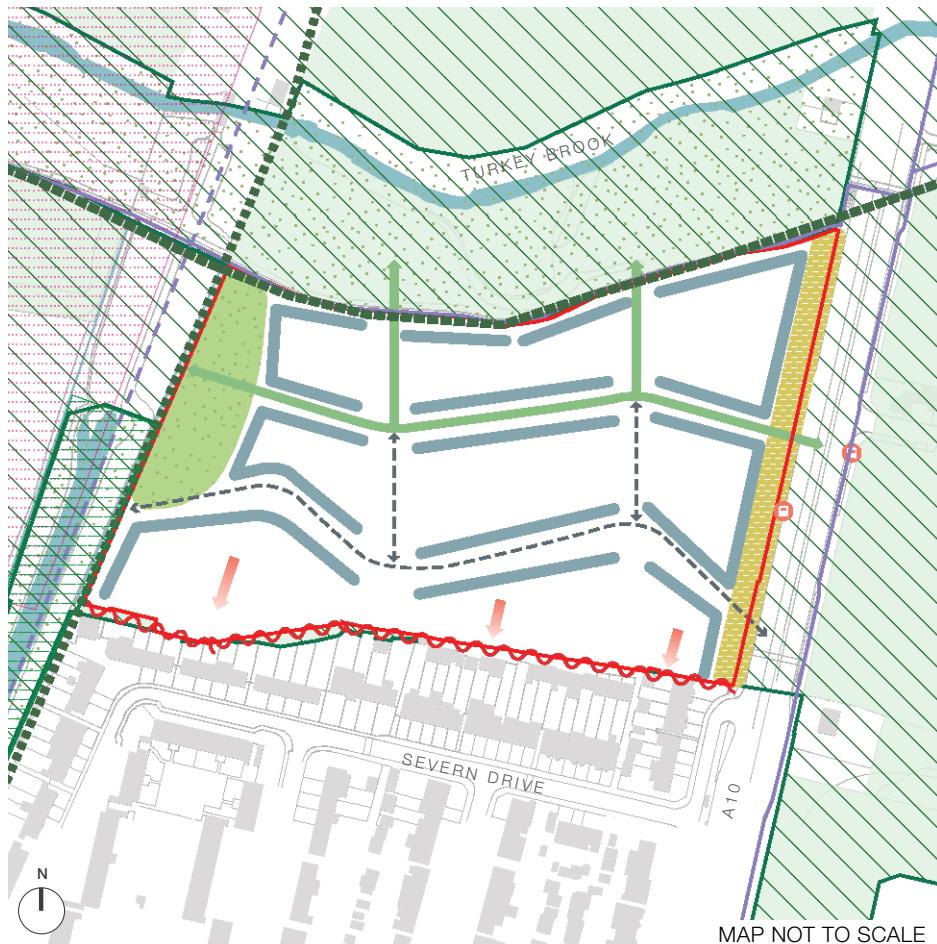


Table C1.143: SA RUR.01 - Land Opposite Enfield Crematorium

SA RUR.01: LAND OPPOSITE ENFIELD CREMATORIUM	
Existing site information	
Address	Land opposite Enfield Crematorium (aka The Dell). Great Cambridge Road, EN1 4DS
Site Area	4.06ha
Existing Use(s)	Vacant scrubland
Site considerations	
Flood Zone	1
PTAL	1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	The site should provide new homes .
Implementation	
Timeframe	0-5
Approximate Estimated Housing Capacity	0 0 291

Table C1.144: SA RUR.01 - Land Opposite Enfield Crematorium

SA RUR.01: LAND OPPOSITE ENFIELD CREMATORIUM	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways along the A10 to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards upgrade or extend Turkey Brook wetlands. III. should provide community uses. <p>*The Environment Agency has noted that the site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquiries regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver and enable improved east-west pedestrian and cycle connections towards the New River and Green Link, and onwards to a new open space fronting the river. B. must contribute towards improved north-south connections along the Turkey Brook and Enfield Green Loop. C. must set-back building frontages by 15m along the A10 to provide streetscape improvements and maximise tree planting (green buffer). D. must incorporate a new publicly accessible open space of approximately 0.5ha facing the New River including biodiversity enhancements. E. must create green biodiversity corridors along key routes and maximise retention of existing high value trees. F. should enhance views toward the New River and Turkey Brook. G. must create active frontages along the A10, the Enfield Green Loop, the New River and main east-west residential route. H. should provide a mix of typologies. Courtyard blocks, mansion blocks and terrace housing are considered the most appropriate. Terrace housing should be used along the southern edge to secure existing rear gardens boundary through a back-to-back approach. I. must decrease building height towards the south of the site to address the existing lower properties. Tall buildings are not considered acceptable for this site. J. should locate non-residential uses (church/community) along the A10. K. should consider long views from Forty Hill Conservation Area and demonstrate how design proposals respond to this to avoid harm. L. must carefully consider design solutions to minimise overlooking into the existing rear gardens of properties along Severn Drive. M. should locate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from the A10.

Table C1.145: SA RUR.02 - Land between Camlet Way and Crescent Way

OUTSIDE OF THE PLACEMAKING AREAS (NON-URBAN AREAS)

SA RUR.02: Land between Camlet Way and Crescent Way



SA RUR.02: LAND BETWEEN CAMLET WAY AND CRESCENT WAY			
Existing site information			
Address	Land between Camlet Way and Crescent West, Hadley		
Site Area	11.05ha		
Existing Use(s)	Pasture / Grazing land		
Site considerations			
Flood Zone	1		
PTAL	1		
Heritage Considerations	Immediately adjacent to Hadley Wood CA. Within immediate setting of Grade II Listed Buildings. Within wider setting of numerous other heritage assets including, but not limited to: Wrotham Park Registered Park and Garden and the Battle of Barnet Registered Battlefield and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Within APA2: Enfield Chase and Camlet Moat.		
Proposal			
Land Use Requirements	The site should provide new homes .		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	160

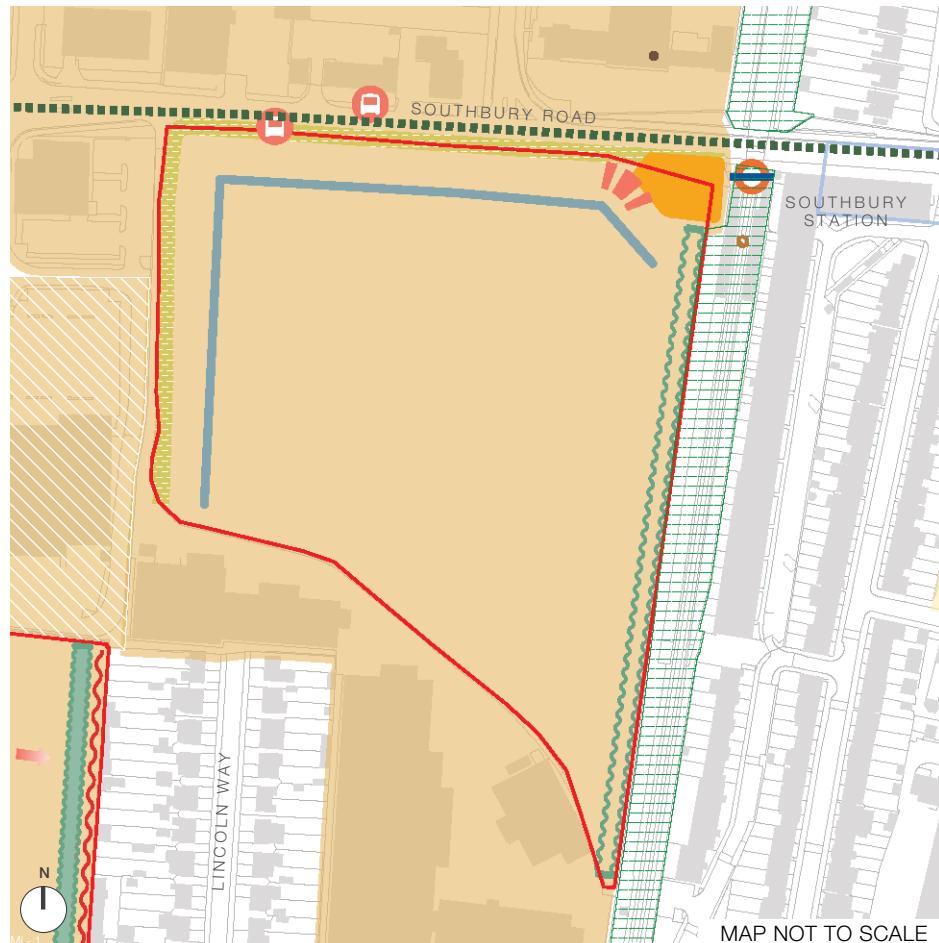
Table C1.146: SA RUR.02 - Land between Camlet Way and Crescent Way

SA RUR.02: LAND BETWEEN CAMLET WAY AND CRESCENT WAY	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP. II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP. III. should contribute towards Salmons Brook Walking route (Hadley Wood to Meridian Water with new links to Green Loop). <p>Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network and strongly advises early engagement. Historic England has advised that the site is potentially important as unlike adjacent land it has not been contaminated with green waste and would need pre-determination archaeological fieldwork.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver improvements to north-south pedestrian and cycle connections within the site, with access points from Camlet Way and Crescent West, a new pedestrian bridge over the Monken Mead Brook, and an improved connection to the station. B. must improve east-west pedestrian and cycle connectivity along the Monken Mead Brook, together with biodiversity enhancements along this route. C. must retain the area north of the Monken Mead Brook as open space. D. must maximise retention of existing high value trees and hedgerows creating green corridors linked to the surrounding Green Belt and SINC. E. should provide a new publicly accessible open space fronting the brook and the new footbridge. F. should work with the existing topography and capitalise on long views from higher points within the site, towards the open countryside. G. must create active frontages along the north-south residential connection, the Monken Mead Brook, and to frame a new access point from Crescent West. H. should comprise typologies that are sympathetic towards the Hadley Wood Conservation Area. Mansion blocks and houses are considered the most appropriate. I. should comprise of a large proportion of family homes. J. must not deliver buildings higher than 18m. Height must decrease toward the southern and eastern boundary to address the lower existing buildings. K. must minimise overlooking into existing rear gardens of properties along Camlet Way and Crescent West. L. must carefully consider impact on adjacent Monken Hadley Conservation Area (within the London Borough of Barnet). M. should minimise residential parking to promote active travel given proximity to the railway station and local parade. Where required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. N. should accommodate areas to enable adequate servicing of residential uses within the site boundary, with vehicular access from Camlet Way and Crescent West. O. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

C1.2 INDUSTRIAL SITE ALLOCATIONS

SOUTHBURY

SA 2.2: Heritage House



²² The estimated capacities are based on extant planning permission: 23/00824/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.147: SA 2.2 - Heritage House

SA 2.2: HERITAGE HOUSE	
Existing site information	
Address	Heritage House, 345 Southbury Road EN1 1TW
Site Area	4.64 ha
Existing Use(s)	Storage and distribution facility
Current Ownership(s)	Single Ownership
Site considerations	
Flood Zone	1
PTAL	3 - 4
Heritage Considerations	In close proximity to Grade II factory and locally listed station.
Impacts on Archaeological Priority Area	Partly in APA.
Within Protected Viewing corridor?	Within '2. King's Head Hill' and '9. Approach to Enfield Town' important local views.
Proposal	
Land Use Requirements	Redevelopment of the site should deliver a minimum of 22,120 sqm of net additional employment floorspace (use classes Egiii, B2 or B8) . Innovative multi-storey employment development, to optimise the capacity of the site, is encouraged.
Implementation ²²	
Timeframe for Delivery	0-5 years
Approximate Estimated Non-residential capacity (Class E)	2,040sqm workspace for SME
Approximate Estimated Industrial capacity	Minimum of 20,080 sqm net additional employment (industrial/ logistics) floorspace.

Table C1.148: SA 2.2 - Heritage House

SA 2.2: HERITAGE HOUSE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. must contribute towards improvements to active travel, including but not limited to enhancements to pedestrian and cycle connectivity . II. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must contribute to the placemaking objectives for Southbury. B. must safeguard the settings of nearby heritage assets, including Ripaults Factory and Southbury Station. C. should maximise potential for the incorporation of SME units. D. could include building heights of up to 39m suitable for industrial intensification. E. must create an active frontage along Southbury Road. F. should facilitate the delivery of a cycle route along Southbury Road. G. must deliver an uplift in greening along Southbury Road, to support the vision for a ‘grey to green’ corridor. H. must reduce on-site car parking to promote active travel. I. should utilise roof space to deliver green roofs and/or PVs.

