

Table C1.95: SA URB.01 - Brimsdown Sports Ground

SA URB.01: BRIMSDOWN SPORTS GROUND	
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 improvements to access and facilities at Brimsdown Station</p> <p>III. should contribute towards delivery of towards 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 promote north-south pedestrian and cycle connections through a key green spine from Carterhatch Road to Osborne Road.</p> <p>B. must provide a new vehicular route linking Goldsdown Road to Vista Avenue.</p> <p>C. should improve secondary pedestrian gateways on Bowood Road and Osborne Road.</p> <p>D. should create active frontages along the green spine, the open space and new vehicular route.</p> <p>E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing considered the most appropriate.</p> <p>F. must minimise overlooking of the existing rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach</p> <p>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.</p> <p>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.</p> <p>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</p> <p>J. should locate access for servicing from Goldsdown Road, Carterhatch Road and Vista Avenue.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.02: Cockfosters Station Car Park

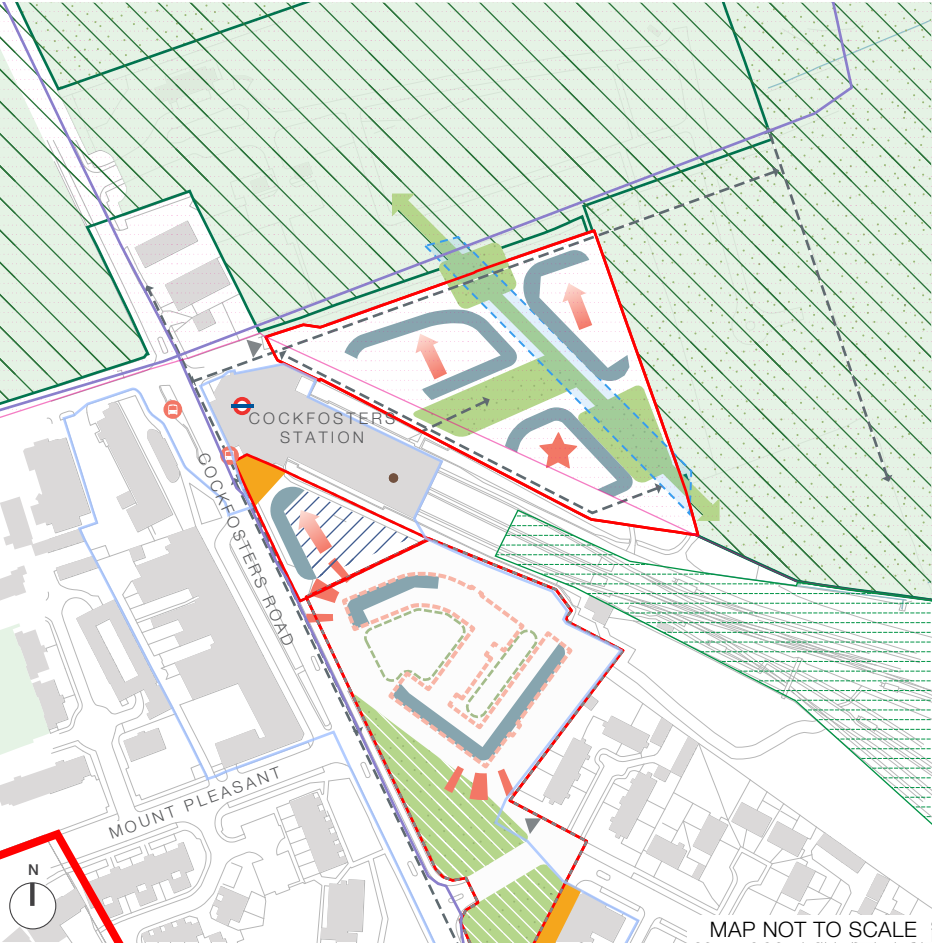


Table C1.96: SA URB.02 - Cockfosters Station Car Park

SA URB.02: COCKFOSTERS STATION CAR PARK			
Existing site information			
Address	Cockfosters Station Car Park (Parcels a & b) Cockfosters Road		
Site Area	1.15ha		
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 C1.97: SA URB.02 - Cockfosters Station Car Park

SA URB.02: COCKFOSTERS STATION CAR PARK	
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, footpath widening and rapid transit route as identified in the IDP</p> <p>II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove</p> <p>III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <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> <p>A. must improve east-west pedestrian and cycle permeability with connections linking into existing paths beyond the site boundary.</p> <p>B. should provide streetscape improvements along Cockfosters Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. must create a new arrival public space on Cockfosters Road adjacent to the existing station.</p> <p>D. must consider implications of the Thames Water main running through the site.</p> <p>E. should create a green spine through the site, which provides residential amenity and creates a biodiversity link with the surrounding Green Belt.</p> <p>F. must create active frontages along Cockfosters Road and central green spine.</p> <p>G. should provide a mix of typologies. mansion blocks, point block and taller buildings are considered the most appropriate.</p> <p>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.</p> <p>I. must consider long views from Trent Park Conservation Area.</p> <p>J. should provide dual aspect dwellings along the railway line.</p> <p>K. should minimise overlooking issues onto the railway line when designing the residential uses.</p> <p>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</p> <p>M. should locate non-residential uses along Cockfosters Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.03: Former Chase Park Farm Hospital

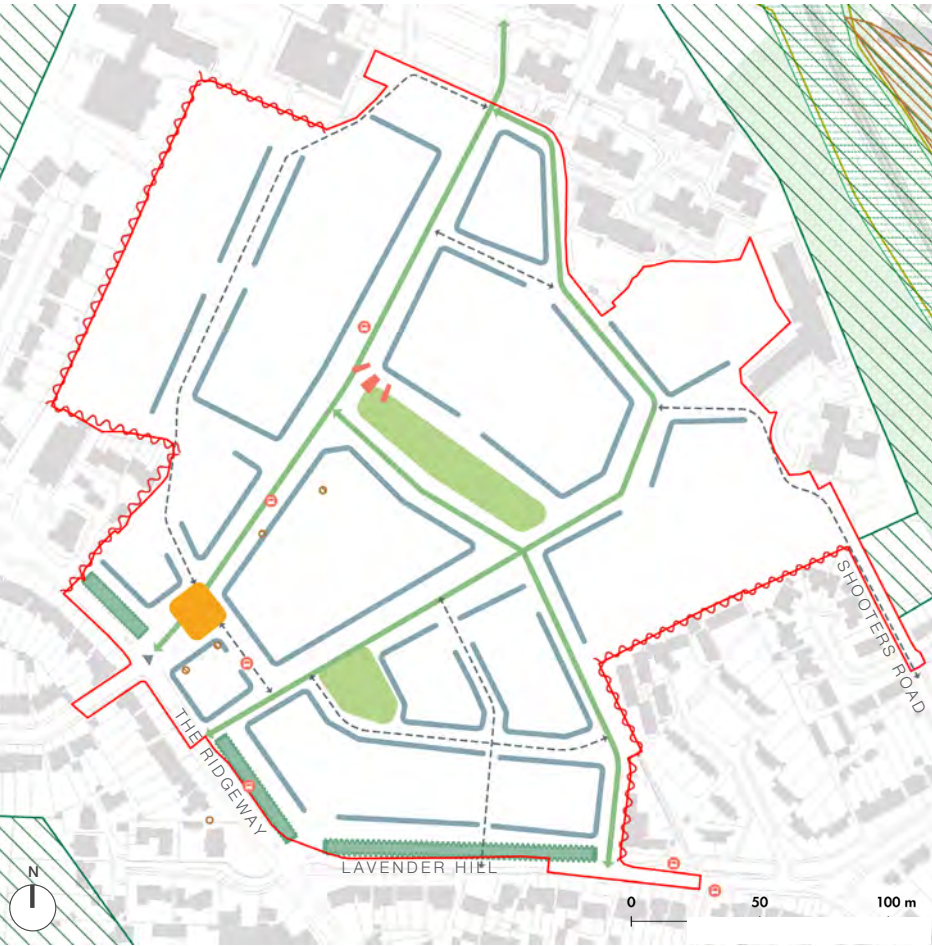


Table C1.98: SA URB.03 - Former Chase Farm Hospital

SA URB.03: FORMER CHASE FARM HOSPITAL			
Existing site information			
Address	Former Chase Farm Hospital, The Ridgeway, EN2 8JL		
Site Area	15.70ha		
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			
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*		

* 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 1.1: SA URB.03 - Former Chase Farm Hospital

SA URB.03: Former Chase Park Farm Hospital	
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 placemaking policy or IDP</p> <p>III. should facilitate hospital continuity and potential future expansion</p> <p>IV. should deliver primary care enabling school</p>
Design Principles	<p>Development on the site:</p> <p>A. should maximise retention of existing high value trees.</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 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.</p> <p>E. should provide perimeter blocks/mansion blocks typologies with some terraced housing and avoid lower density detached and semi-detached house types.</p> <p>F. should provide buildings that directly overlook primary routes promoting passive surveillance. Tall buildings are not considered acceptable on this site.</p> <p>G. must minimise overlooking of the rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach</p> <p>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.</p> <p>I. should introduce SuDS running through the centre of the site and adjacent to primary routes.</p> <p>J. should locate service access onto The Ridgeway.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.04: Blackhorse Tower, Cockfosters Road

