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Appendix C



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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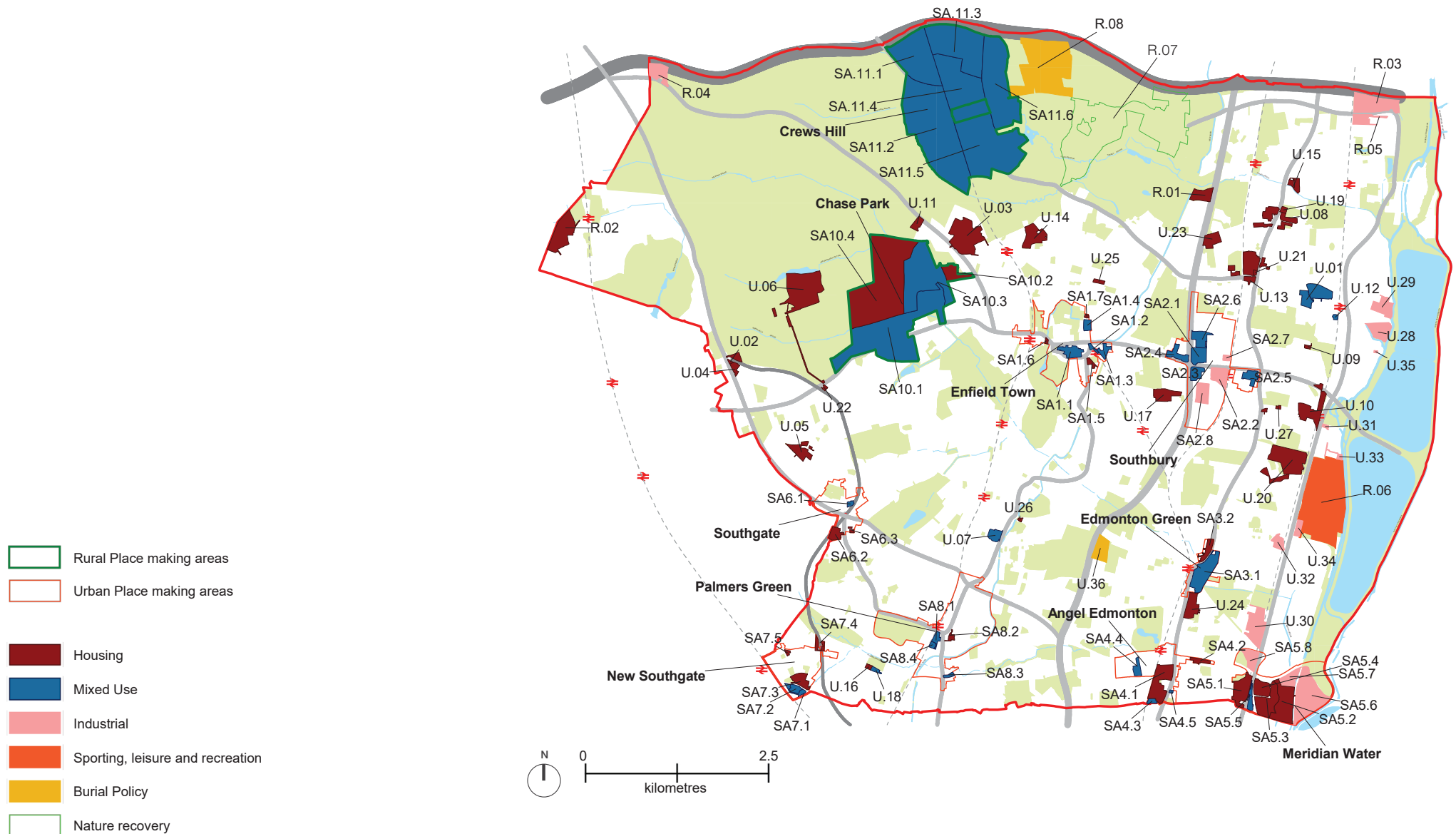
























Figure 17.1: Site allocations

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)
-  Future Strategic Industrial Location Extensions
-  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