SOUTHBURY

SA2.7: Crown Road Lorry Park, Crown Road

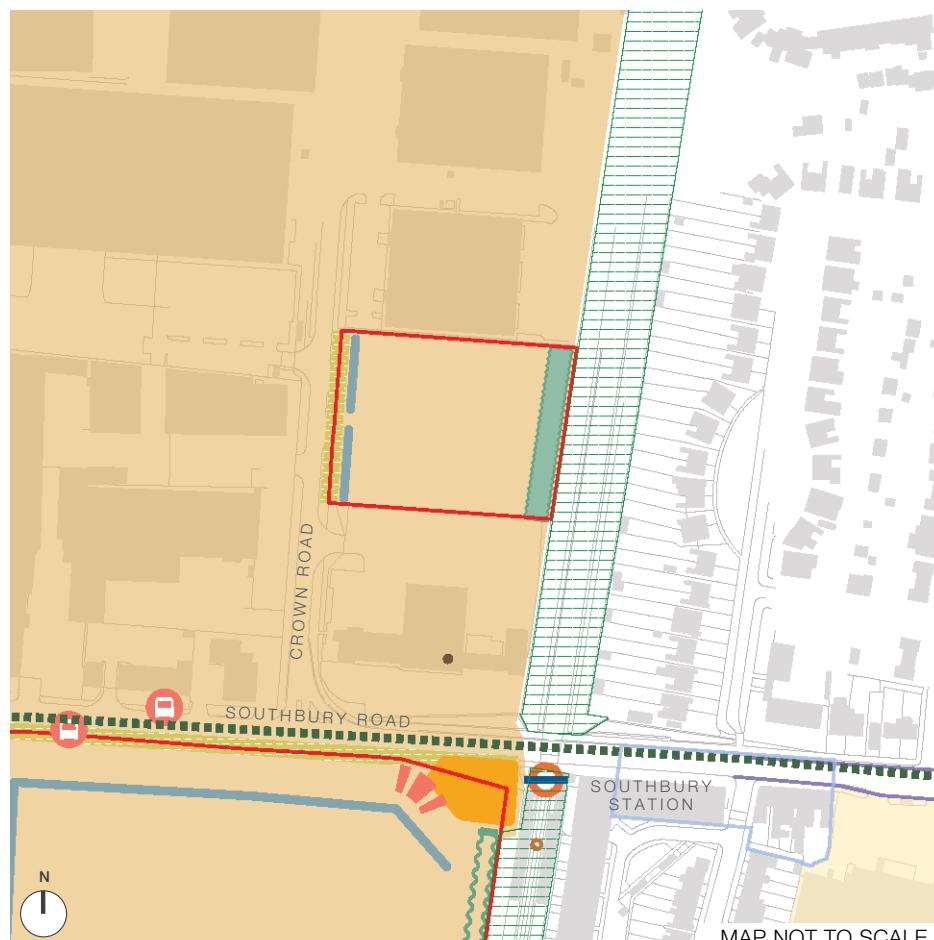


Table C1.149: SA2.7 - Crown Road Lorry Park, Crown Road

SA2.7: CROWN ROAD LORRY PARK	
Existing site information	
Address	Crown Road Lorry Park, Crown Road, Enfield EN1 1TH
Site Area	0.7 ha
Existing Use(s)	Lorry park and car compound
Site considerations	
Flood Zone	1
PTAL	2
Heritage Considerations	Within immediate setting of Grade II Listed Building. Within the setting and wider setting of designated heritage assets.
Impacts on Archaeological Priority Area	Potentially within APA.
Proposal	
Land Use Requirements	Redevelopment should provide an additional 4,530 sq m of employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace.
Implementation	
Timeframe	0-5
Approximate Estimated Industrial capacity	4,495 sqm
	5-10
	10+
	-

Table C1.150: SA2.7 - Crown Road Lorry Park, Crown Road

SA2.7: CROWN ROAD LORRY PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards enhanced pedestrian and cycle connectivity from Southbury Station. II. should contribute towards delivery of streetscape improvements, urban greening and tree planting. <p>*Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network and strongly advise early engagement. The site has been identified as partly or fully overlying historic landfills. Development on historic landfills may require an Environmental Permit. Developers for these sites would need to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide stacked industrial uses to make efficient use of available land. B. should provide streetscape improvements along Crown Road facilitating pedestrian and cycle connections to Southbury Station. C. must reinforce the building line along Crown Road by avoiding deep building setbacks. D. must create active frontages and high levels of visual permeability at street level along Crown Road. E. must locate yard and loading spaces away from the street edge and towards the middle and rear of the site. F. should respond sensitively to the listed building to the south of the site and the effect that development of the site will have upon its setting. G. should reinforce the green buffer along the railway line to positively contribute to the existing Wildlife Corridor. H. must provide buildings of no more than 21m in height and height must decrease to the south and east of the site to minimise impact on the listed building and the rear gardens of properties along Anglesey Road. I. should allow sufficient space for safe highways access to minimise impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site. J. should provide limited parking to promote active travel. K. Should minimise impacts on '9. Approach to Enfield Town' important local view.

SOUTHBURY

SA 2.8: Martinbridge Industrial Estate

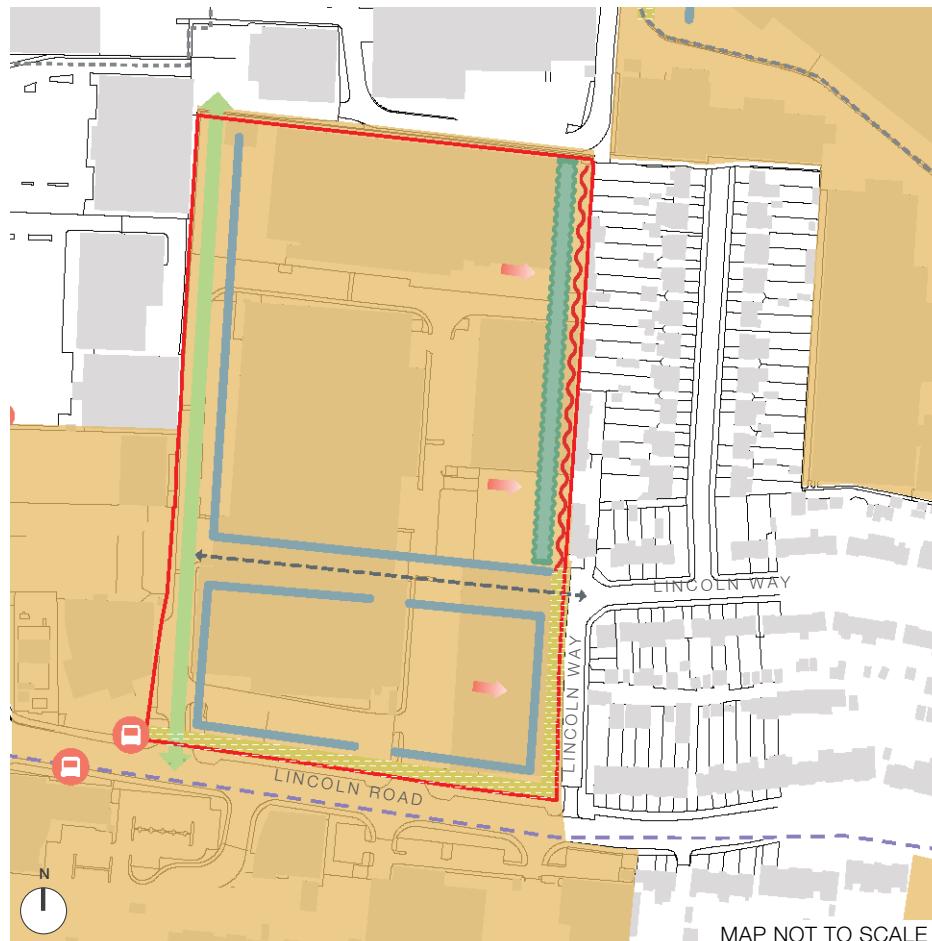


Table C1.151: SA 2.8 - Martinbridge Industrial Estate

SA 2.8: MARTINBRIDGE INDUSTRIAL ESTATE

Existing site information

Address	Land and buildings north of Lincoln Road EN1 1SP
Site Area	4.52 ha
Existing Use(s)	Workshops, storage and trade counters
Current Ownership(s)	Single Ownership

Site considerations

Flood Zone	1
PTAL	1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	Adjacent to APA.
Within Protected Viewing corridor?	Within '2. King's Head Hill' important local view.

Proposal

Land Use Requirements	Redevelopment of the site should deliver a minimum of 26,328 sqm of net additional employment floorspace (use classes EgiII, B2 or B8).
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Implementation

Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate Estimated Industrial capacity	Minimum of 25,000 sqm net additional employment (industrial/ logistics) floorspace.		

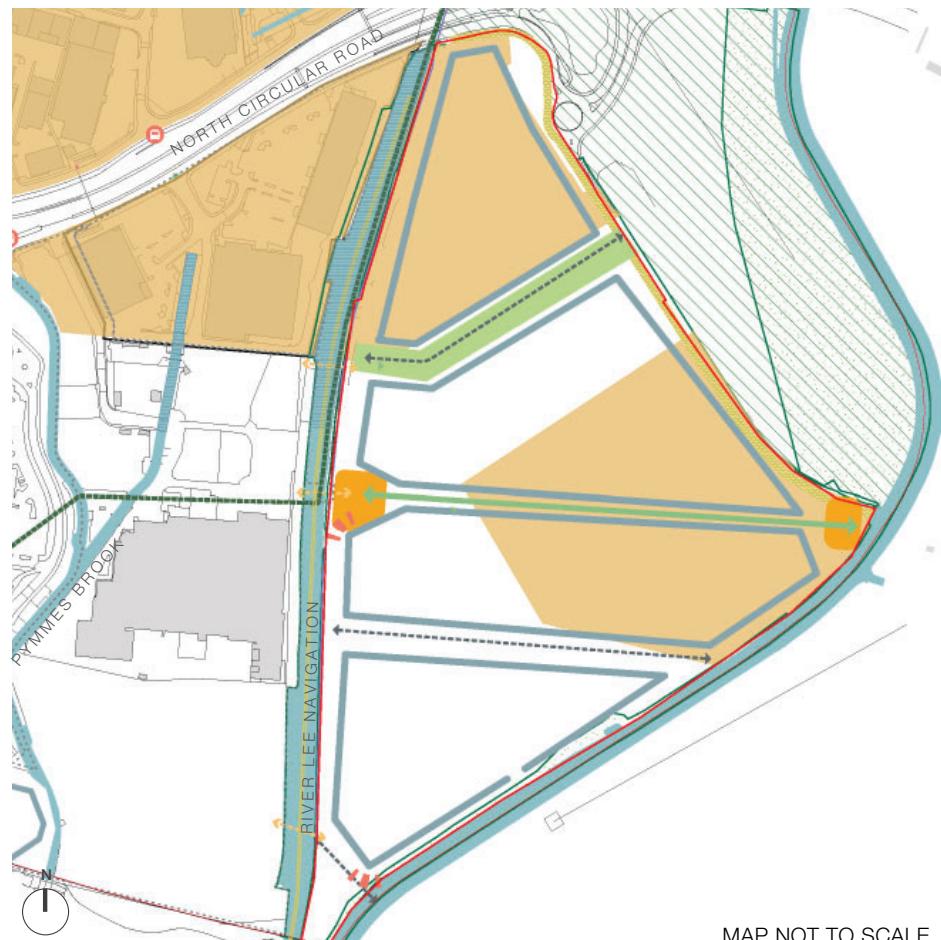
Table C1.152: SA 2.8 - Martinbridge Industrial Estate

SA 2.8: MARTINBRIDGE INDUSTRIAL ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards bus service prioritisation and associated traffic management measures along A1010. II. should contribute towards enhanced pedestrian and cycle connectivity to Southbury Station. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should orient active frontages to Lincoln Road. B. should seek to deliver multilevel intensified development, with a focus on the needs of logistics occupiers. C. could consider heights of up to 39m for industrial intensification. D. must decrease building heights towards the east of the site to address the existing lower properties. E. must safeguard the amenity of residents living at Lincoln Way. F. must minimise overlooking into existing rear gardens of properties along the eastern site edge G. should utilise roof space to deliver green roofs and/or PVs.

MERIDIAN WATER

SA5.6: Meridian East (Harbet Road)

Further details on this site allocation are located under the housing sites.