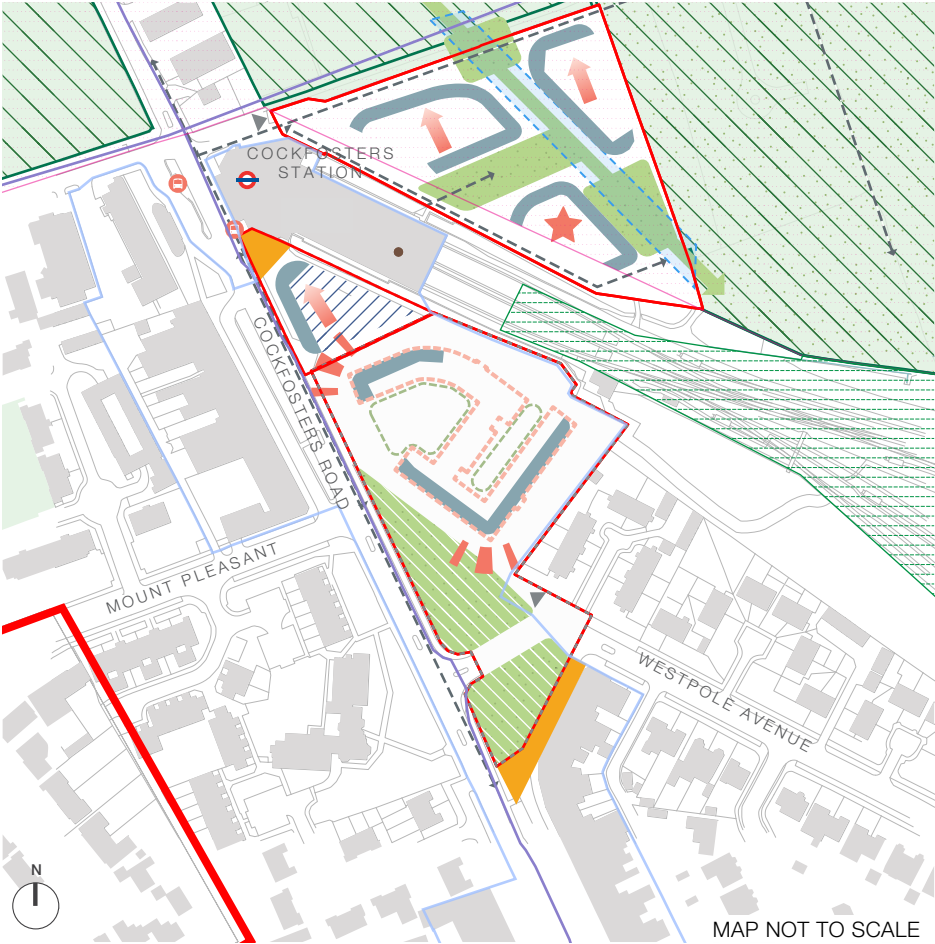


Table C1.99: SA URB.04 - Blackhorse Tower, Cockfosters Road

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 C1.100: SA URB.04 - Blackhorse Tower, Cockfosters Road

SA URB.04: BLACKHORSE TOWER, COCKFOSTERS 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 identified TfL upgrades to London underground network serving Arnos Grove</p> <p>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> <p>IV. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide streetscape improvements along Cockfosters Road facilitating pedestrian and cycle movement between Cockfosters station and Station Parade.</p> <p>B. should retain and improve the existing green space between Cockfosters Road and Westpole Avenue.</p> <p>C. should retain the existing high value trees along Cockfosters Road.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>G. must create active frontages along Cockfosters Road and the southern edge.</p> <p>H. must consider long views from Trent Park Conservation Area.</p> <p>I. should create a central amenity space for leisure, recreation, and play used by residents.</p> <p>J. must consider the visual connection and relationship with tall buildings within the site allocation to the north of the railway line.</p> <p>K. should secure boundaries to existing homes along Norfolk Close.</p> <p>L. should provide dual aspect dwellings along the railway line.</p> <p>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</p> <p>N. should locate access for servicing from Cockfosters Road and Westpole Avenue.</p>

SA URB.05: New Avenue Estate

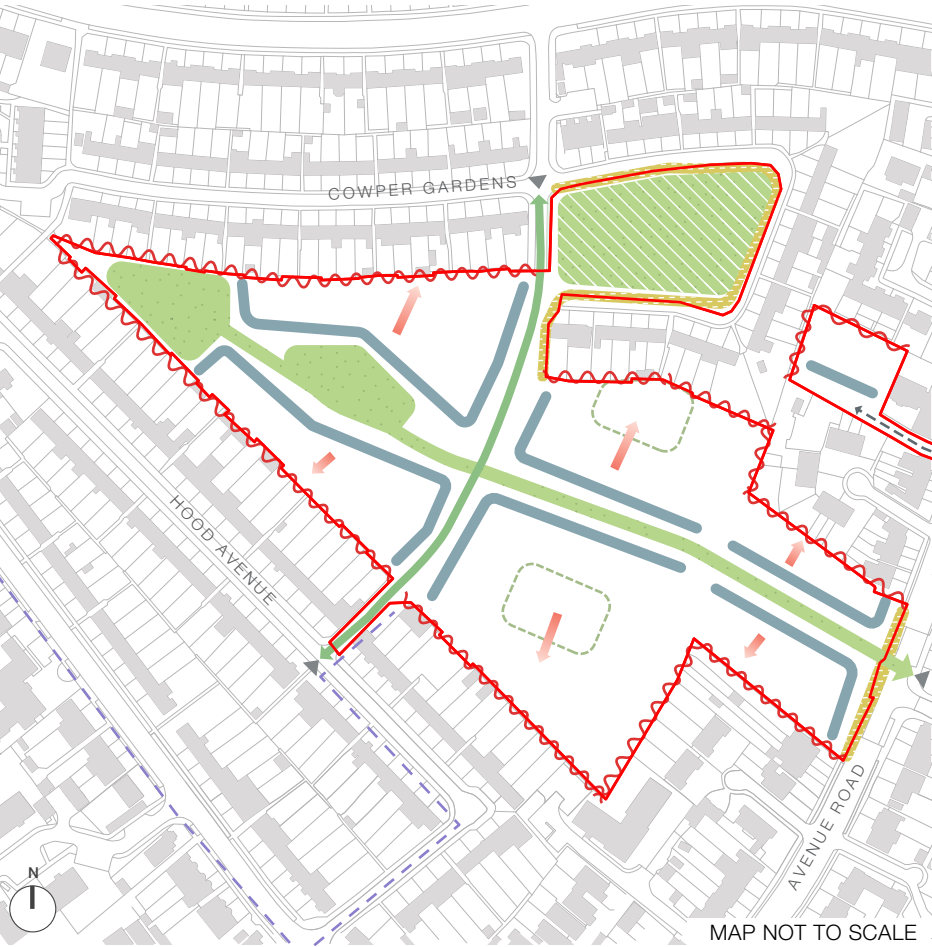


Table C1.101: SA URB.05 - New Avenue Estate

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

* 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 C1.102: 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>

SA URB.06: Former Middlesex University, Trent Park

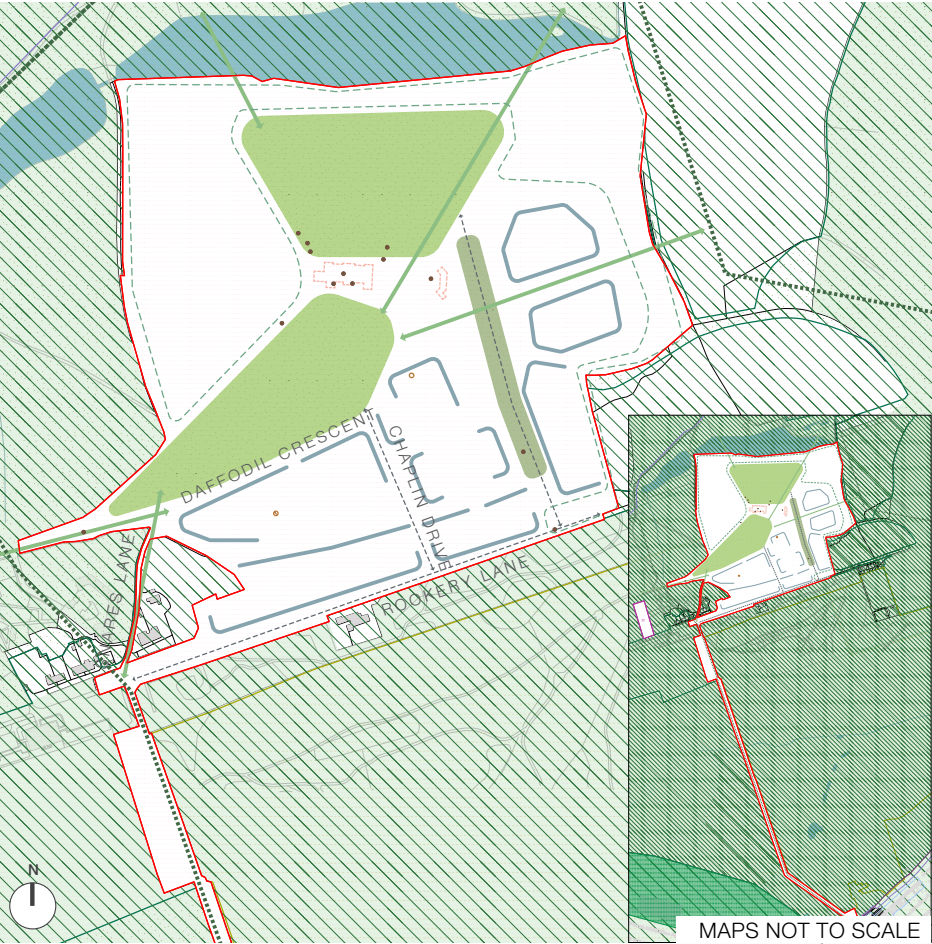


Table C1.103: SA URB.06 - Former Middlesex University, Trent Park

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

Table C1.104: 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> <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> <p>III. facilitate delivery of wildlife centre</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. should increase woodland cover.</p> <p>E. should introduce SuDS running through the centre of the site and adjacent to primary routes.</p> <p>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.</p> <p>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.</p> <p>H. should create active frontages onto primary connections, promoting passive surveillance.</p> <p>I. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting</p> <p>J. must locate access for servicing from Snakes Lane.</p> <p>K. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.07: Sainsbury's Green Lanes