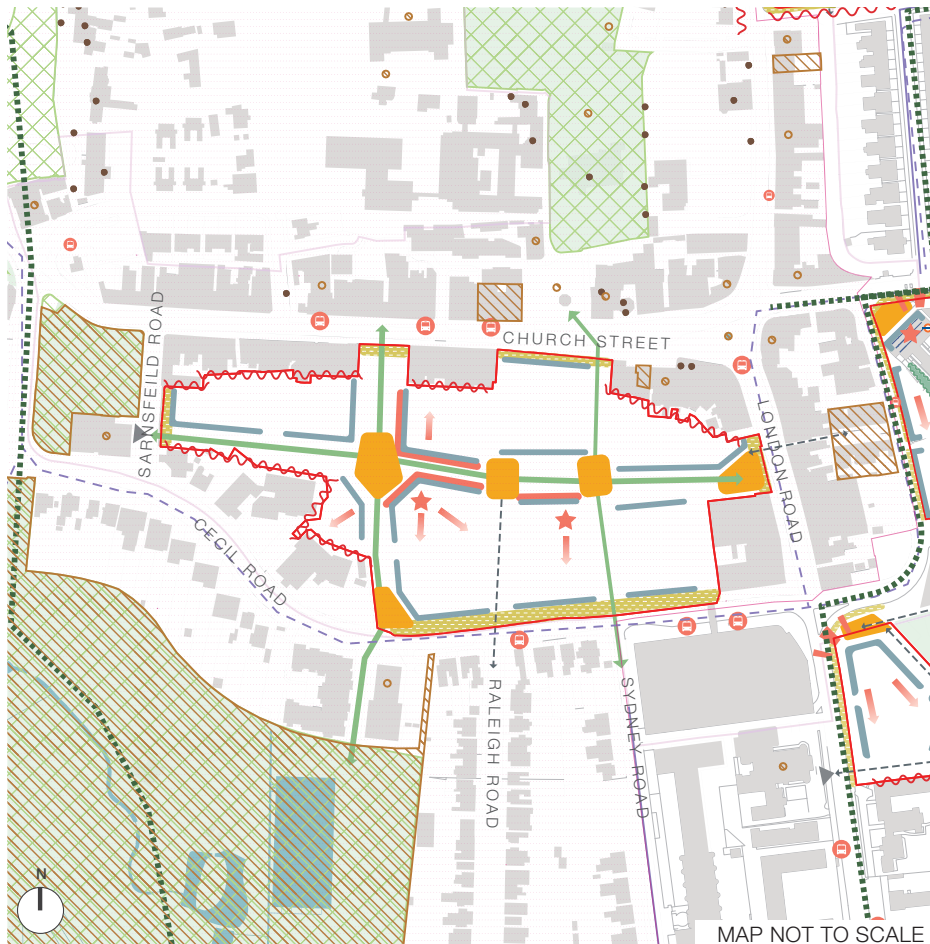


Table C1.1: SA1.1 - Palace Gardens Shopping Centre, Enfield

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.		
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 Sarnesfield 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	180
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 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 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 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