MAP NOT TO SCALE

MERIDIAN WATER

SA 5.7: Ravenside Retail Park

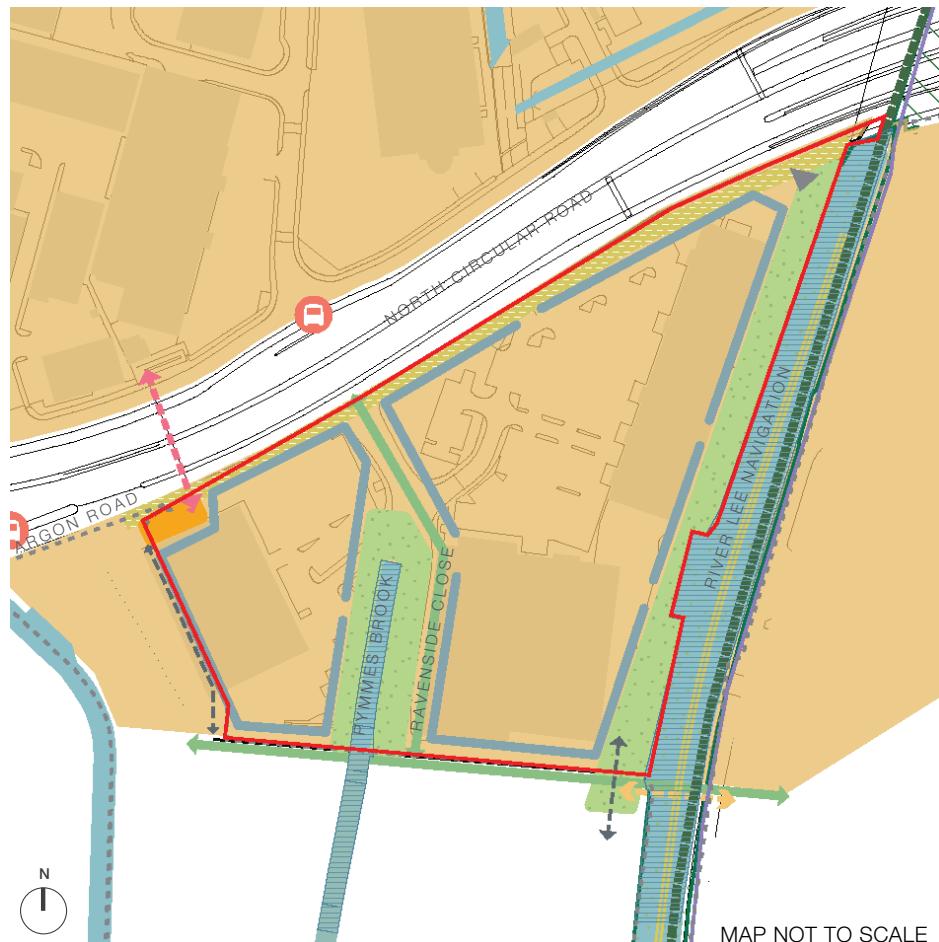


Table C1.153: SA 5.7 - Ravenside Retail Park

SA 5.7: RAVENSHIDE RETAIL PARK	
Existing site information	
Address	Ravenside Retail Park, Meridian Water
Site Area	3.99ha
Existing Use(s)	Retail Park
Site considerations	
Flood Zone	1 - 3
PTAL	1 - 2
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	<p>Redevelopment of the site should:</p> <ul style="list-style-type: none"> I. Seek to provide a multi-story industrial and logistics hub, working with stakeholders to deliver an innovative industry-leading scheme. II. Deliver a minimum of 21,700 sqm of new industrial/ logistics floorspace.
Implementation	
Timeframe	0-5 5-10 10+
Approximate Estimated Industrial capacity	32,500sqm

Table C1.154: SA5.7 - Ravenside Retail Park

SA5.7: RAVENSHIDE RETAIL PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from industrial areas. II. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting. IV. should successfully address any highways impacts and mitigate flood risk.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site, the North Circular, SA5.2 (Meridian Water Phase 2) and any emerging design proposals within the place making area have been carefully considered and responded to. B. should provide stacked industrial uses to make efficient use of available land. C. must provide streetscape improvements along Argon Road and Ravenside Close and promote pedestrian and vehicular links with the adjacent site allocation to the south. D. should provide naturalisation of the River Lee Navigation and naturalisation/deculverting of the Pymmes Brook. E. should create a new open space fronting the pedestrian bridge over the North Circular Road. F. must reinforce the building line along Argon Road and Ravenside Close by avoiding deep building setbacks and the need for fences. G. must set the building line back along the River Lee Navigation by a minimum of 10m and along the Pymmes Brook by a minimum of 7m to create a linear open space which facilitates north-south pedestrian and cycle connections. H. must create active frontages and high levels of visual permeability at street level along Argon Road, Ravenside Close, Pymmes Brook and the River Lee Navigation. I. must locate yard and loading spaces away from the street and river edge and locate them toward the middle and rear of the site. J. should provide tall buildings of no more than 45m in height. K. should allow sufficient space for safe highways access to minimise impact on public highway, with specific consideration to the types of vehicles likely to be accessing the site. L. should provide limited parking to promote active travel. M. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

MERIDIAN WATER

SA 5.8: Kenninghall Metals and Waste

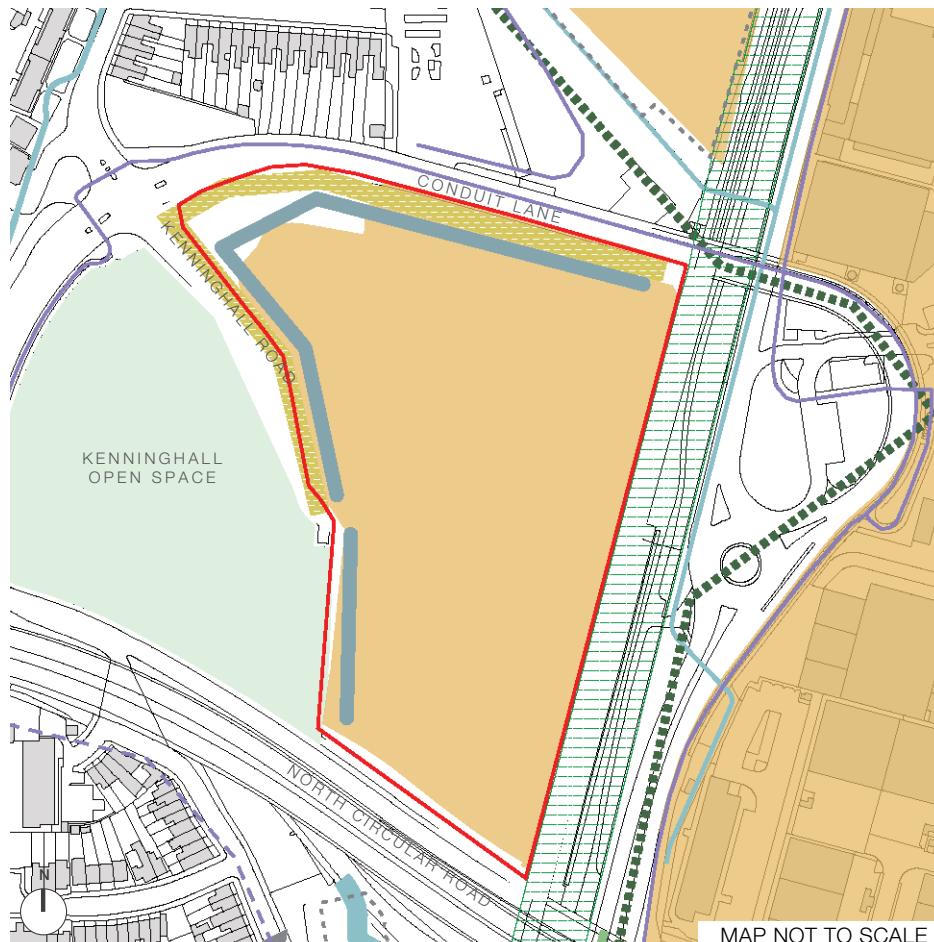


Table C1.155: SA 5.8 - Kenninghall Metals and Waste

SA 5.8: KENNINGHALL METALS AND WASTE				
Existing site information				
Address	Kenninghall Metals and Waste, N18 2PD			
Site Area	3.50 ha			
Existing Use(s)	Motor trades, scrap works and metal recycling..			
Current Ownership(s)	Multiple ownerships			
Site considerations				
Flood Zone	3			
PTAL	2			
Heritage Considerations	None.			
Impacts on Archaeological Priority Area	Within APA.			
Within Protected Viewing corridor?	Partially within '11. Meridian Water' important local view.			
Proposal				
Land Use Requirements	<p>Redevelopment of the site should optimise employment floorspace, delivering net additional employment floorspace (use classes Egiii, B2 or B8) in a phased approach in line with Policy E11 'Meridian Hinterlands.'</p> <p>The existing waste site should be managed in line with the North London Waste Plan.</p>			
Implementation				
Timeframe for Delivery	<table border="1"> <tr> <td>0-5 years</td> <td>5-10 years</td> <td>10+ years</td> </tr> </table>	0-5 years	5-10 years	10+ years
0-5 years	5-10 years	10+ years		
Approximate Estimated Industrial capacity	-			

Table C1.156: SA 5.8 - Kenninghall Metals and Waste

SA 5.8: KENNINGHALL METALS AND WASTE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from this site. II. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must seek to deliver an enclosed waste management facility, in line with Policy 5 of the North London Waste Plan. B. should provide intensified employment floorspace on upper floors, with suitable access and servicing arrangements. C. should provide an active frontage to Kenninghall open space, with activities oriented to ensure surveillance and safety of the open space. D. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

Table C1.157: SA URB.28 - Land and Buildings South East of Stockingswater Lane

SA URB.28: LAND AND BUILDINGS SOUTH EAST OF STOCKINGSWATER LANE			
Existing site information			
Address	Land and buildings to the south east of Stockingswater Lane, Brimsdown EN3 7PZ		
Site Area	5.73 ha		
Existing Use(s)	Industrial B8		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	1		
PTAL	1b to 0		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	Within the APA.		
Within Protected Viewing corridor?	Within '9. Approach to Enfield Town' important local views.		
Proposal			
Land Use Requirements	<p>Redevelopment of the site should deliver a minimum of 80,753 sqm of net additional employment floorspace (use classes EgiII, B2 or B8).</p> <p>Innovative multistorey development, to optimise the capacity of the site, is encouraged.</p>		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate estimated Industrial capacity		25,375sqm net additional employment (industrial/ logistics) floorspace.	

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.28: Land and Buildings South East of Stockingswater Lane

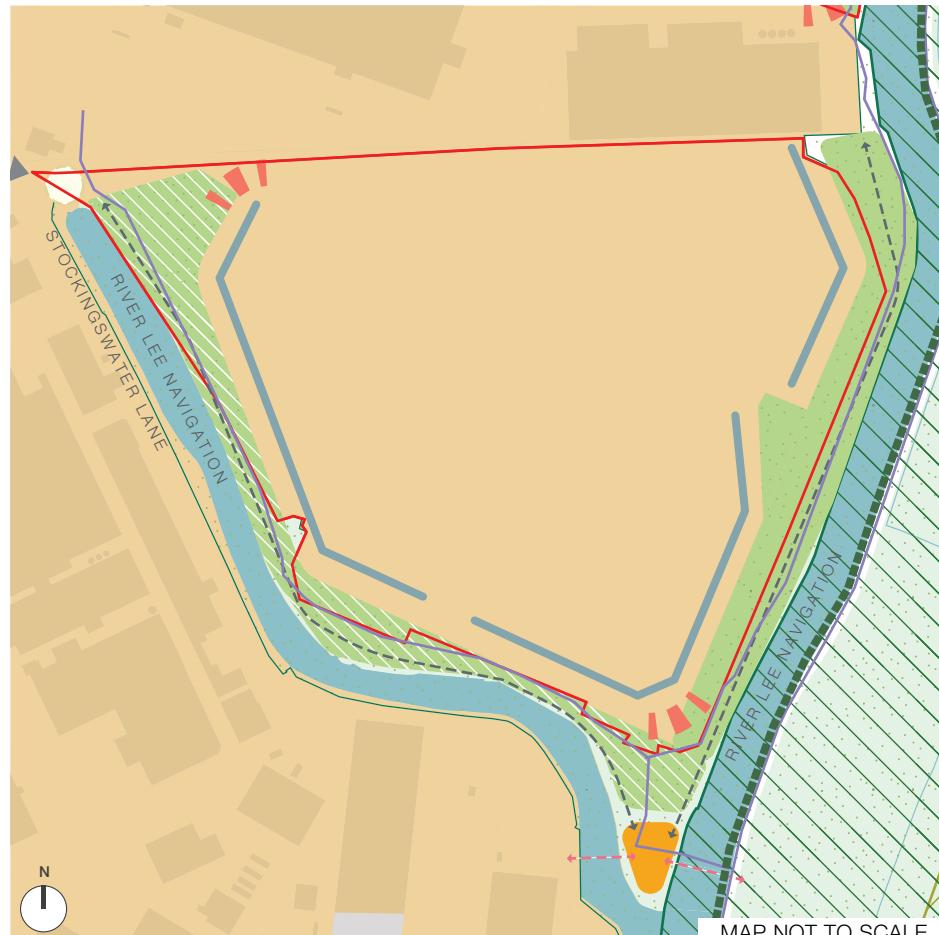


Table C1.158: SA URB.28 - Land and Buildings South East of Stockingswater Lane

SA URB.28: LAND AND BUILDINGS SOUTH EAST OF STOCKINGSWATER LANE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards the delivery of the Green Loop to improve connectivity along the river corridor to existing routes II. should contribute towards Brimsdown Station accessibility and facility improvements. III. contribute towards open space enhancements along the River Lee Navigation.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the development potential of the site. Multistorey solutions that provide an uplift in floorspace will be supported. B. should create active frontages along Stockingswater Lane and also along the River Lee Navigation. C. must incorporate greening across the site, including connections to the natural habitats of the River Lee and open space improvements to Mossops Creek Park with additional tree planting and biodiversity enhancements that positively contribute to the existing Site of Metropolitan Importance for Nature Conservation (SMINC). D. must facilitate access to the existing pedestrian river bridge and create a new public space at its landing within the site. E. should facilitate the delivery of the Enfield Green Loop. F. must maximise retention of existing high value trees. G. should deliver/contribute to pedestrian and cycle connections, including to and from Brimsdown Station. H. should provide limited parking to promote active travel. I. should utilise roof space to deliver green roofs and/or PVs.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.29: Land to the South of Millmarsh Lane