Table C1.105: 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	2.2 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 C1.106: SA URB.07 - Sainsbury's Green Lanes

SA URB.07: SAINSBURY'S GREEN LANES	
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 lane and footpath widening identified in the IDP</p> <p>II. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. should contribute towards the extension of Firs Farm flood alleviation scheme</p> <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> <p>A. must retain existing open space and existing high value trees.</p> <p>B. should provide additional tree planting and biodiversity enhancements.</p> <p>C. should improve east-west pedestrian connections from Halsmere Road to Green Lanes towards the New River Path.</p> <p>D. must improve north-south permeability within the site through the creation of secondary connections within the development.</p> <p>E. should improve existing entrances into the retained green space along Halsmere Road.</p> <p>F. must deliver/contribute towards streetscape improvements along Green Lanes (identified as a Green Link in the Policies Map).</p> <p>G. should enhance the public realm fronting at the gateways into the site from Green Lanes.</p> <p>H. must create active frontages along Green Lanes, the green space edge and internal pedestrian and cycle connections.</p> <p>I. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate.</p> <p>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.</p> <p>K. should locate non-residential uses along Green Lanes to create a connection to the existing Local Centre (Winchmore Hill Broadway).</p> <p>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.</p> <p>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.</p>

OUTSIDE OF THE PLACEMAKING AREAS

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

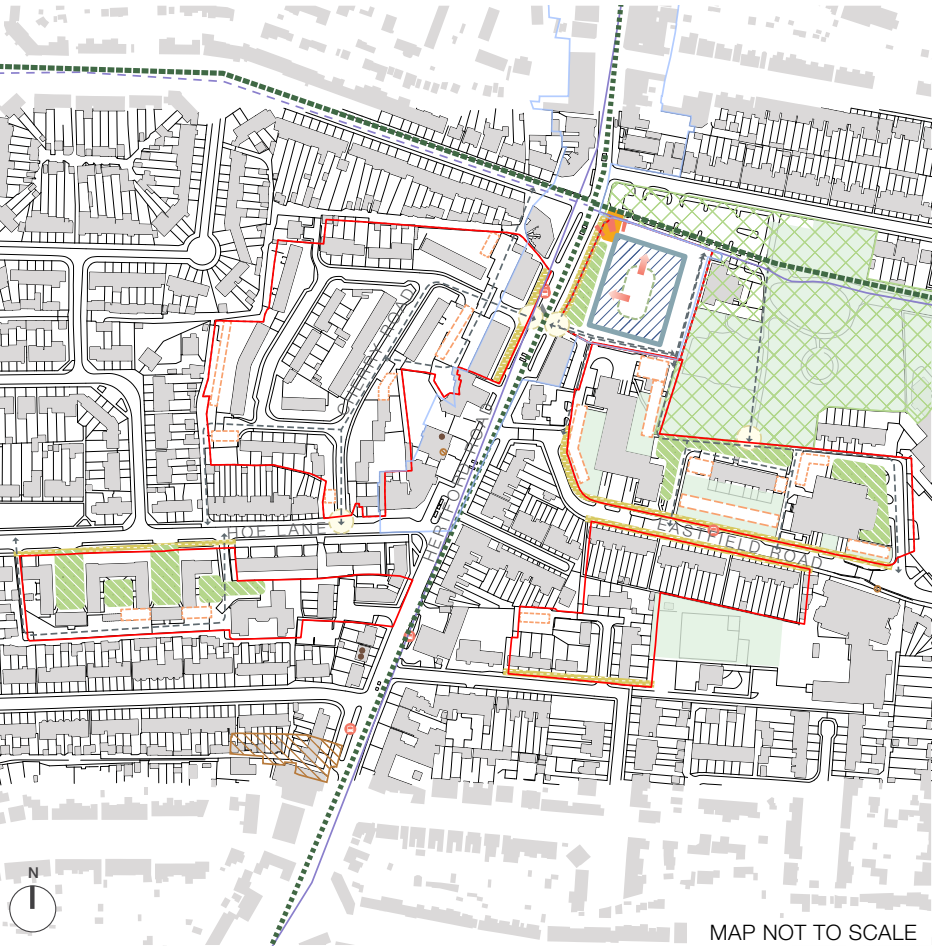


Table C1.107: SA URB.08 - Hoe, Eastfield, Cherry and Bouvier Estates

SA URB.08: HOE, EASTFIELD, CHERRY AND BOUVIER ESTATES			
Existing site information			
Address	Hoe, Eastfield, Cherry and Bouvier Estates		
Site Area	6.61ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	240	0

Table C1.108: 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> <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> <p>III. should contribute towards Albany Park river restoration and flood alleviation scheme</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.19)</p> <p>B. must improve north-south and east-west pedestrian connections and facilitate links to the Green Loop and Albany Park.</p> <p>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.</p> <p>D. should create new pedestrian gateways along Hertford Road improving links to Albany Park.</p> <p>E. should improve existing green spaces.</p> <p>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.</p> <p>G. 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>H. should create active frontages along the Albany Park edge exploiting long views across the green space.</p> <p>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.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.09: Exeter Road Estate

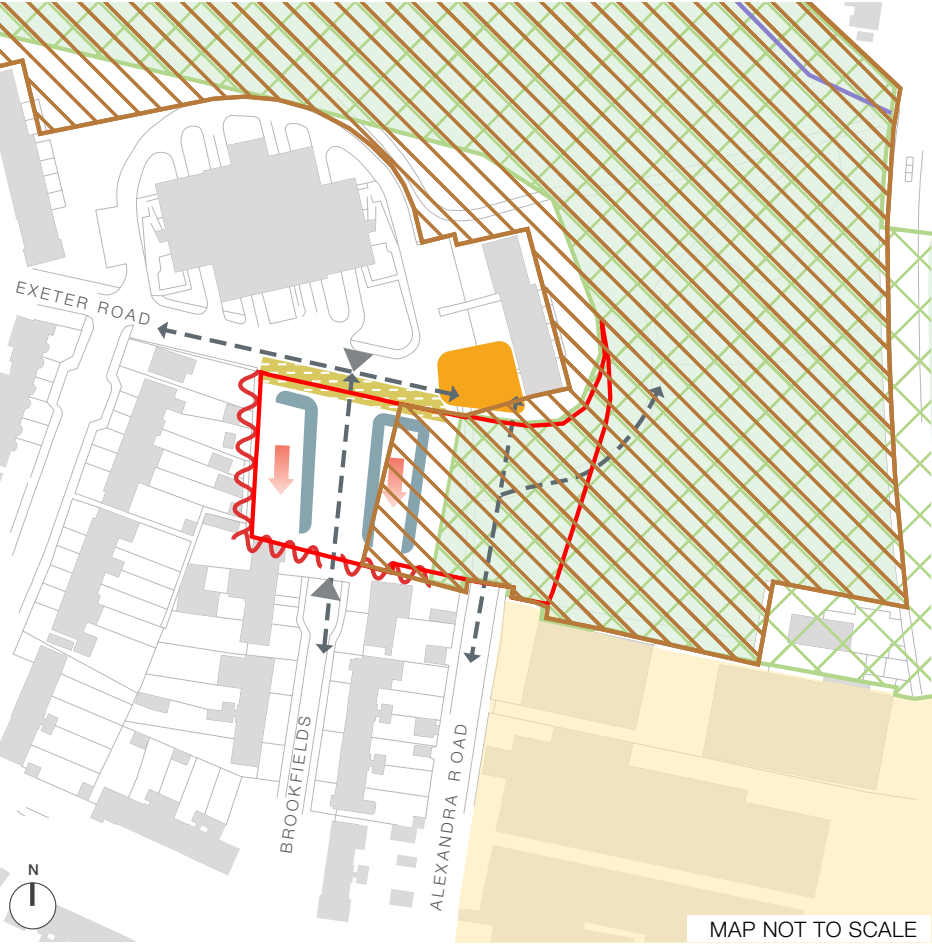


Table C1.109: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD ESTATE			
Existing site information			
Address	Land at former Wessex Hall Building, EN3 7TU		
Site Area	0.38 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			
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*		