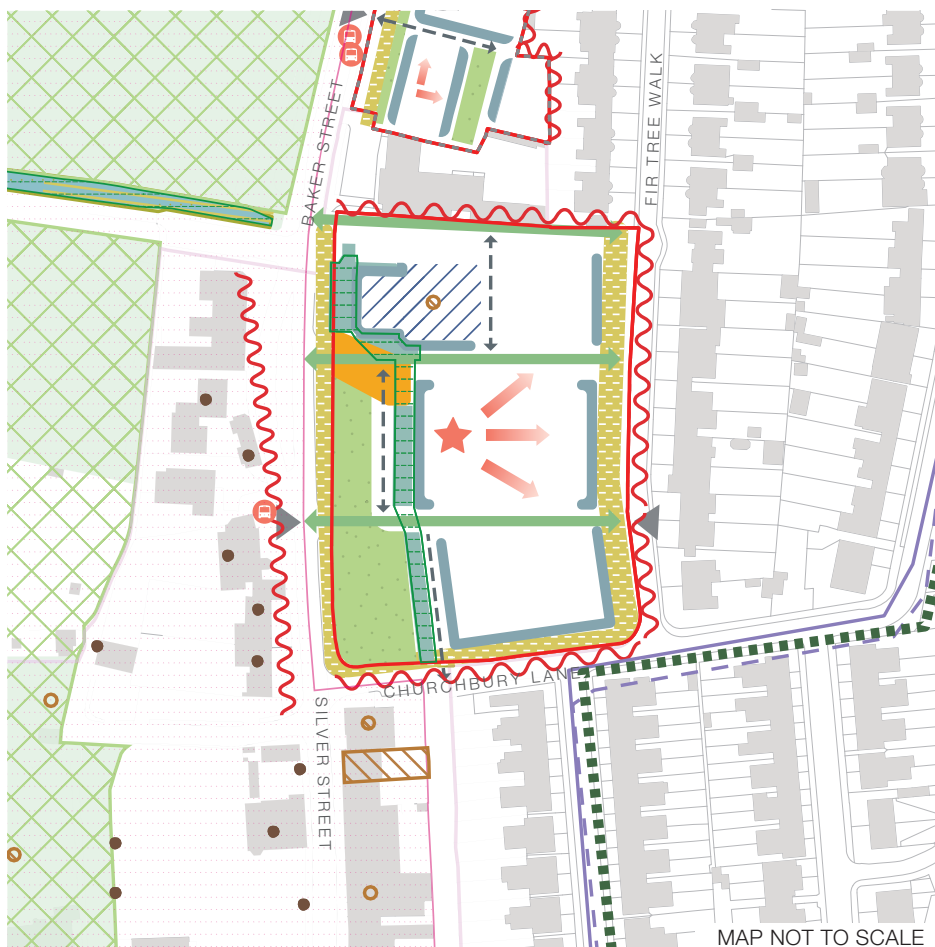


Table C1.7: SA1.4 – Enfield Civic Centre

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

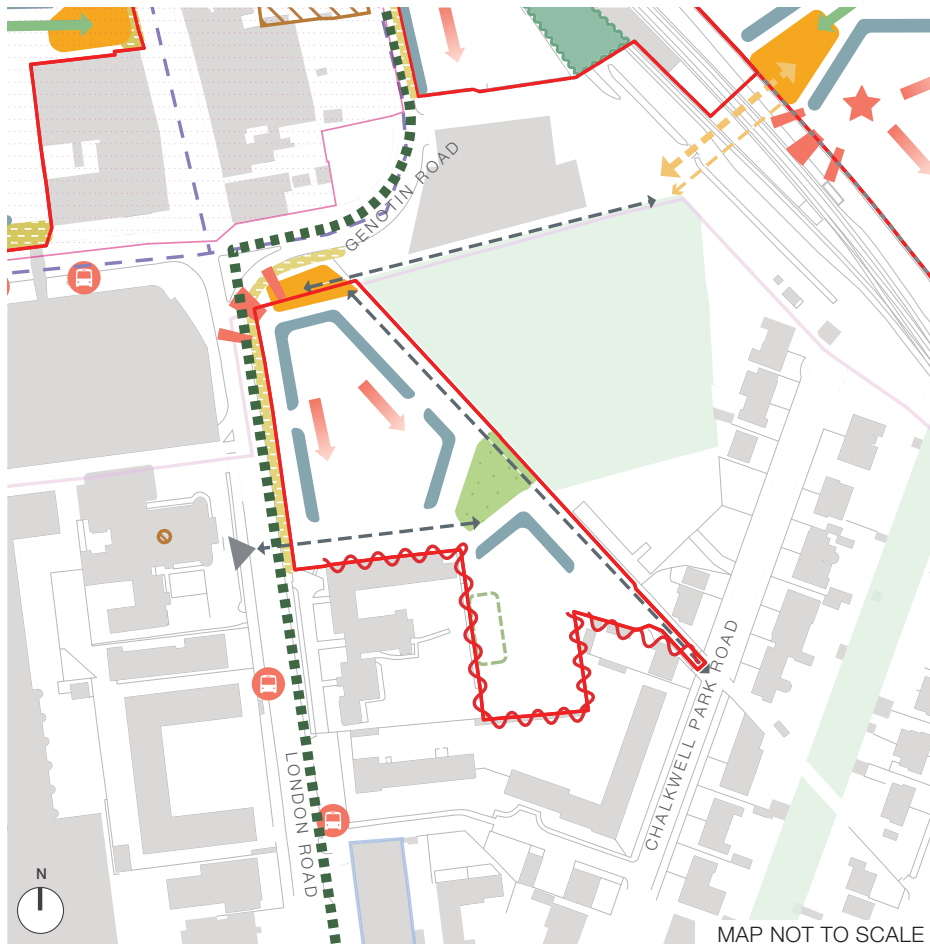


Table C1.9: SA1.5 - St Anne's Catholic High School for Girls, Enfield

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	0.82ha		
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 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.