Table C1.159: SA URB.29 - Land to the South of Millmarsh Lane

SA URB.29: LAND TO THE SOUTH OF MILLMARSH LANE	
Existing site information	
Address	Land to the south of Millmarsh Lane, Brimsdown Industrial Estate,
Site Area	5.19ha
Existing Use(s)	Industrial and warehousing
Site considerations	
Flood Zone	1
PTAL	0
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Redevelopment of the site should provide a minimum of 32,500 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis) floorspace.
Implementation	
Timeframe	0-5
Approximate estimated Industrial capacity	13,500 sqm
10+	

Table C1.160: SA URB.29 - Land to the South of Millmarsh Lane

SA URB.29: LAND TO THE SOUTH OF MILLMARSH LANE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas. II. should contribute to enhanced pedestrian and cycle connectivity to the River Lea Navigation and Green Loop to the east, and Brimsdown Station to the west III. must explore opportunities for urban greening/tree planting/biodiversity improvements.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide stacked industrial uses to make efficient use of available land. B. must maximise the retention of existing high value trees. C. should provide streetscape improvements along Millmarsh Lane to facilitate pedestrian and cycle connections to the River Lee Navigation and the Enfield Green Loop to the east, and Brimsdown Station to the west. D. must reinforce the building line along Millmarsh Lane by avoiding deep building setbacks. E. must set the building line back along the River Lee Navigation to create a linear open space which facilitates pedestrian and cycle connections. F. must create active frontages and high levels of visual permeability at street level along Millmarsh Lane and the River Lee Navigation. G. must locate yard and loading spaces away from the street and river edge and locate them towards the middle and rear of the site. H. should consider the impact on long views from the east of the reservoir when designing building frontages along the river. Articulation, change of material, colour or window arrangement should be considered to add visual interest to this important frontage. I. could consider heights of up to 39m for industrial intensification. J. must minimise impacts of overshadowing along the River Lee Navigation path with its massing and built form arrangement. K. should allow sufficient space for safe highways access to minimise impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site. L. should provide limited parking to promote active travel.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.30: Montagu Industrial Estate

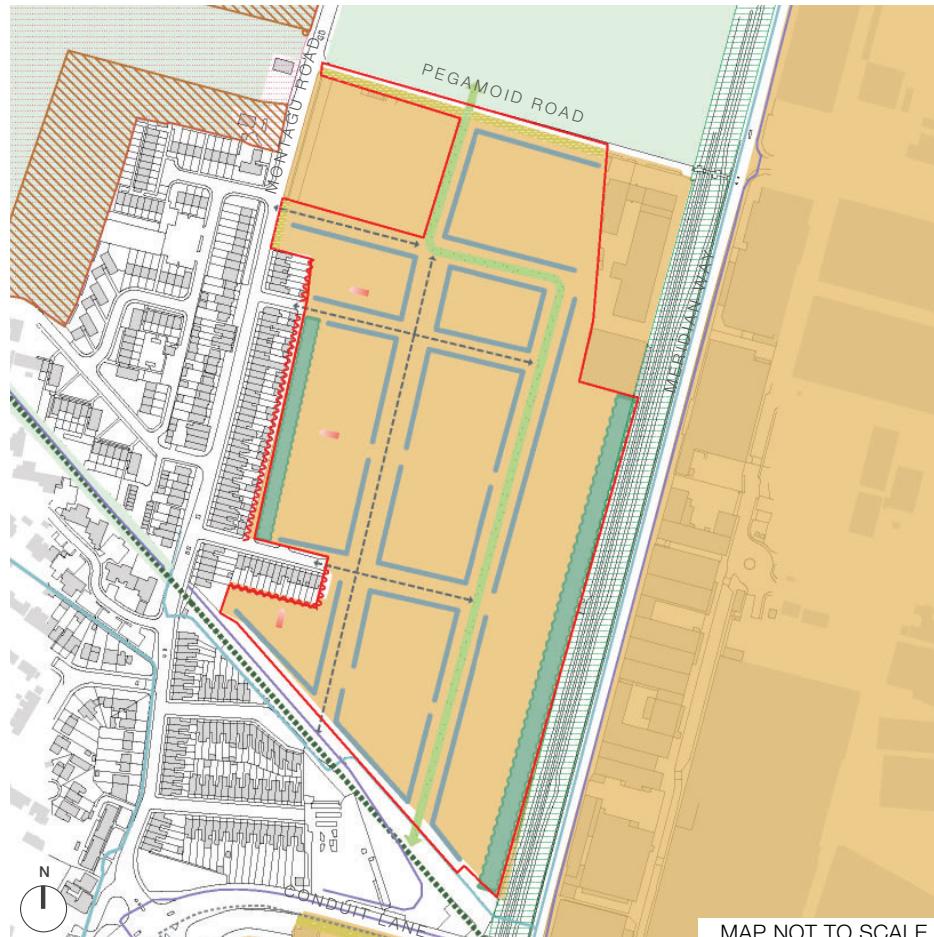


Table C1.161: SA URB.30 - Montagu Industrial Estate

SA URB.30 MONTAGU INDUSTRIAL ESTATE	
Existing site information	
Address	Montagu Ind Est, Montagu Road, Edmonton N18 3PP
Site Area	9.76 ha
Existing Use(s)	Industrial estate
Site considerations	
Flood Zone	1 - 3
PTAL	1a
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	Provide a minimum of 38,600 sq m of employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace, to deliver a net increase of 6,615 sqm of employment floorspace.
Implementation ²³	
Timeframe	0-5
Approximate Estimated Industrial capacity	17,902 sqm industrial
5-10	
10+	

²³ The estimated capacities are based on extant planning permission: 19/03036/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.162: SA URB.30 - Montagu Industrial Estate

SA URB.30 MONTAGU INDUSTRIAL ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas. II. should contribute towards enhanced pedestrian and cycle connectivity. III. should contribute towards the delivery of streetscape improvements, urban greening and tree planting. <p>The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the retention of existing high value trees, particularly along the rear gardens of properties on Montagu Road to provide a green buffer. B. must improve north-south pedestrian connections by creating green links from Montagu Recreation Ground to Angel Walk/Angel Gardens. C. should provide streetscape improvements along Montagu Road, Pegamoid Road and the internal streets, for example wider footpaths, trees, planting, and the incorporation of street furniture. D. must reinforce the building line along Montagu Road, Pegamoid Road and internal streets by avoiding deep building setbacks and the need for fences. E. should reinforce the green buffer along the railway line to positively contribute to the existing Wildlife Corridor. F. must create active frontages and high levels of visual permeability at ground floor along Montagu Road, Pegamoid Road, Angel Walk and the internal streets. G. must locate yard and loading spaces away from the street edge. H. must provide stacked industrial uses to make efficient use of available land. I. must be articulated and broken down to avoid a large, single mass building. J. Heights of up to 39m could be considered for industrial intensification. K. must decrease in height to the west and south of the site to minimise impact on neighbouring lower rise existing buildings. L. should consider long views from Montagu Recreation ground and Angel Gardens when designing building frontages along the northern and southern edge of the site. Articulation, change of material, colour or window arrangement should be considered to add visual interest to these important frontages. M. should provide limited parking to promote active travel. N. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

Table C1.163: SA URB.31 - Snowbirds Food Extension

SA URB.31: SNOWBIRDS FOOD EXTENSION			
Existing site information			
Address	Snowbird foods extension, Snowbird Foods Ltd, 14 Wharf Road, EN3 4TD		
Site Area	0.38 ha		
Existing Use(s)	Ground floor yard with temporary storage units		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within the setting of Ponders End Flour Mills Conservation area and associated heritage assets.		
Impacts on Archaeological Priority Area	Within APA.		
Within Protected Viewing corridor?	Within '2. King's Head Hill' important local view.		
Proposal			
Land Use Requirements	Redevelopment of the site should deliver a minimum of 3,289 sqm of net additional employment floorspace (use classes E9iii, B2 or B8).		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate Estimated Industrial capacity	Minimum of 3,289 sqm net additional employment (industrial/ logistics) floorspace.	n/a	n/a

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.31: Snowbirds Food Extension

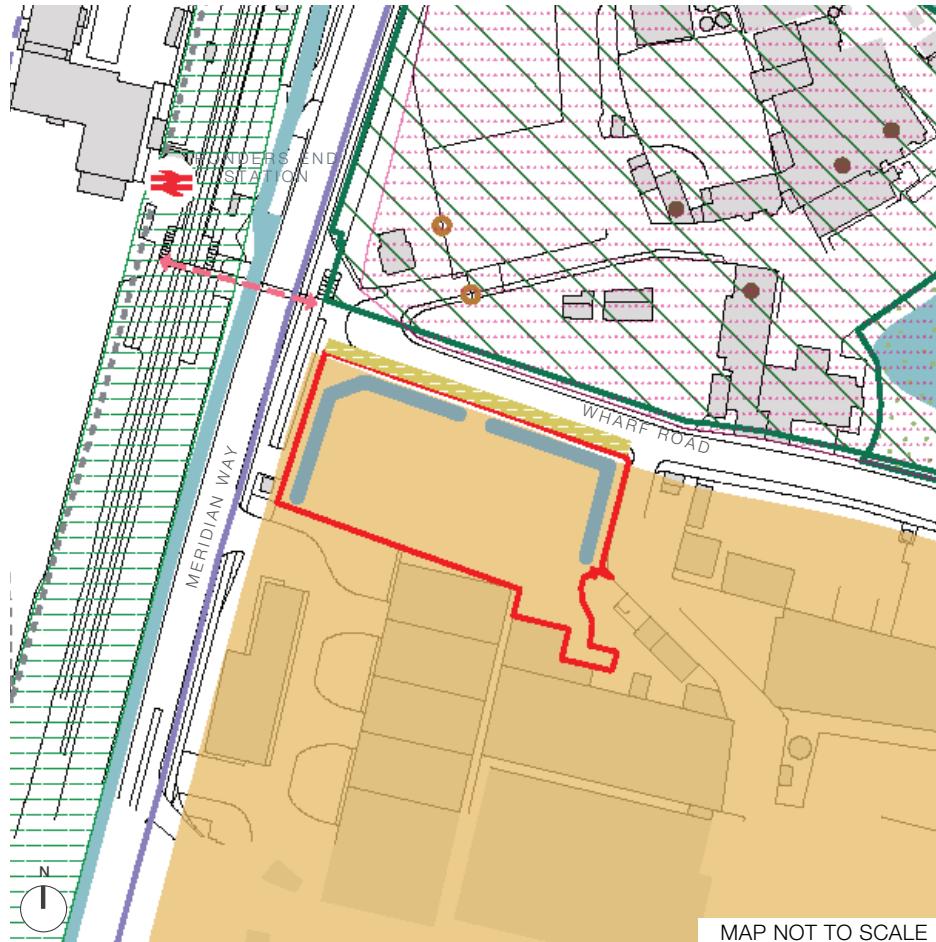


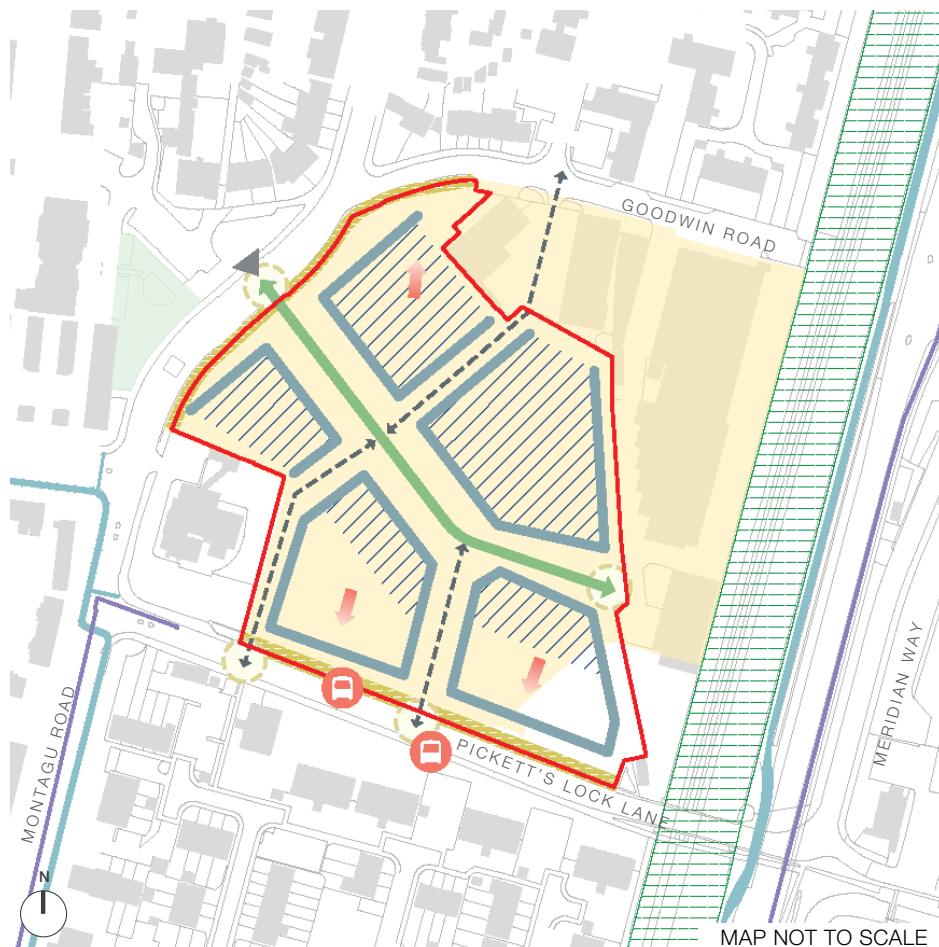
Table C1.164: SA URB.31 - Snowbirds Food Extension

SA URB.31: SNOWBIRDS FOOD EXTENSION	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards enhanced pedestrian and cycle connectivity to Ponders End. II. should contribute towards delivery of streetscape, biodiversity improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must create active frontages along Wharf Road. B. must provide streetscape improvements along Wharf Road. C. must carefully consider relation with the Ponders End Flour Mills Conservation Area and associated heritage assets to the north. D. should utilise roof space to deliver green roofs and/or PVs. E. should provide limited parking to promote active travel.