* 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 C1.110: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD 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 improvements to access and facilities at Brimsdown Station</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> <p>IV. should contribute towards Durants Park Floor Alleviation Scheme</p>
Design Principles	<p>Development on the site:</p> <p>A. must retain existing MOL and deliver additional tree planting and biodiversity enhancements.</p> <p>B. should deliver/improve pedestrian and cycling connections from Brookfields Road and Alexandra Road to Exeter Road.</p> <p>C. must provide streetscape improvements along Exeter Road and Brookfields, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>D. could consider provision of a new public space at the intersection of Exeter Road and Alexandra Road as gateway into the existing MOL.</p> <p>E. must create active frontages along Exeter Road, Brookfields and the MOL edge.</p> <p>F. should provide perimeter block and mansion block typologies.</p> <p>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.</p> <p>H. must minimise overlooking into existing rear gardens.</p> <p>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</p> <p>J. should locate access for servicing from Exeter Road and Brookfields.</p>

Appendix C

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.10: Alma Estate

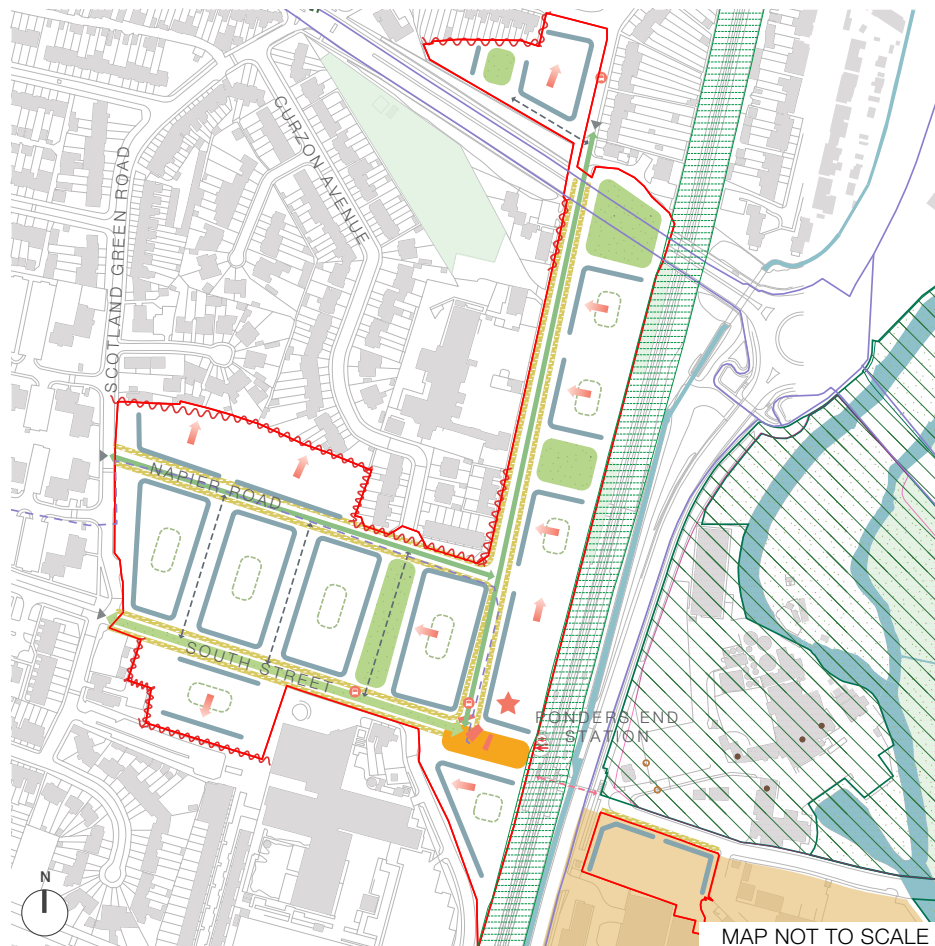


Table C1.111: SA URB.10 - Alma Estate

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 ¹⁵	0	0
Approximate Estimated Non-residential capacity (Class E)	3,800sqm*		

* Estimated gross capacity of 1204 homes

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

Table C1.112: SA URB.10 - Alma Estate

SA URB.10: ALMA 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> <p>III. should deliver reprovion of a community centre</p> <p>IV. should deliver the reprovion of a youth centre</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>B. should create a green spine along South Street which connects to a new public space fronting the station entrance.</p> <p>C. should create a network of public open spaces including play areas on South Street, Alma Road and Napier Road.</p> <p>D. must create active frontages along South Street, Alma Road, Napier Road and around main station square.</p> <p>E. should provide a mix of typologies. Perimeter blocks, courtyard blocks, terrace housing and towers are considered the most appropriate.</p> <p>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.</p> <p>G. should secure the rear garden boundaries of homes along the northern boundary through terrace housing and a back-to-back approach.</p> <p>H. must sensitively design residential uses and minimise overlooking onto existing properties along the northern, western, and southern boundary.</p> <p>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</p> <p>J. must locate access for servicing from South Street and Alma Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.11: The Former Royal Chace Hotel

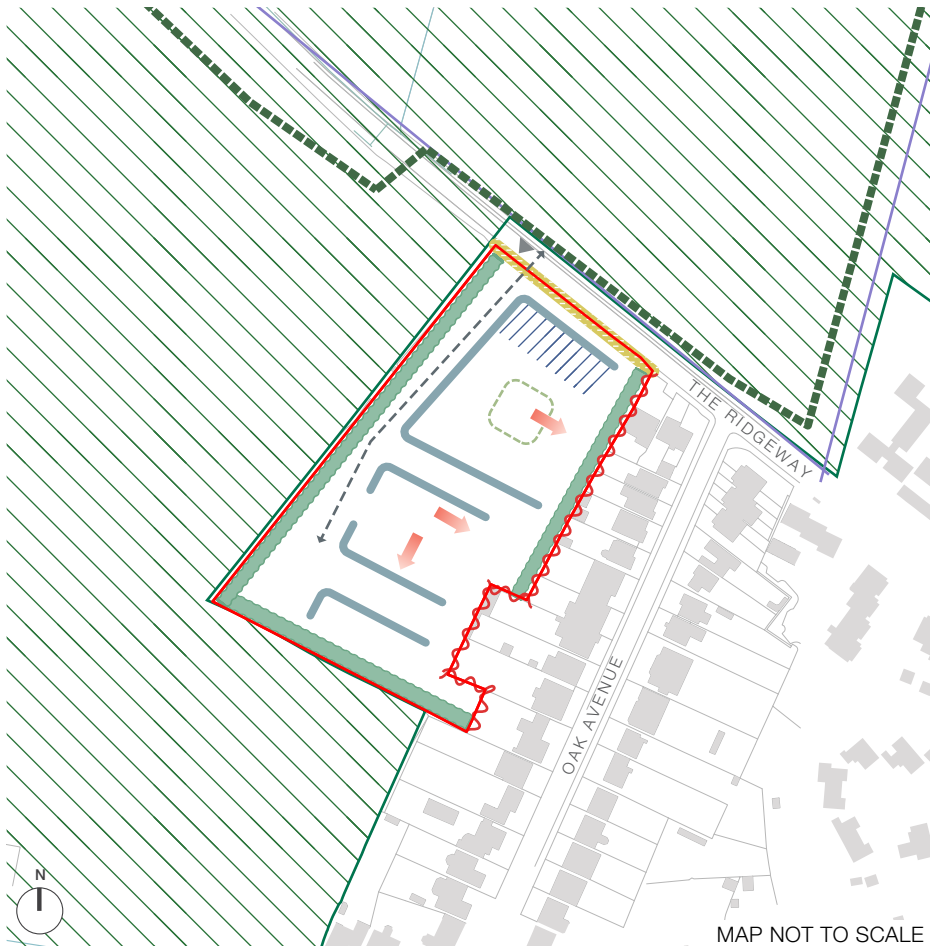


Table C1.113: SA URB.11 - The Former Royal Chace

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)		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	115*	0	0

* 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 C1.114: 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 C1.115: 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			
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*		

* 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 C1.116: SA URB.12 - 241 Green Street

SA URB.12: 241 GREEN 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 improvements to access and facilities at Brimsdown Station</p> <p>III. should contribute towards delivery of towards 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 Green Street and Enstone Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. should enable connections to the existing site to the north.</p> <p>C. must include a central open space.</p> <p>D. should provide point block and perimeter block typologies.</p> <p>E. must provide active frontages along Green Street, Enstone Road and the central open space.</p> <p>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.</p> <p>G. must include flexible employment spaces accessed from the central open space</p> <p>H. should provide dual aspect dwellings along the railway line.</p> <p>I. should carefully consider relation with existing sewer running east-west.</p> <p>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</p> <p>K. should locate access for servicing from Enstone Road.</p> <p>L. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