Appendix C

ENFIELD TOWN

SA1.6: 100 Church Street, Enfield

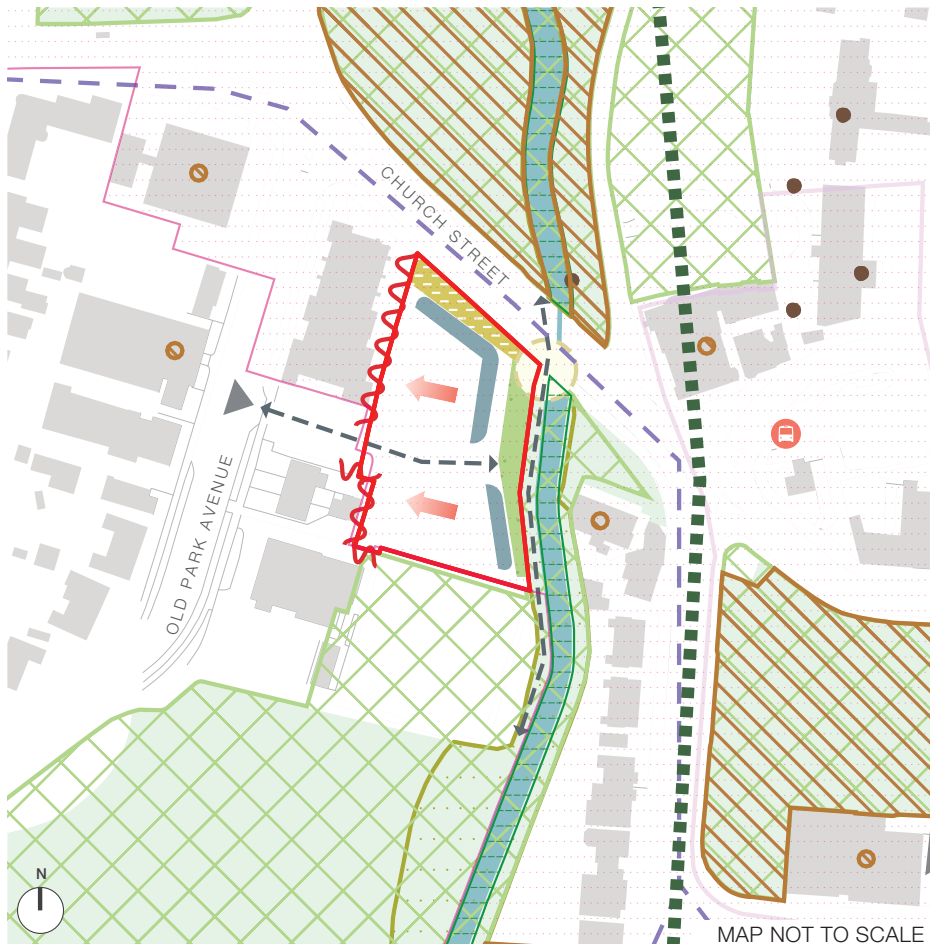


Table C1.11: SA1.6 - 100 Church Street, Enfield

SA1.6: 100 CHURCH STREET, ENFIELD			
Existing site information			
Address	100 Church Street, Enfield, EN2 6BQ		
Site Area	0.28ha		
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	5-10	10+
Approximate Estimated Housing Capacity	78*	0	0

* 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> <p>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.</p> <p>II. must contribute towards measures to provide off-site public cycle parking provision within Enfield Town.</p> <p>III. should contribute/enhance towards the delivery of the New River Loop walking path from Enfield Town to Broxbourne and Town Park Wetlands.</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>B. must improve pedestrian and cycle access to the New River Path from Church Street.</p> <p>C. must create active frontages along Church Street and the New River Path.</p> <p>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.</p> <p>E. should be in the form of mansion blocks, as this is considered the most appropriate typology for the site.</p> <p>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.</p> <p>G. should provide car-free development to promote active travel.</p> <p>H. should locate access for servicing from Old Park Avenue.</p>