Table C1.165: SA URB.32 - Claverings Industrial Estate

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.32: Claverings Industrial Estate



SA URB.32: CLAVERINGS INDUSTRIAL ESTATE			
Existing site information			
Address	Claverings, Centre Way, London N9 0AH		
Site Area	2.42ha		
Existing Use(s)	Claverings Industrial Estate comprises of approximately 40 small offices, light industrial, warehouse and trade units, built circa 1951 as flatted factories.		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	2		
PTAL	1b		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	None.		
Within a Protected Viewing Corridor?	Partially within '10. Ponders End' important local view.		
Proposal			
Land Use Requirements	Redevelopment should provide a minimum additional 3,219 sqm of employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis).		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate Estimated Industrial capacity		Additional 3,219sqm employment floorspace	

Table C1.166: SA URB.32 - Claverings Industrial Estate

SA URB.32: CLAVERINGS INDUSTRIAL ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of site should incorporate the following;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas. II. should contribute to enhanced pedestrian and cycle connectivity from Edmonton Green Station. III. should contribute towards urban greening and tree planting. <p>Environment Agency have advised: Certain industrial activities (such as an installation or waste activity) will require an Environmental Permit.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should improve north-south pedestrian connections and create new pedestrian gateways along Pickett's Lock Lane. B. should promote connections to adjacent sites to the north and east which are under third party ownership. C. should provide streetscape improvements along Pickett's Lock Lane and Montagu Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. D. should create a new vehicular entrance on Montagu Road to reduce conflict between residential and HGV movement. E. should promote a potential connection to the existing vehicular route to the east. F. should create active frontages along Montagu Road, Pickett's Lock Lane, the green link, new and existing vehicular route. G. should provide buildings no taller than 21m in height. Height must decrease towards the north and south of the site to respond to the neighbouring lower rise existing buildings. Tall buildings are not acceptable on this site. H. should allow sufficient space for safe highways access to minimise the impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.33: 6 Morson Road

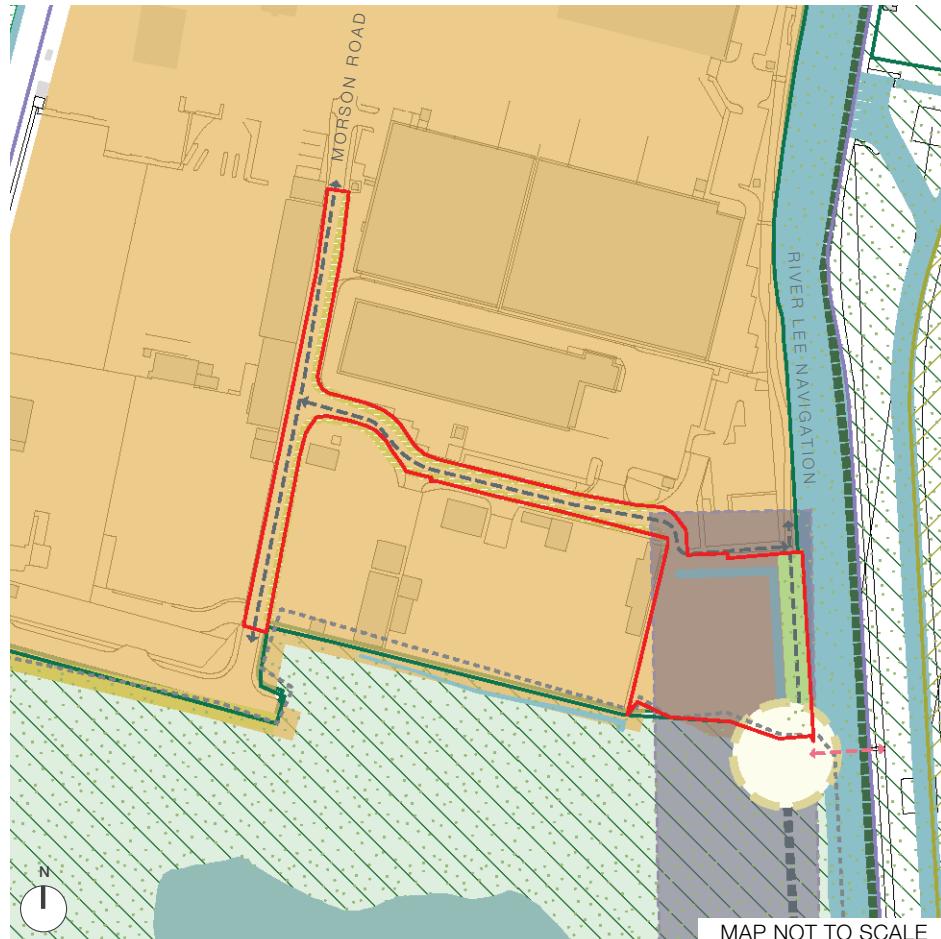


Table C1.167: SA URB.33 - 6 Morson Road

SA URB.33: 6 MORSON ROAD	
Existing site information	
Address	6 Morson Road, Enfield EN3 4NQ
Site Area	0.83ha
Existing Use(s)	Concrete production facility
Site considerations	
Flood Zone	1
PTAL	1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	<p>The site should provide new employment use. This should include a minimum of 2,600 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis floorspace).</p>
Implementation	
Timeframe	0-5 5-10 10+
Approximate estimated Industrial capacity	2,600 sqm

Table C1.168: SA URB.33 - 6 Morson Road

SA URB.33: 6 MORSON ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards enhanced pedestrian and cycle connectivity. II. must explore opportunities for urban greening/tree planting/biodiversity improvements. <p>* The Environment Agency has noted that the site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide stacked industrial uses to make efficient use of available land. B. must maximise the retention of existing high value trees. C. should provide streetscape improvements along Morson Road which facilitate pedestrian and cycle connections to the River Lee Navigation and the Enfield Green Loop to the east. D. must reinforce the building line along Morson Road by avoiding deep building setbacks and the need for fences. E. must set the building line back along the River Lee Navigation to create a linear open space which facilitates pedestrian and cycle connections. F. must create active frontages and high levels of visual permeability at street level along Morson Road and the River Lee Navigation. G. must locate yard and loading spaces away from the street and river edge and locate them towards the middle and rear of the site. H. Could consider heights of up to 39m for industrial intensification. I. should consider long views from the east of the reservoir and across the Golf Course when designing building frontages along the east and south site boundary. Articulation, change of material, colour or window arrangement should be considered to add visual interest to this important frontage. J. should allow sufficient space for safe highways access to minimise impact on public highway, with specific consideration to the types of vehicles likely to be accessing the site. K. should provide limited parking to promote active travel.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.34: 5 Picketts Lock Lane

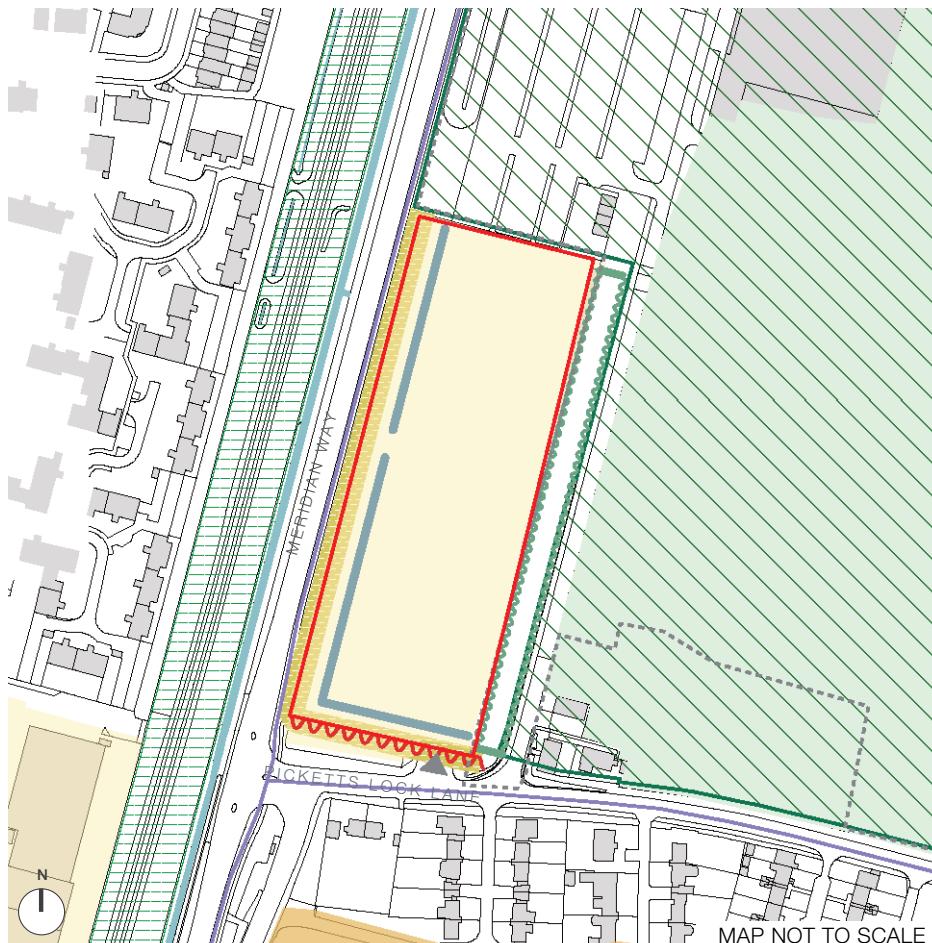


Table C1.169: SA URB.34 - 5 Pickett Lock Lane

SA URB.34: 5 Picketts Lock Lane	
Existing site information	
Address	5 Picketts Lock Lane N9 0AS
Site Area	1.63 ha
Existing Use(s)	Distribution and storage
Current Ownership(s)	Single Ownership
Site considerations	
Flood Zone	1
PTAL	1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	Within APA.
Within Protected Viewing corridor?	Partially within '10. Ponders End' important local view.
Proposal	
Land Use Requirements	Redevelopment of the site should deliver a minimum of 2,297 sqm of net additional employment floorspace (use classes E9iii, B2 or B8).
Implementation	
Timeframe for Delivery	0-5 years
Approximate estimated Industrial capacity	-

Table C1.170: SA URB.34 - 5 Pickett Lock Lane

SA URB.34: 5 Picketts Lock Lane	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards bus service prioritisation and associated traffic management measures along A1010. II. should contribute towards enhanced pedestrian and cycle connectivity –Ponders End Station. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide active frontages and high levels of visual permeability at ground floor along the Pickett's Lock Lane. B. should deliver multilevel intensified development to optimise the capacity of the site. C. must provide streetscape improvements along Pickett's Lock Lane and Meridian Way. D. must safeguard the amenity of residential occupiers to the south. E. must maximise retention of existing high value trees. F. should utilise roof space to deliver green roofs and/or PVs. G. should provide limited parking to promote active travel.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.35: Riverwalk Business Park