Appendix C

OUTSIDE OF THE PLACEMAKING AREAS

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

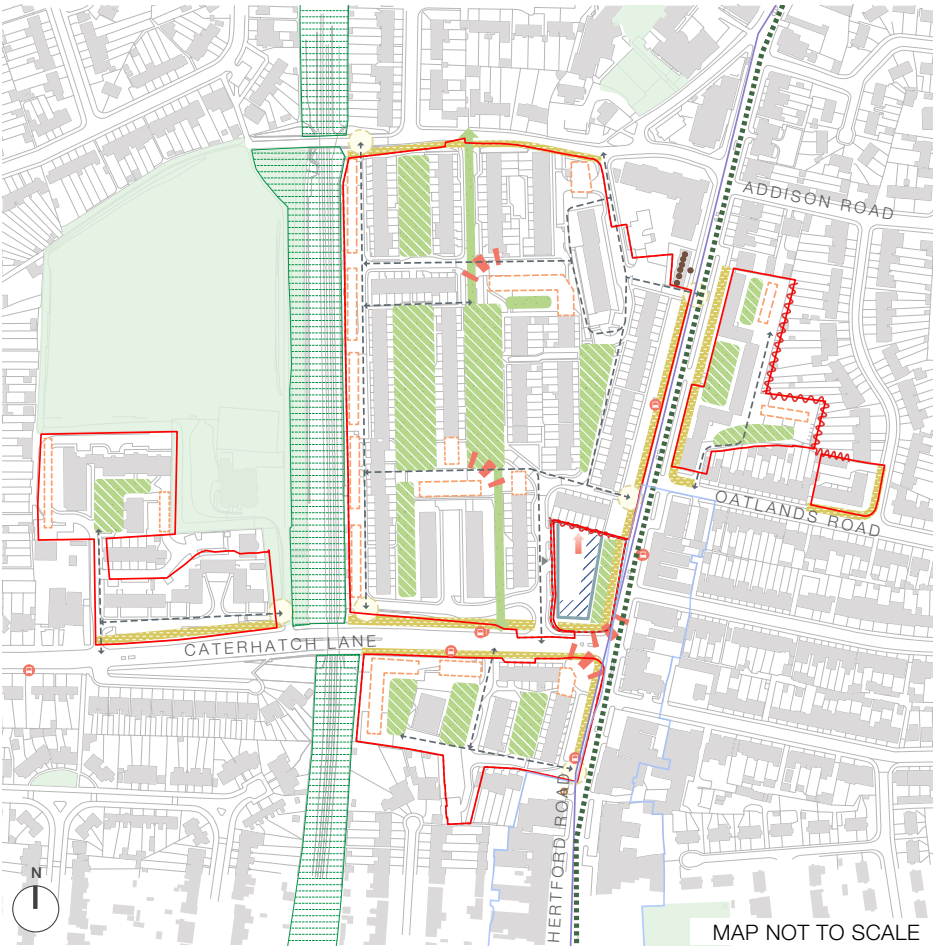


Table C1.117: SA URB.13 - Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate

SA URB.13: HERTFORD ROAD, ARCHERS AND ROMAN WAY, LARKSFIELD GROVE, CATERHATCH, LYTCHE WAY 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	12.26ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	199	0

Table C1.118: 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, LYTCHET WAY 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>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.14: Four Hills Estate, Lavender Hill



Table C1.119: 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	12.31		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	99	0

Table C1.120: 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> <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 through the central open space from Blossom Lane to Brigadier Hill.</p> <p>B. must improve north-south pedestrian connections through the central open space from Cedar Road to Lavender Hill.</p> <p>C. should provide improvements to the existing central open space including additional tree planting, biodiversity enhancements and formal/informal play.</p> <p>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.</p> <p>E. should improve existing pedestrian gateways on Blossom Lane, Cedar Road, Brigadier Hill, and Lavender Hill.</p> <p>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.</p> <p>G. should improve existing vehicular entrances.</p> <p>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.</p> <p>I. should provide a mix of typologies villa blocks of up to 15m in height and terrace housing considered the most appropriate.</p> <p>J. should re-provide the community use and associated new public space along Brigadier Hill.</p> <p>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</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.15: Kettering Road Estate

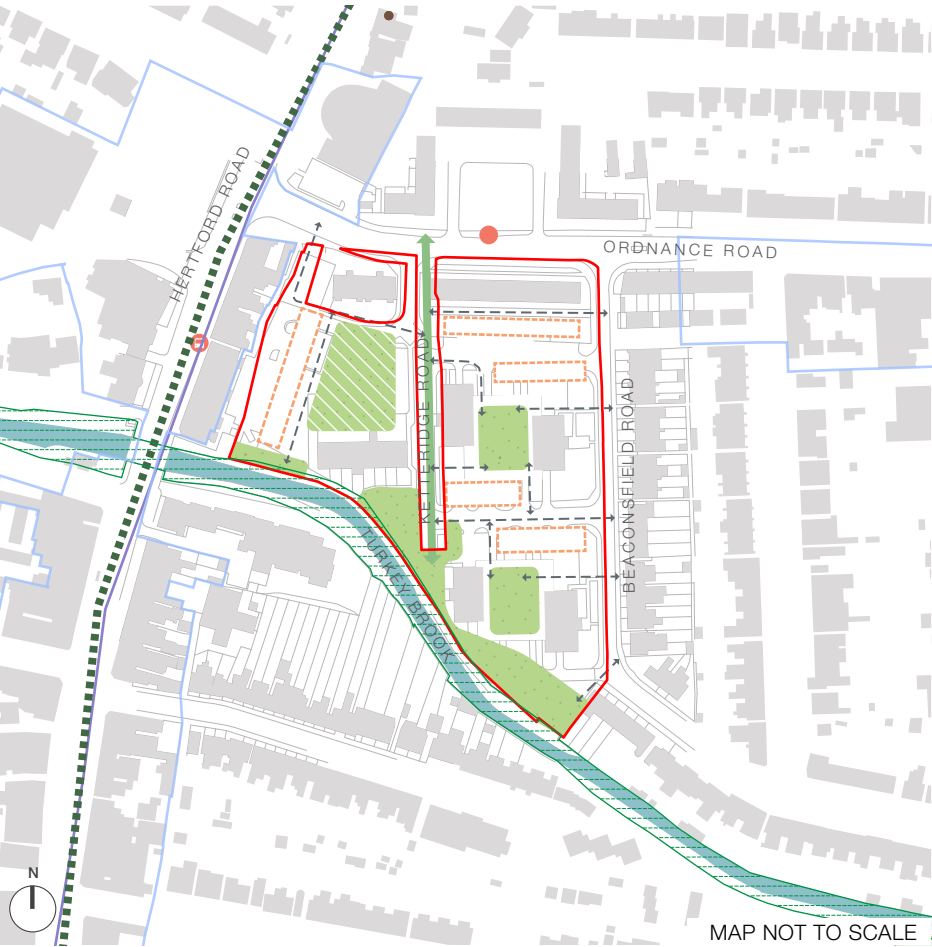


Table C1.121: SA URB.15 - Kettering Road Estate

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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	90	0

Table C1.122: SA URB.15 – Kettering Road Estate

SA URB.15: KETTERING ROAD 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> <p>III. should contribute towards Albany Park river restoration and flood alleviation scheme Delivering high quality access and public realm improvements to Turkey Street Station</p>
Design Principles	<p>Development on the site:</p> <p>A. must improve east-west and north-south pedestrian connections.</p> <p>B. should provide streetscape improvements along Ordnance Road, Beaconsfield Road and Kettering Road.</p> <p>C. should create a central open space along Kettering Road including a playground.</p> <p>D. should create active frontages along Kettering Road, Beaconsfield Road and the central open space.</p> <p>E. should create a new public open space along the Turkey Brook and reinforce existing wildlife corridor through additional planting and biodiversity enhancements.</p> <p>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.</p> <p>G. should provide mews infill to the rear of the housing block along Ordnance Road.</p> <p>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.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.16: 188-200 Bowes Road



Table C1.123: 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			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	47	39	0
Approximate Estimated Non-residential capacity (Class E)	526 sqm*		

* 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 C1.124: 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

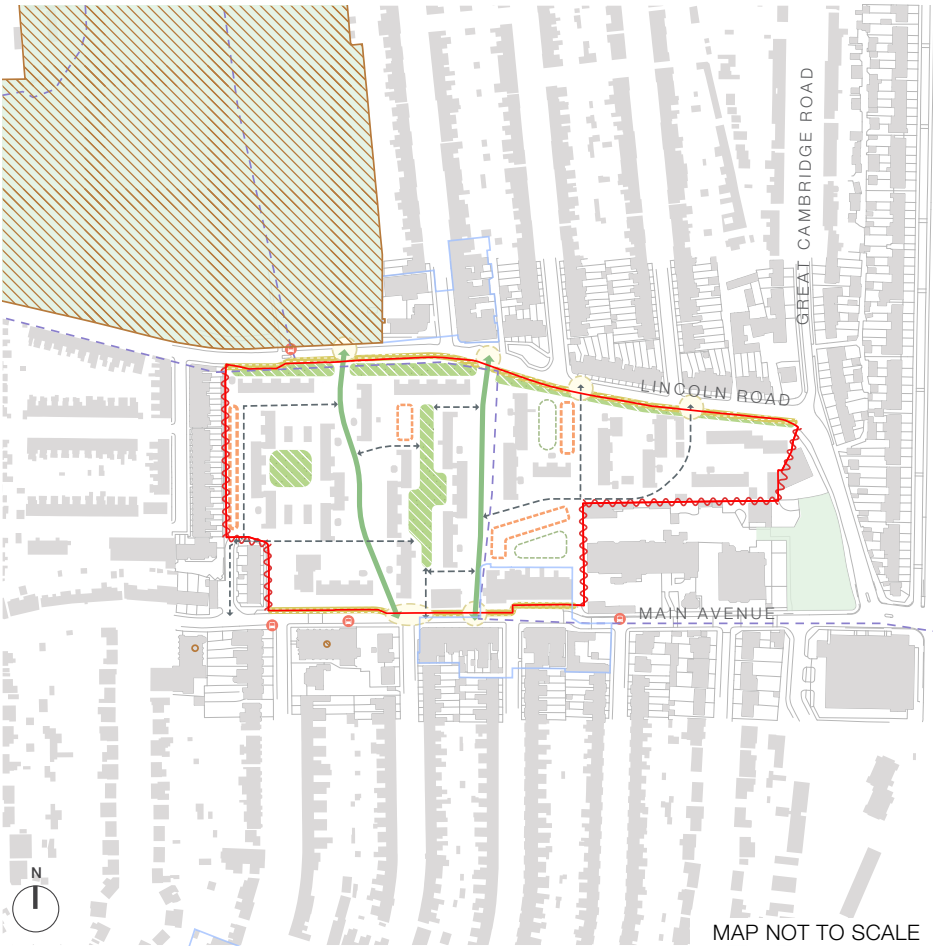


Table C1.125: SA URB.17 - Main Avenue Estate

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	5-10	10+
Approximate Estimated Housing Capacity	0	80	0