ENFIELD TOWN

SA1.7: Oak House, 43 Baker Street

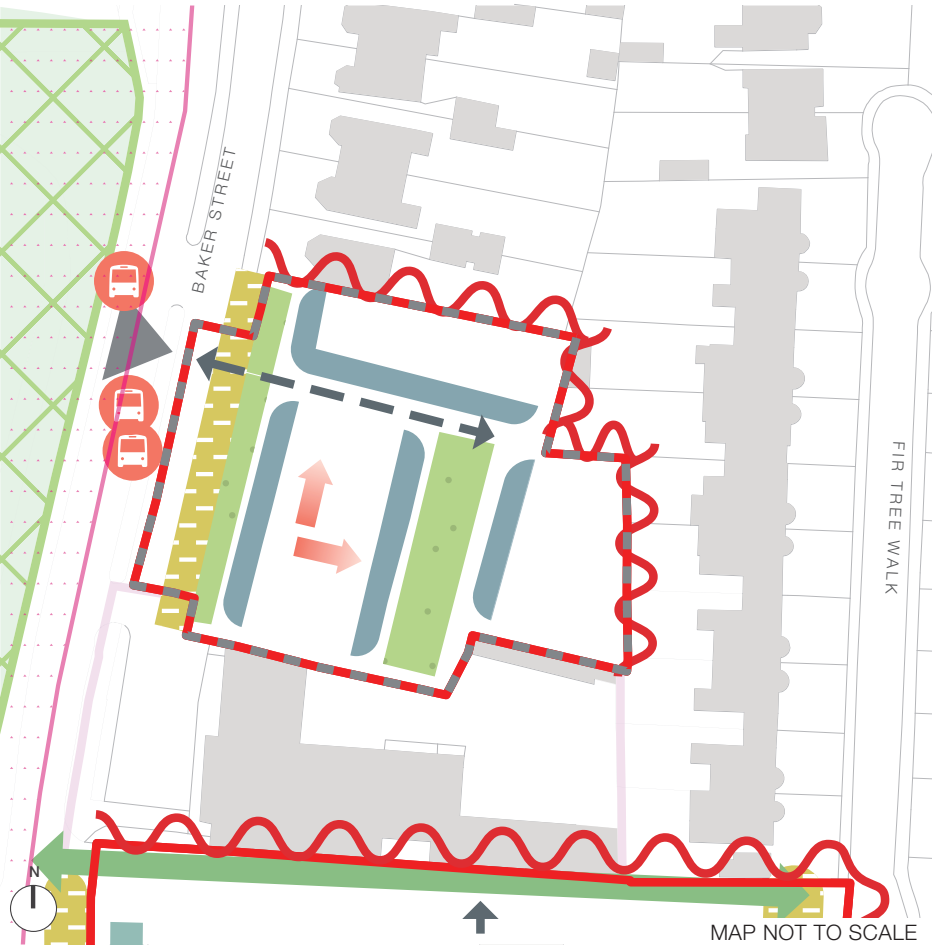


Table C1.13: SA1.7 - Oak House, 43 Baker Street

SA1.7: OAK HOUSE, 43 BAKER STREET			
Existing site information			
Address	Oak House, 43 Baker Street, EN1 3ET.		
Site Area	0.24ha		
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>