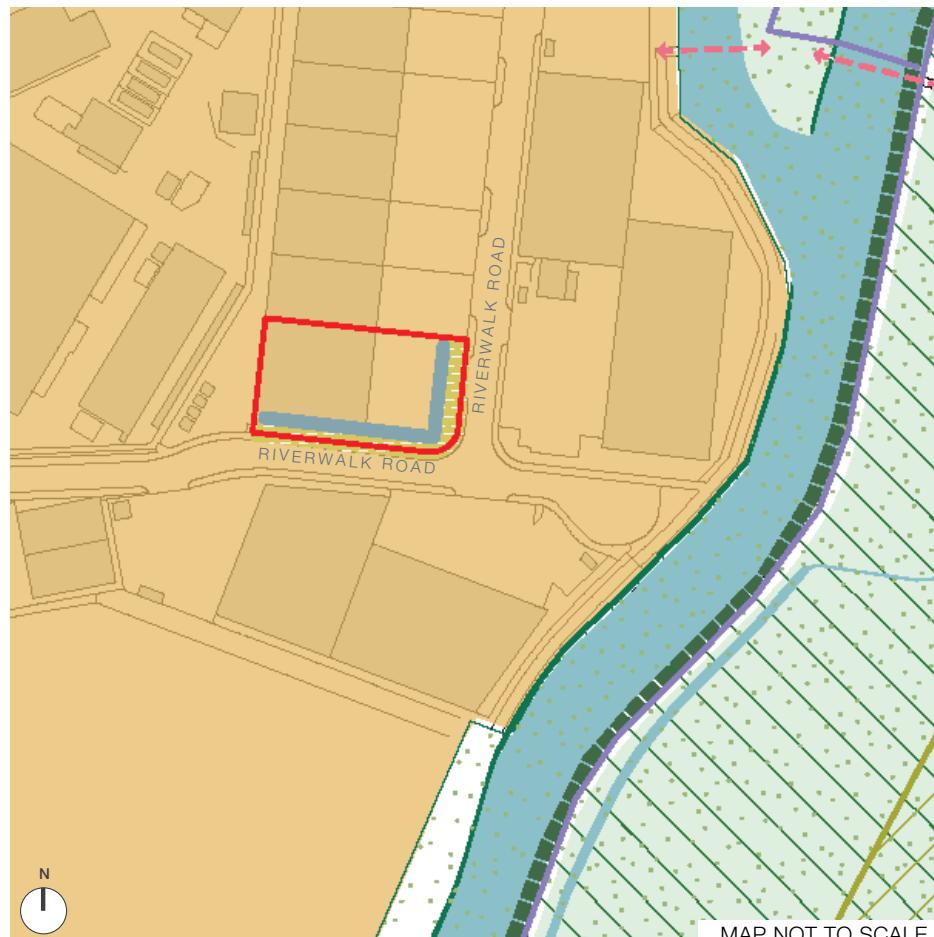


Table C1.171: SA URB.35 - Riverwalk Business Park

SA URB.35: Riverwalk Business Park			
Existing site information			
Address	Riverwalk Business Park 24 Riverwalk Road EN3 7QN		
Site Area	0.16ha		
Existing Use(s)	Warehouse		
Current Ownership(s)	Private ownership		
Site considerations			
Flood Zone	None		
PTAL	1a		
Heritage Considerations	None.		
Impacts on Archaeological Priority Area	Within APA.		
Proposal			
Land Use Requirements	Warehouse (Class B2/B8 flexible use).		
Implementation ²⁴			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate estimated Industrial capacity	924sqm		

²⁴ The estimated capacities are based on extant planning permission: 21/04302/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.172: SA URB.35 - Riverwalk Business Park

SA URB.35: Riverwalk Business Park	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations. II. should contribute towards the delivery of streetscape improvements, urban greening and tree planting.
Design Principles	No external alterations are proposed to the buildings, and the extant planning application proposes just a change of use.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA RUR.03: Land West of Ramney Marsh

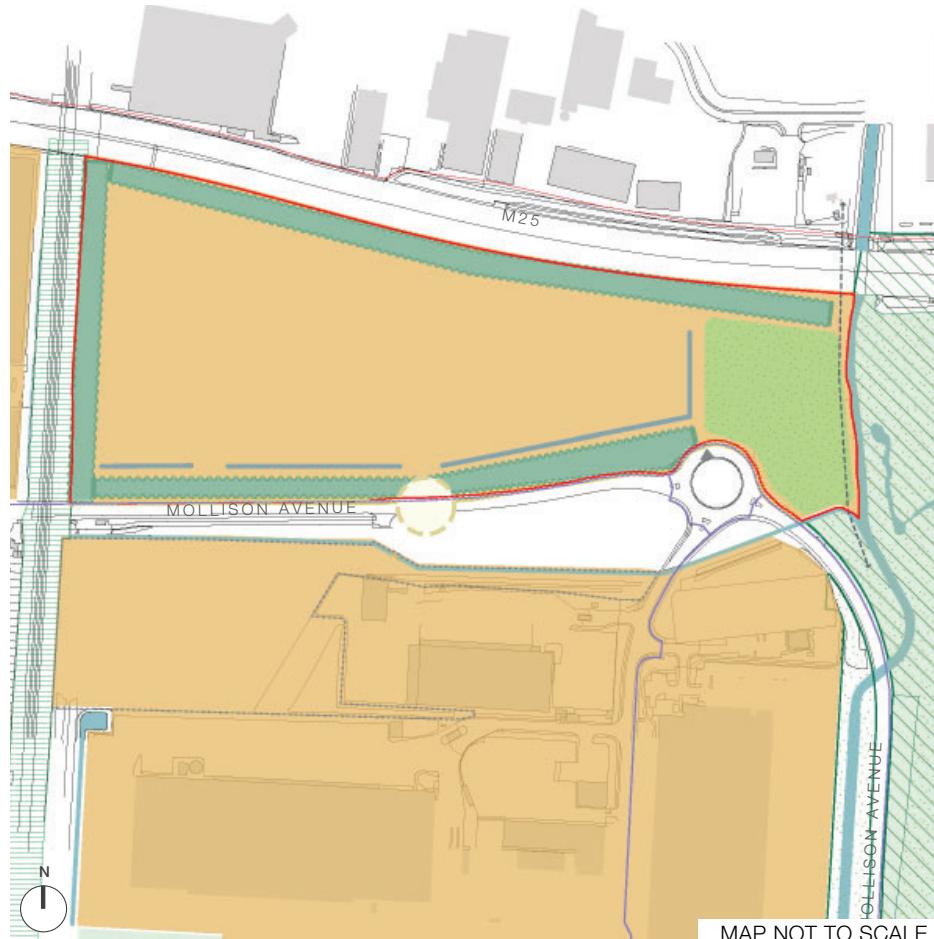


Table C1.173: SA RUR.03- Land West of Ramney Marsh

SA RUR.03: LAND WEST OF RAMNEY MARSH	
Existing site information	
Address	Land West of Ramney Marsh, Mollison Avenue
Site Area	12.01 ha
Existing Use(s)	Open land
Site considerations	
Flood Zone	1
PTAL	1a
Heritage Considerations	None.
Impacts on Archaeological Priority Area	Within APA.
Proposal	
Land Use Requirements	<p>Redevelopment should provide at least 70,200 sq m of new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis floorspace).</p> <p>This site lies within the Lee Valley Regional Park Authority area. Regard must be had to the proposals and policies within the Park Development Framework (2019) and associated documents in assessing any planning application on this land.</p>
Implementation	
Timeframe	0-5 years
Approximate estimated Industrial capacity	at least 70,200 sq m
5-10 years	
10+ years	

Table C1.174: SA RUR.03- Land West of Ramney Marsh

SA RUR.03: LAND WEST OF RAMNEY MARSH	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas. II. should contribute towards enhanced pedestrian and cycle connectivity from Enfield Lock Station. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting. IV. should deliver biodiversity improvements to Ramney Marsh. V. must deliver ecological enhancements in strengthening the links between the Lee Valley Regional Park and Enfield Chase as part of the arc of open spaces. VI. must contribute to the creation of a north-south active travel and biodiversity corridor along the Small River Lea. <p>* The Environment Agency has noted that this site is within 250m of a portable groundwater abstraction, is within SPZ1, particularly sensitive with respect to groundwater and as partly or fully overlying historic landfills. Redevelopment proposals will need to comply with the Environment Agency's Approach to Groundwater Protection.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the retention of existing high value trees along Mollison Avenue, the Small River Lea and the railway line to reinforce the existing green buffer. B. must reinforce and positively contribute to the existing Wildlife Corridor and Metropolitan SINC maximising greening and ecology enhancements throughout the site. C. must create a new public open space along the Small River Lea with additional tree planting and biodiversity enhancements. D. should provide streetscape improvements along Mollison Avenue and the roundabout, for example wider footpaths, trees, planting, and the incorporation of street furniture. E. must create active frontages and high levels of visual permeability at ground floor along key routes. F. must locate yard and loading spaces away from the street edge. G. must be articulated and broken down to avoid a large, single mass building. H. Could consider building heights of up to 39m for industrial intensification. I. Must decrease building heights towards the south-west of the site to minimise impact on neighbouring lower rise existing buildings. J. should consider long views from the east when designing building frontages along the eastern edge. Articulation, change of material, colour or window arrangement should be considered to add visual interest to these important frontages. K. should provide limited parking to promote active travel. L. must provide pedestrian and vehicular access from Mollison Avenue roundabout and a secondary pedestrian access point on Mollison Avenue.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA RUR.04: Land East of Junction 24

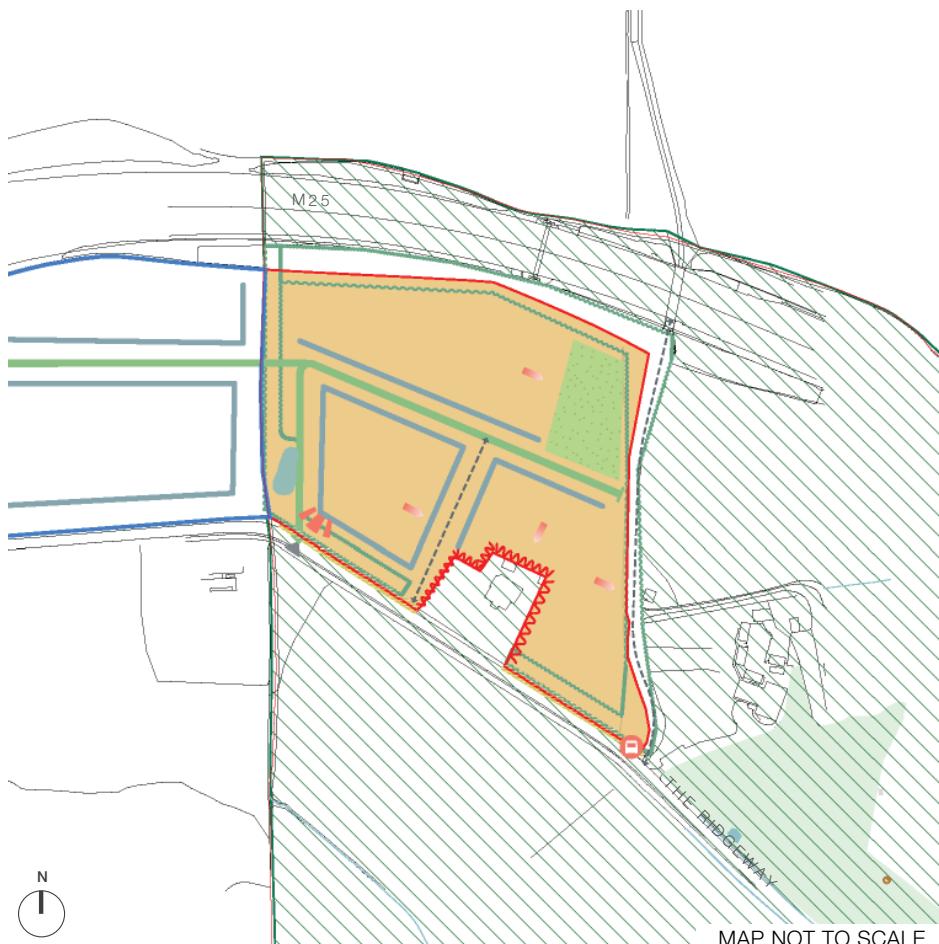


Table C1.175: SA RUR.04 - Land East of Junction 24

SA RUR.04: LAND EAST OF JUNCTION 24	
Existing site information	
Address	Junction 24 (Part New Cottage and Holly Hill Farm) EN6 5QS
Site Area	5.16 ha
Existing Use(s)	Agricultural land
Site considerations	
Flood Zone	1
PTAL	0
Heritage Considerations	None - Within wider setting of locally listed building.
Impacts on Archaeological Priority Area	Within APA 2: Enfield Chase and Camlet Moat.
Proposal	
Land Use Requirements	<p>Redevelopment of the site:</p> <p>I. must provide a minimum of 30,550 sq m employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace within LB Enfield.</p> <p>II. must be brought forward in conjunction with the wider land ownership in Hertsmere District Council.</p>
Implementation	
Timeframe	0-5 years 5-10 years 10+ years
Approximate estimated Industrial capacity	a minimum of 30,550 sqm