Table C1.126: SA URB.17 - Main Avenue Estate

SA URB.17: MAIN 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 improvements to access and facilities at Bush Hill Park Station</p> <p>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>
Design Principles	<p>Development on the site:</p> <p>A. must improve north-south and east-west pedestrian connections and facilitate access to Bush Hill Park.</p> <p>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.</p> <p>C. should provide improvements to existing green strip along Lincoln Road with additional tree planting and biodiversity enhancements.</p> <p>D. should provide improvements to existing Florence Green Park with improved pedestrian gateways, additional tree planting, biodiversity enhancements and formal/informal play.</p> <p>E. should use infill opportunities on garage sites and car park areas.</p> <p>F. should provide an infill mews on Agricola Place, securing the rear garden boundaries to existing homes through a back-to-back approach.</p> <p>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.</p> <p>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.</p> <p>I. must carefully consider its relationship with the Library, Wheatsheaf Hall, Bush Hill Park and Lincoln Road Medical Practice.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.18: Land at Ritz Parade

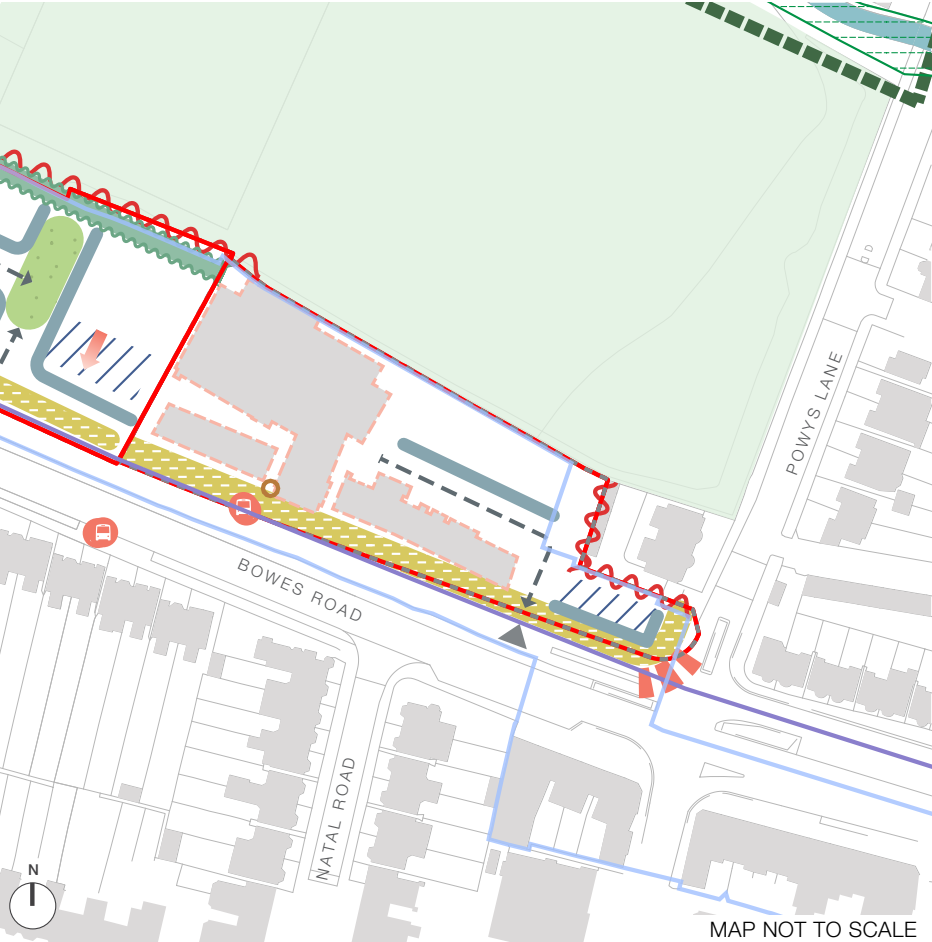


Table C1.127: SA URB.18 - Land at Ritz Parade

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	5-10	10+
Approximate Estimated Housing Capacity	0	71	0
Approximate Estimated Non-residential capacity (Class E)	Some re-provision of non-residential floorspace		

Table C1.128: SA URB.18 - Land at Ritz Parade

SA URB.18: LAND AT RITZ PARADE	
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 retain and restore Ritz Parade and the Assembly Hall.</p> <p>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.</p> <p>C. must secure the existing boundaries of the playing field through a back-to-back approach.</p> <p>D. should create a linear shared surface to the rear of Ritz Parade serving the new and existing buildings.</p> <p>E. must create active frontages along Bowes Road and Powys Lane.</p> <p>F. should provide perimeter block and mansion block typologies.</p> <p>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.</p> <p>H. should locate non-residential uses along Bowes Road.</p> <p>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.</p> <p>J. should locate access for servicing from Bowes Road.</p> <p>K. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.19: Albany Leisure Centre

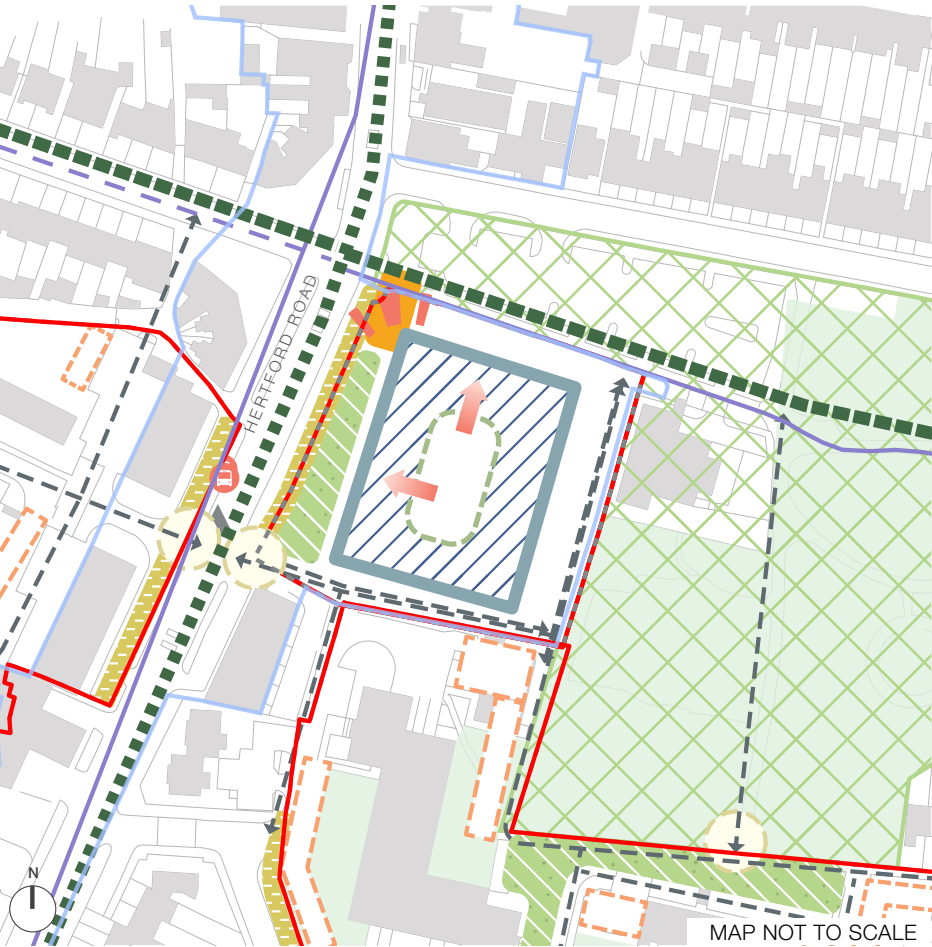


Table C1.129: SA URB.19 - Albany Leisure Centre

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 C1.130: SA URB19 - Albany Leisure Centre

SA URB.19: ALBANY LEISURE CENTRE	
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> <p>III. contribution towards wetland creation/restoration at Albany Park</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.08)</p> <p>B. must improve east-west pedestrian connections from Hertford Road to Albany Park and the existing play area.</p> <p>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.</p> <p>D. must maximise the retention of existing high value trees and reinforce greening along Hertford Road with additional tree planting.</p> <p>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.</p> <p>F. must create active frontages along Hertford Road, the Enfield Green Loop and Albany Park.</p> <p>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.</p> <p>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.</p> <p>I. must decrease height toward north and west boundary. Tall buildings are not acceptable on this site.</p> <p>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</p> <p>K. must locate access for servicing from Hertford Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.20: Cuckoo Hall Lane Estate

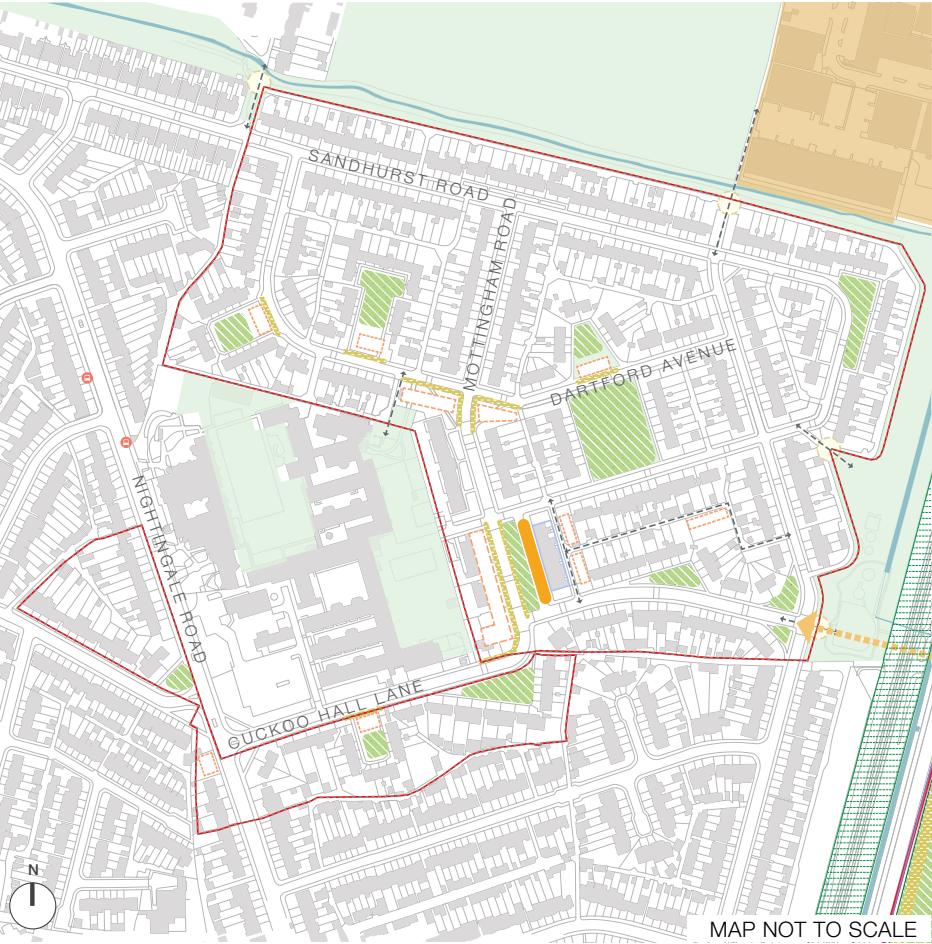


Table C1.131: SA URB.20 - Cuckoo Hall Lane Estate

SA URB.20: CUCKOO HALL LANE ESTATE			
Existing site information			
Address	Cuckoo Hall Lane Estate		
Site Area	15.40ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	59	0

Table C1.132: 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>

Appendix C

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.21: Moorfield Health Centre



Table C1.133: 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	0.3ha		
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 reprovision of non-residential floorspace (Class E) suitable for provision of social infrastructure (e.g. creche, nursery, health facility)		
Implementation			
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*		

* 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 C1.134: SA URB.21- Moorfield Health Centre

SA URB.21: MOORFIELD HEALTH CENTRE	
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> <p>III. Should contribute towards Albany Park river restoration and flood alleviation scheme</p> <p>IV. Contribution towards a new or improved healthcare needs based upon data from London Healthy Urban Development Unit (HUDU)</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.13)</p> <p>B. must provide streetscape improvements along Hertford Road and Carterhatch Lane maximising tree planting to provide a green buffer.</p> <p>C. should maximise the retention of existing high value trees.</p> <p>D. should provide a perimeter/courtyard block which reinforces building frontages along Hertford Road and Carterhatch Lane.</p> <p>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.</p> <p>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.</p> <p>G. should provide dual aspect dwellings along Hertford Road.</p> <p>H. should provide non-residential uses at ground floor along Hertford Road and Carterhatch Lane.</p> <p>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</p> <p>J. should locate access for servicing from Moorfield Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.22: Oakwood Station Car Park

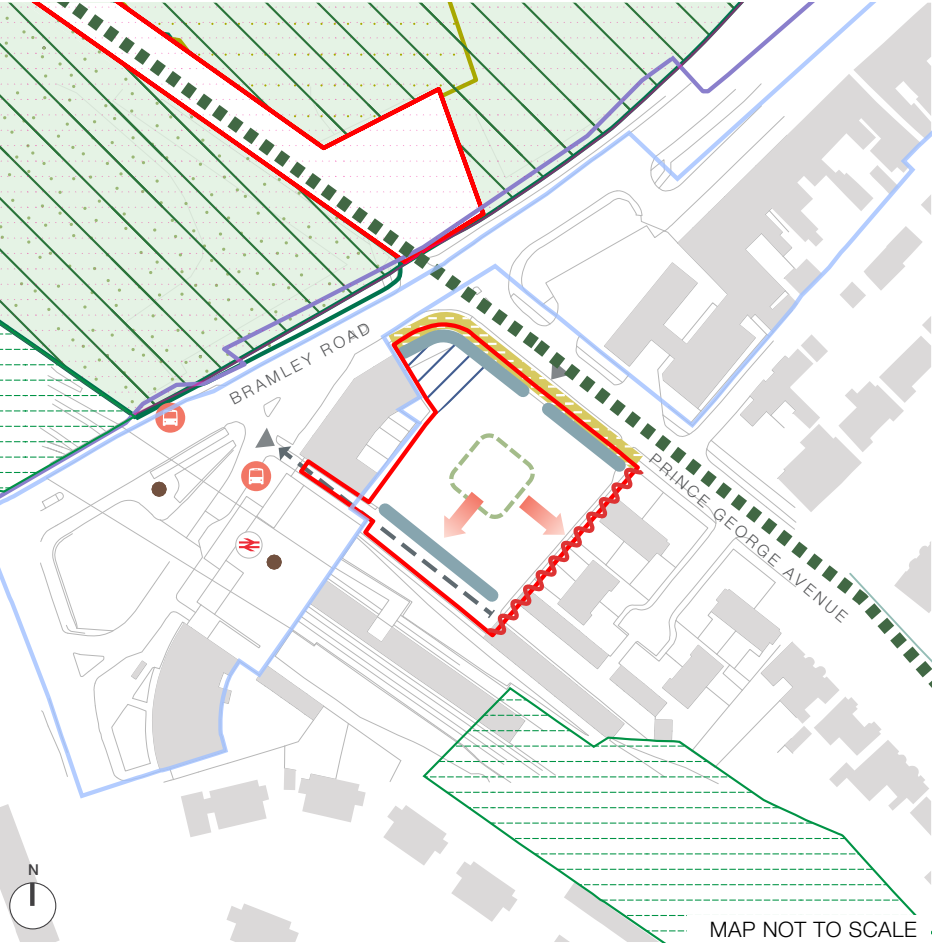


Table C1.135: SA URB.22 - Oakwood Station Car Park

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 C1.136: SA URB.22 - Oakwood Station Car Park

SA URB.22: OAKWOOD STATION CARPARK	
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> <p>III. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Prince George Avenue (identified as a Green Link) and Bramley Road.</p> <p>B. must create active frontages along Prince George Avenue and Bramley Road.</p> <p>C. must carefully consider its relationship with existing properties to the south-east.</p> <p>D. should provide a residential courtyard at the centre of the development.</p> <p>E. should provide a mix of typologies. Mansion blocks, perimeter blocks and a point block are considered the most appropriate.</p> <p>F. must decrease height towards south and east site boundary. Tall buildings are not considered acceptable on this site.</p> <p>G. should provide non-residential uses along Bramley Road.</p> <p>H. should provide dual aspect dwellings along the railway line.</p> <p>I. must embed noise mitigation measures into the design of the elevations facing the railway line.</p> <p>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.</p> <p>K. should locate access for servicing from Prince George Avenue and retain access from Bramley Road for existing non-residential uses.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.23: Stoneleigh Avenue Estate