Table C1.176: SA RUR.04 - Land East of Junction 24

SA RUR.04: LAND EAST OF JUNCTION 24	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity. II. should contribute towards enhanced pedestrian and cycle connectivity from Hadley Wood Station. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the retention of existing high value trees and hedgerows. B. should provide streetscape improvements along The Ridgeway, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. must promote pedestrian connections to the country lane along the eastern site boundary. D. should create active frontages and high levels of visual permeability at ground floor along The Ridgeway and internal key routes. E. must locate yard and loading spaces away from the street edge. F. must be articulated and broken down to avoid a large, single mass building. G. Could consider heights of up to 39m for industrial intensification along the M25. Building heights must decrease towards the south and east site boundary. H. must carefully consider its relationship with existing lower rise buildings along The Ridgeway and the country lane. I. should consider long views from the east when designing building frontages along the eastern edge. Articulation, change of material, colour or window arrangement should be considered to add visual interest to these important frontages.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA RUR.05: Land to the North West of Innova Park

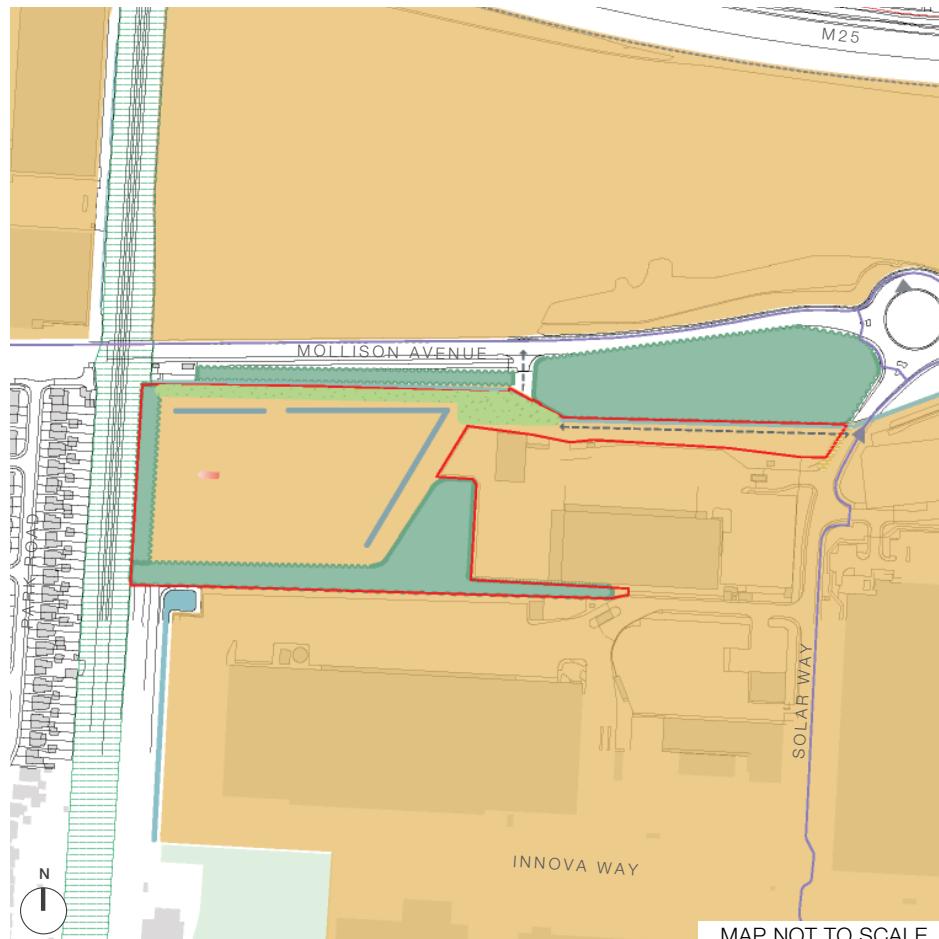


Table C1.177: SA RUR.05 - Land to the North West of Innova Park

SA RUR.05: LAND TO THE NORTH WEST OF INNOVA PARK	
Existing site information	
Address	Land to North West of Innova Park, EN3 7XY
Site Area	3.47 ha
Existing Use(s)	Unused
Site considerations	
Flood Zone	1
PTAL	1b
Heritage Considerations	None.
Impacts on Archaeological Priority Area	Within an APA.
Proposal	
Land Use Requirements	<p>Redevelopment should new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis floorspace). Address highways impacts of development and mitigate flood risk.</p> <p>This sites lies within the Lee Valley Regional Park Authority area. Regard must be had to the proposals and policies within the Park Development Framework (2019) and associated documents in assessing any planning application on this land.</p>
Implementation	
Timeframe	0-5 years
Industrial capacity	At least 16,445 sq m

Table C1.178: SA RUR.05 - Land to the North West of Innova Park

SA RUR.05: LAND TO THE NORTH WEST OF INNOVA PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas II. should contribute towards enhanced pedestrian and cycle connectivity. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting should deliver biodiversity improvements to Rammey Marsh. The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the retention of existing high value trees along Mollison Avenue, Solar Way and the railway line to reinforce the existing green buffer and Wildlife Corridor). B. should provide streetscape improvements along Solar Way, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. could maintain a pedestrian connection parallel to the watercourse towards the Small River Lea. D. must create active frontages and high levels of visual permeability at street level along key routes. E. must locate yard and loading spaces away from the street edge. F. should provide stacked industrial uses to make efficient use of available land. G. must be articulated and broken down to avoid a large, single mass building. H. could consider heights of up to 39m for industrial intensification. I. should provide limited parking to promote active travel. J. must provide pedestrian and vehicular access from Solar Way with a secondary pedestrian access point on Mollison Avenue.

C1.3 OTHER SITE ALLOCATIONS

OTHER SITE ALLOCATIONS

SA6.2: Barnet and Southgate College



Table C1.179: SA6.2 - Barnet and Southgate College

SA6.2: BARNET AND SOUTHGATE COLLEGE	
Existing site information	
Address	Barnet and Southgate College, High Street, London, N14 6BS
Site Area	2.41 ha
Existing Use(s)	Further education campus
Current Ownership(s)	Single ownership
Site considerations	
Flood Zone	1
PTAL	2-5
Heritage Considerations	Site is within the setting of Southgate House (Grade II* Listed Building), development has the potential to fall within outward directional views. The site is within the immediate setting of the Southgate Circus Conservation Area and Southgate Green Conservation Area as well as the setting of associated designated and non-designated heritage assets. To the south, the site falls directly behind group of Grade II Listed Buildings on High Street. Further to the east is the Grade II* Groveland's Registered Park and Garden and associated listed buildings.
Impacts on Archaeological Priority Area	In close proximity to APA.
Proposal	
Land Use Requirements	Should provide college campus facilities in modern fit for purpose buildings with enhanced landscaping and public realm , that is publicly accessible where appropriate. This could be complemented by co-located facilities such as SEN provision, youth facilities and/or a community centre, job centre or similar , that utilise any surplus land. It may be possible for some housing to be considered appropriate in the right locations, subject to design.
Implementation	
Timeframe	0-5 years
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential floorspace

Table C1.180: SA6.2 - Barnet and Southgate College

SA6.2: BARNET AND SOUTHGATE COLLEGE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP. II. should contribute towards identified TfL upgrades to London underground network serving Southgate. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should be designed on the principle that the college could become a more open ‘anchor institution’ to the local community. B. should deliver/contribute towards streetscape improvements along High Street and Bladgens Lane, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. should improve north-south pedestrian connections from Ashfield Parade to Bladgens Lane. D. should create a new public space at the centre of the site which could include formal/informal play and linked to the High Street with an improved pedestrian gateway. E. should improve the existing open space along Bladgens Lane with additional tree planting and biodiversity improvements. F. should create active frontages along Bladgens Lane, the new vehicular route and the central green space. G. should ensure height decreases towards the edges of the site to respond to the sensitivity of neighbouring, lower rise existing buildings. H. should carefully consider its relationship with the listed buildings along High Street. I. should secure the rear garden boundaries of existing homes to the west, north and southeast through a back-back approach. J. should be designed as car-free to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. K. should provide any access required for servicing from the High Street, Ashfield Parade and Bladgens Lane. <p>As the site will incorporate a bespoke mix of uses it will be essential that the developer engages in pre-application discussions (which could be through a PPA) with the LPA to ensure that high-quality design can be achieved.</p>

OTHER SITE ALLOCATIONS

SA RUR.06: Land at Picketts Lock



Table C1.181: SA RUR.06 - Land at Picketts Lock

SA RUR.06: LAND AT PICKETTS LOCK				
Existing site information				
Address	Land at Picketts Lock, N9 0AS			
Site Area	57.49 ha			
Existing Use(s)	Cinema, golf course, campsite and adjacent land including car park			
Site considerations				
Flood Zone	1			
PTAL	1b			
Heritage Considerations	None.			
Impacts on Archaeological Priority Area	None.			
Proposal				
Land Use Requirements	<p>The site could provide new sports, leisure and recreation facilities.</p> <p>This site lies within the Lee Valley Regional Park Authority area. Regard must be had to the proposals and policies within the Park Development Framework (2019) and associated documents in assessing any planning application on this land.</p>			
Implementation				
Timeframe	<table border="1"> <tr> <td>0-5 years</td> <td>5-10 years</td> <td>10+ years</td> </tr> </table>	0-5 years	5-10 years	10+ years
0-5 years	5-10 years	10+ years		
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential floorspace.			

Table C1.182: SA RUR.06 - Land at Picketts Lock

SA RUR.06: LAND AT PICKETTS LOCK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards bus service prioritisation and associated traffic management measures along A1010. II. should contribute towards enhanced pedestrian and cycle connectivity –Ponders End Station. III. should contribute towards delivery of streetscape improvements, urban greening and tree planting.
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide at least one east-west publicly accessible connection across the site to Pymmes Brook and River Lee Navigation. B. in collaboration with Enfield Council explore the feasibility of the delivery of a new connection over Meridian Way, Boundary ditch and the railway and contribute to this connection if this is possible. The northern edge with a connection from Charlton Road Park could be an optimal location. This must be delivered if it is feasible. It must be demonstrated that this cannot be achieved with other public benefits offered instead if this is not proposed. C. should provide streetscape improvements along Meridian Way, Morson Road and Pickett's Lock Lane. D. should contribute towards the improvement of north-south pedestrian and cycle connections along the River Lee Navigation. E. should retain as many of the existing high value trees on site as possible and/or replace and trees removed as part of a comprehensive landscaping strategy. F. must retain the existing sense of openness and should respond sensitively to important local views (2- Kings Head Hill and 10 – Ponders End) as well as views towards the Reservoir and Epping Forest. G. should improve existing pedestrian and vehicular access. H. should create additional pedestrian access(es) and permeability between the site and Meridian Way, Morson Road and Pickett's Lock Lane, including a new pedestrian gateway in the south-east corner of the site which connects to the River Lee Navigation path and improves the sense of arrival into the site from the south. I. must promote nature recovery with additional tree planting and biodiversity enhancements introducing a variety of habitats to include species-rich meadows and woodland. J. must provide a 10m exclusion zone either side of existing pylons.

OTHER SITE ALLOCATIONS

SA RUR.07: Whitewebbs Golf course and Land at Tottenham Hotspurs Football Club Training Ground

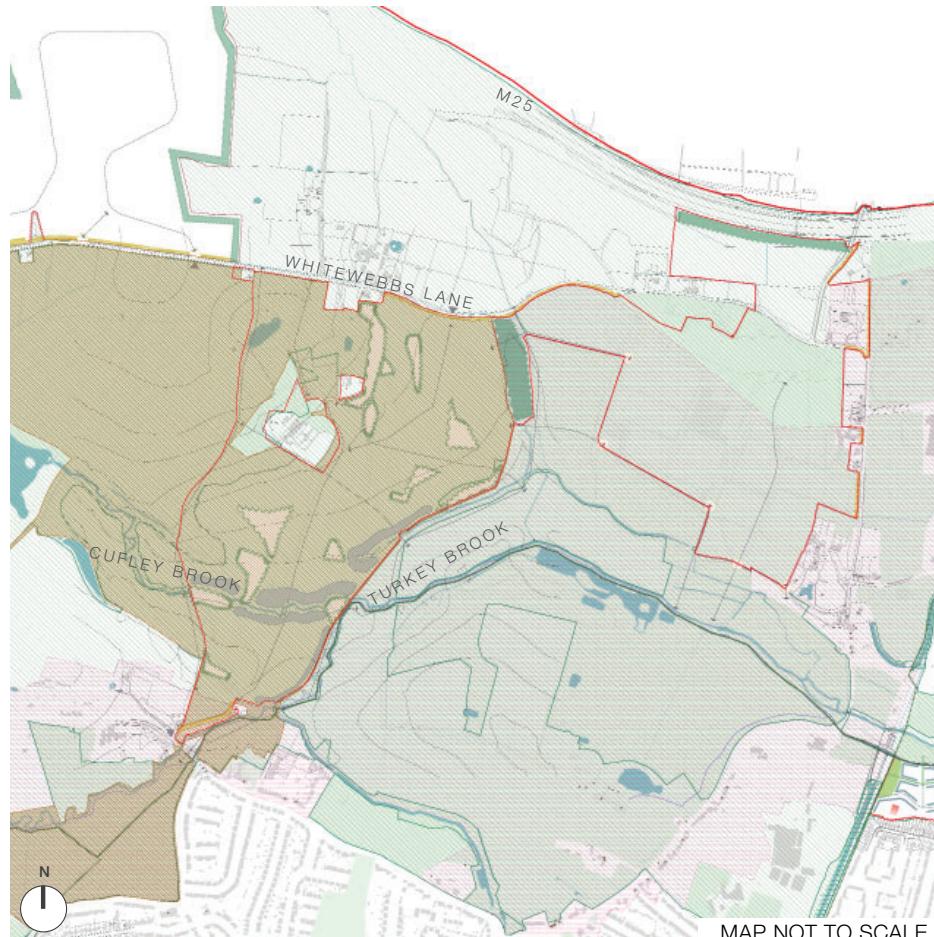


Table C1.183: SA RUR.07 - Whitewebbs Golf course and Land at Tottenham Hotspurs Football Club Training Ground