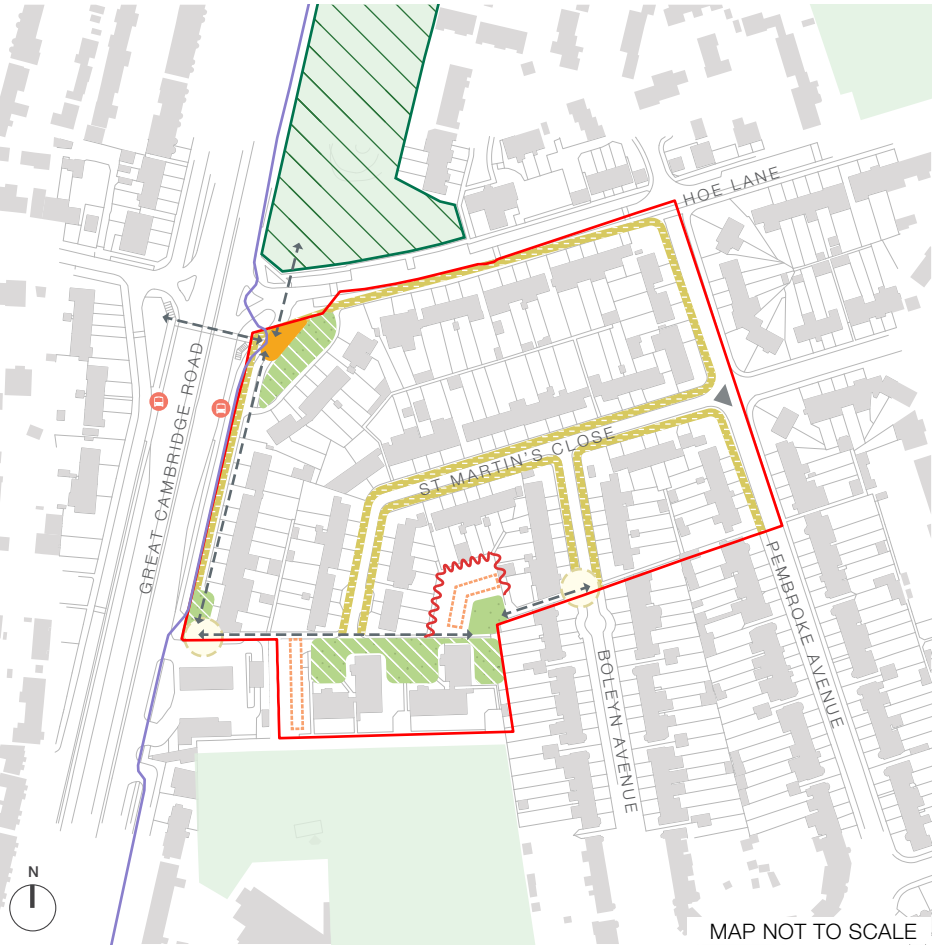


Table C1.137: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH AVENUE ESTATE			
Existing site information			
Address	Stoneleigh Avenue Estate. EN1, Off Hoe Lane.		
Site Area	3.60ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	42	0

Table C1.138: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH 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> <p>III. should contribute towards Albany Park River restoration and flood alleviation scheme</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>B. must provide public realm improvements to the A10 underground pedestrian crossing entrance and associated green. Tree planting should be maximised in this location.</p> <p>C. must improve pedestrian connections along the link from the A10 to Boleyn Avenue with improved pedestrian gateways.</p> <p>D. must provide improvements to the existing green spaces along the pedestrian link A10 to Boleyn Ave with additional tree planting and biodiversity enhancements.</p> <p>E. should provide infill development along the pedestrian link connecting the A10 to Boleyn Ave in a mix of mews and townhouses.</p> <p>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.</p> <p>G. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting</p> <p>H. should locate access for servicing from St Martin's Close.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.24: Fore Street Estate



Table C1.139: 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	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	39	0

Table C1.140: 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>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.25: Pevensey Avenue

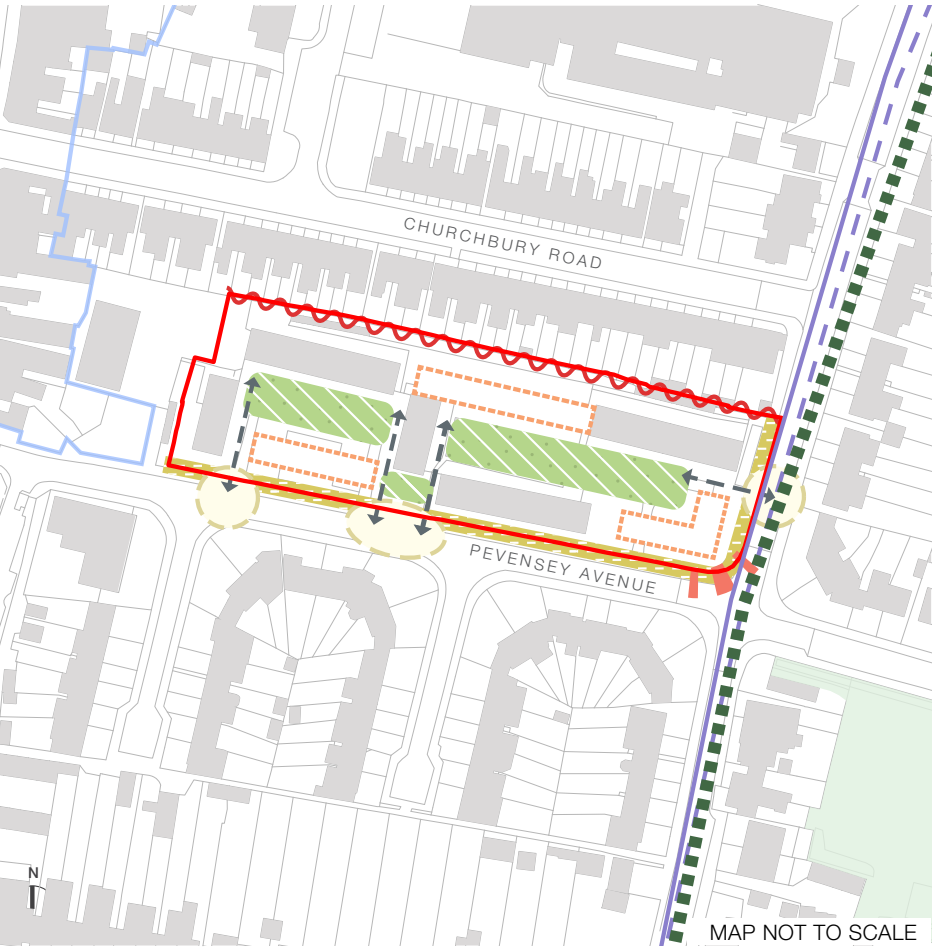


Table C1.141: SA URB.25 - Pevensey Avenue

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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	36	0

Table C1.142: SA URB.25 - Pevensey Avenue

SA URB.25: PEVENSEY AVENUE	
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 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.</p> <p>B. should improve existing pedestrian gateways along Pevensey Avenue and Churchbury Lane.</p> <p>C. should provide improvements to existing green spaces with additional tree planting and biodiversity enhancements.</p> <p>D. should provide infill development with a mansion block typology to create enclosed residential courtyards.</p> <p>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.</p> <p>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.</p> <p>G. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear gardens boundary through a back-to-back approach.</p> <p>H. should create active frontages along Pevensey Avenue and Churchbury Lane.</p> <p>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</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.26: Ford's Grove Car Park

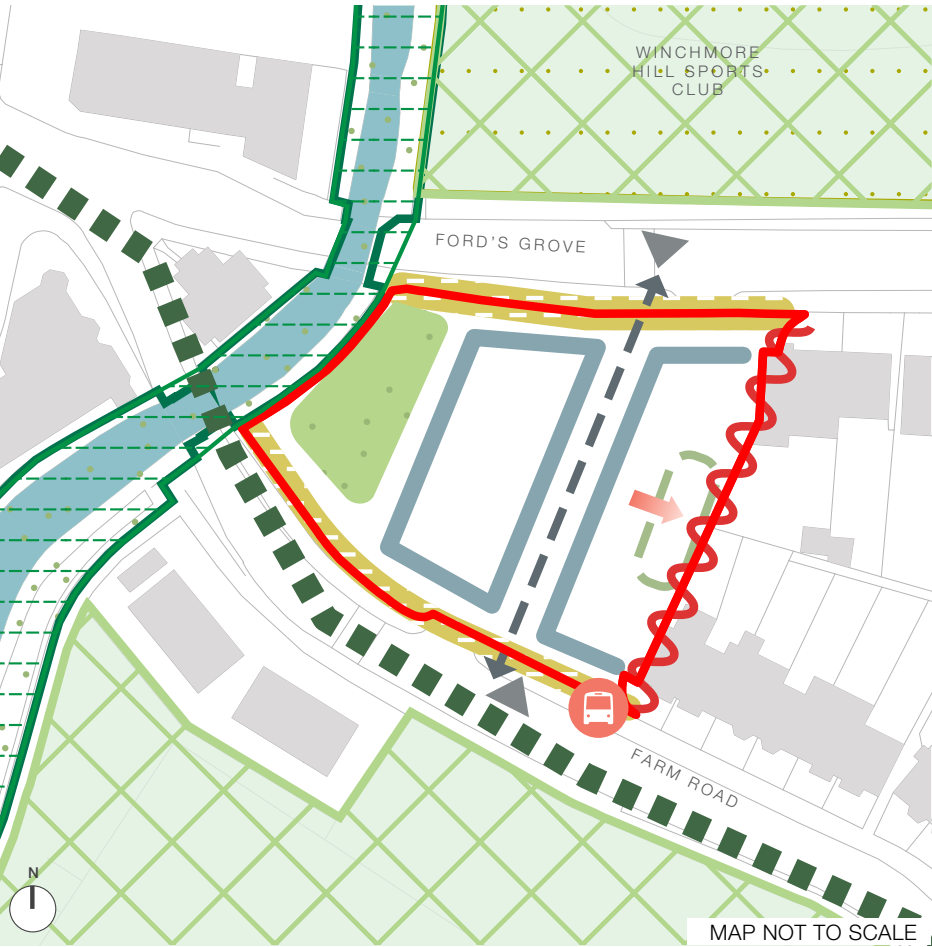


Table C1.143: SA URB.26 - Ford's Grove Car Park

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	5-10	10+
Approximate Estimated Housing Capacity	0	29	0