SA RUR.07: WHITEWEBBS GOLF COURSE AND LAND AT TOTTENHAM HOTSPURS TRAINING GROUND	
Existing site information	
Address	Whitewebbs Golf Course, Beggar's Hollow, Enfield, EN2 9JN & Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground, Hotspur Way, Whitewebbs Lane.
Site Area	85.5ha
Existing Use(s)	Golf Course & Existing football club training centre and surrounding land, including golf course.
Site considerations	
Flood Zone	1-2
PTAL	1a- 1b
Heritage Considerations	In close proximity to many designated heritage assets. Within locally listed landscape and setting of Forty Hill Conservation Area, Clay Hill Conservation Area, Forty Hill Registered Park and Garden as well as numerous other designated and non-designed heritage assets.
Impacts on Archaeological Priority Area	Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill as well as the setting of Scheduled Monuments.
Proposal	
Land Use Requirements	The site should provide nature recovery uses and the site could provide professional sport, recreation and community sports/leisure uses , including ancillary related facilities.
Implementation	
Timeframe	0-5 years
Estimated delivery	x

Table C1.184: SA RUR.07 - Whitewebbs Golf course and Land at Tottenham Hotspurs Football Club Training Ground

SA RUR.07: WHITEWEBBS GOLF COURSE AND LAND AT TOTTENHAM HOTSPURS TRAINING GROUND	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards enhanced pedestrian and cycle connectivity.</p>
Design Principles	<p>Design principles Development on the site:</p> <p>A. must maximise publicly accessible space.</p> <p>B. must ensure there is no reduction in any public right of ways and retain public access along the New River, Turkey brook and Cuffley Brook.</p> <p>C. must minimise the removal of existing high value trees/hedgerows to reinforce the existing green buffers.</p> <p>D. must promote nature recovery with additional tree planting and biodiversity enhancements introducing a variety of habitats to include species-rich meadows and woodland. Proposals that offer greater levels of biodiversity net gain than minimum requirements will be encouraged.</p> <p>E. must respond sensitively to the locally listed landscape and settings of Forty Hill CA, Clay Hill CA, Forty Hill Registered Park and Garden as well as other significant designated and non-designated heritage assets.</p> <p>F. Should restore and enhance heritage assets on site.</p> <p>G. must respond sensitively to the important local view (view no. 13- Forty Hall and view no. 6 – Whitewebbs Lane).</p> <p>H. must provide streetscape improvements along Whitewebbs Lane and Beggars Hollow.</p> <p>I. must improve north-south and east-west pedestrian and cycle connections to create green links to Archers Wood, Forty Hall Country Park and Whitewebbs Park and Forest.</p> <p>J. should provide streetscape improvements along Bulls Cross Ride, Whitewebbs Lane, Hotspur Way, Bull's Cross promoting active travel, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>K. should create green pedestrian and cycle connections towards the New River, Turkey Brook, Archers Wood and Forty Hall Country Park.</p> <p>L. should maximise the use of natural/landscaping boundaries between sports pitches and different uses.</p> <p>M. must incorporate sustainable urban drainage systems (SuDS) and constructed wetlands linking to existing watercourses to minimise and mitigate flood risk.</p>

OTHER SITE ALLOCATIONS

SA RUR.08: Sloeman's Farm

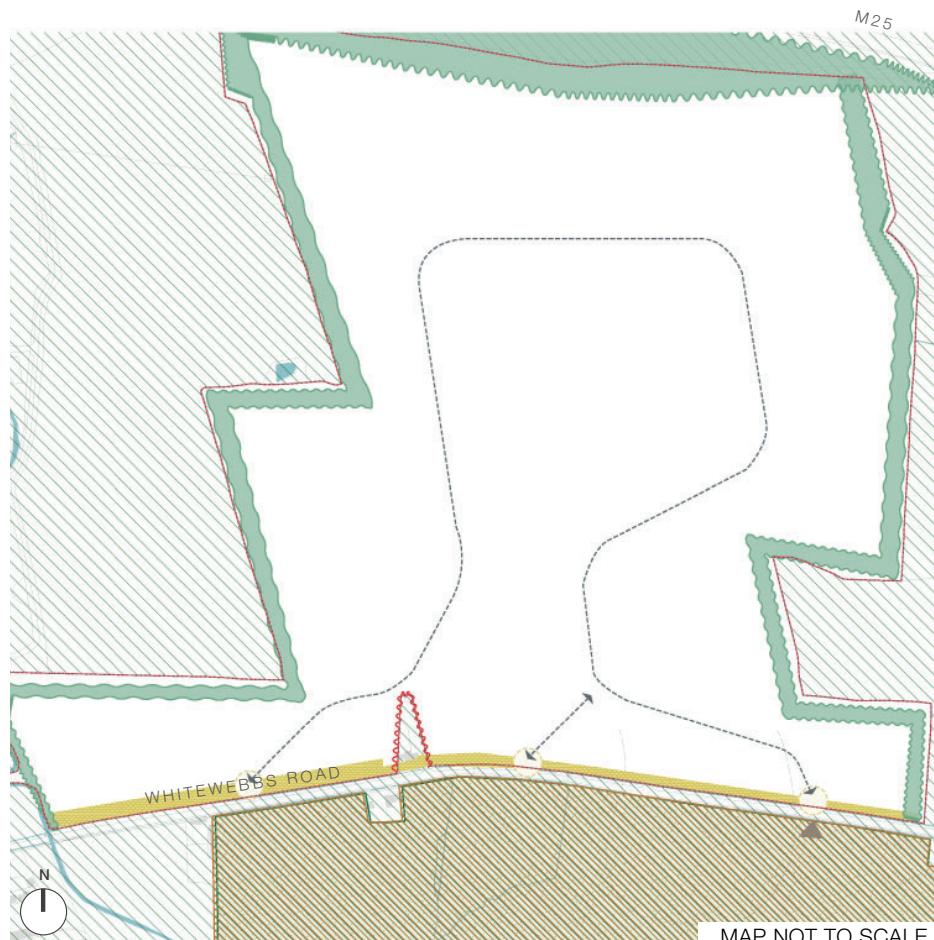


Table C1.185: SA RUR.08 - Sloeman's Farm

SA RUR.08: SLOEMAN'S FARM	
Existing site information	
Address	Sloeman's Farm, Enfield EN2 9HW
Site Area	47.32ha
Existing Use(s)	Agricultural land
Site considerations	
Flood Zone	1
PTAL	0
Heritage Considerations	Adjacent to locally listed landscape and within wider setting of additional heritage assets including, but not limited to, a group of Grade II Listed Buildings to the east.
Impacts on Archaeological Priority Area	Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill.
Proposal	
Land Use Requirements	The site should provide natural burial use .
Implementation	
Timeframe	0-5 years
	X
5 - 10 years	
10+ years	

Table C1.186: SA RUR.08 - Sloeman's Farm

SA RUR.08: SLOEMAN'S FARM	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards enhanced pedestrian and cycle connectivity.</p>
Design Principles	<p>Development on the site:</p> <p>A. must retain existing rural character of Whitewebbs Road and Whitewebbs Lane by retaining existing hedgerows and long views across the open landscape.</p> <p>B. must retain existing high value trees and hedgerows and reinforce the existing green buffer along the M25.</p> <p>C. must promote nature recovery with additional tree planting and biodiversity enhancements introducing a variety of habitats to include species-rich meadows and woodland (linking with the adjacent Whitewebbs Forest). Proposals that offer greater levels of biodiversity net gain than minimum requirements will be encouraged.</p> <p>D. must create a network of key pedestrian and cycle connections to promote active travel.</p> <p>E. must carefully consider its relationship with existing properties along Whitewebbs Road and provide a minimum of 10m wide indigenous buffer planted strip along all boundaries.</p> <p>F. must create a main vehicular access and additional pedestrian gateways on Whitewebbs Road.</p> <p>G. should locate ancillary building close to the main vehicular access.</p>

OTHER SITE ALLOCATIONS

SA URB.36: Church Street Recreation Ground

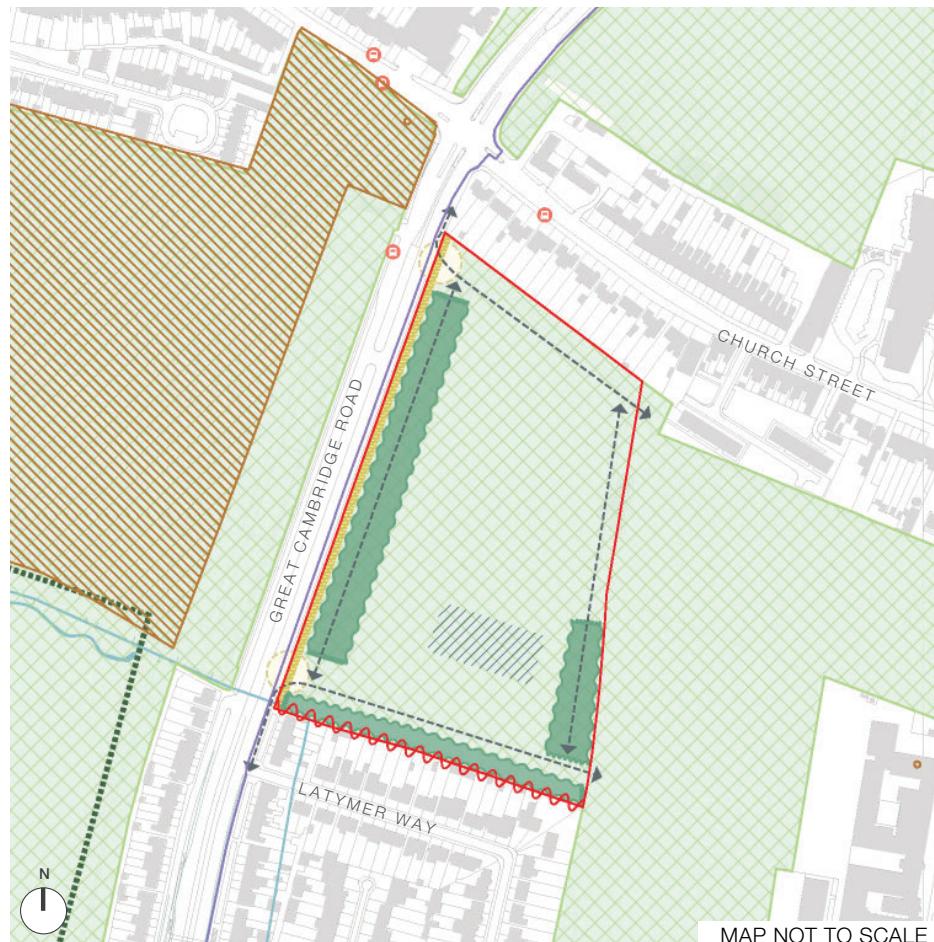


Table C1.187: SA URB.36- Church Street Recreation Ground

SA URB.36: CHURCH STREET RECREATION GROUND	
Existing site information	
Address	Church Street Recreation Ground, London N9 9HH
Site Area	4.43ha
Existing Use(s)	Open space
Site considerations	
Flood Zone	1
PTAL	2
Heritage Considerations	None.
Impacts on Archaeological Priority Area	None.
Proposal	
Land Use Requirements	The site should provide crematorium .
Implementation	
Timeframe	0-5 years 5 - 10 years 10+ years
	X

Table C1.188: SA URB.36- Church Street Recreation Ground

SA URB.36: CHURCH STREET RECREATION GROUND	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards enhanced pedestrian and cycle connectivity</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along the A10 promoting active travel, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. must provide improvements to the pedestrian and cycle path along the northern boundary.</p> <p>C. must retain the existing high value trees and reinforce existing green buffers to the east and west (A10).</p> <p>D. should provide one main vehicular and pedestrian access from the A10 (south-west corner).</p> <p>E. should provide a secondary pedestrian entrance from the pedestrian path along the northern site boundary.</p> <p>F. must promote nature recovery with additional tree planting and biodiversity enhancements introducing a variety of habitats to include species-rich meadows, woodland and orchards.</p> <p>G. should locate a single storey building in the south-west corner of the site, adjacent to the vehicular access point. Crematorium flue must be carefully integrated into the built form.</p> <p>H. must carefully articulate all building frontages and screen utility/service areas.</p> <p>I. must carefully consider its relationship with existing rear gardens to the south and provide a minimum of 10m wide indigenous buffer planting strip along the boundary.</p>