Appendix C

SOUTHBURY

SA2.1: Colosseum Retail Park

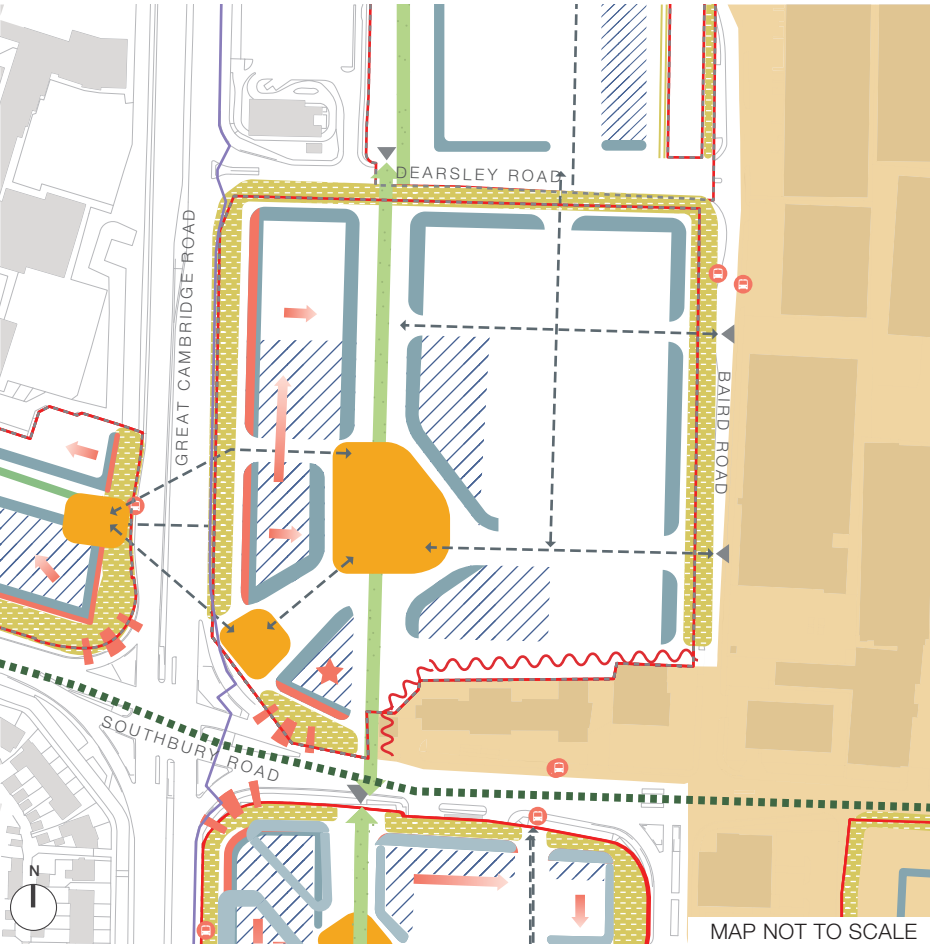


Table C1.15: SA2.1 - Colosseum Retail Park

SA2.1: COLOSSEUM RETAIL PARK			
Existing site information			
Address	Colosseum Retail Park, EN1 3FD		
Site Area	4.35ha		
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	10+
Approximate Estimated Housing Capacity	444	476	667
Approximate Estimated Non-residential capacity (Class E)	7,224 sqm*		

* 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

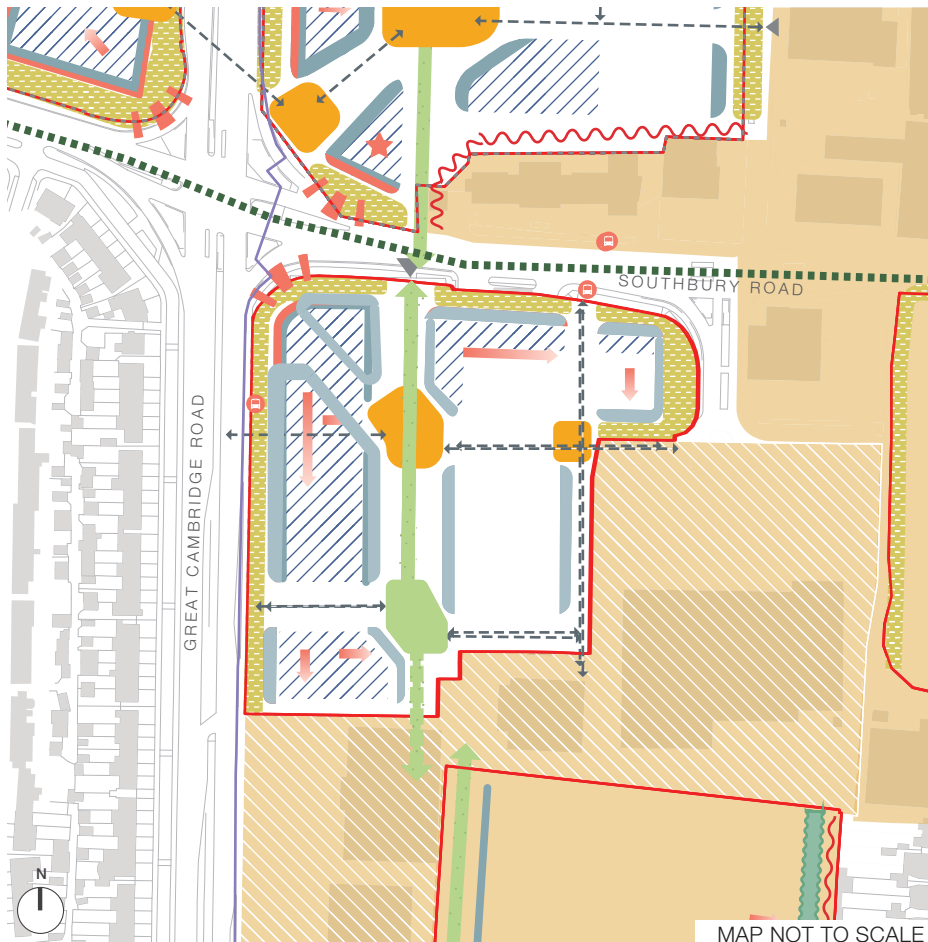


Table C1.17: SA2.3 - Morrisons, Southbury Road

SA2.3: MORRISONS, SOUTHBURY ROAD			
Existing site information			
Address	Morrisons, Southbury Road EN1 1TW		
Site Area	2.75ha		
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 (Class E)	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 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

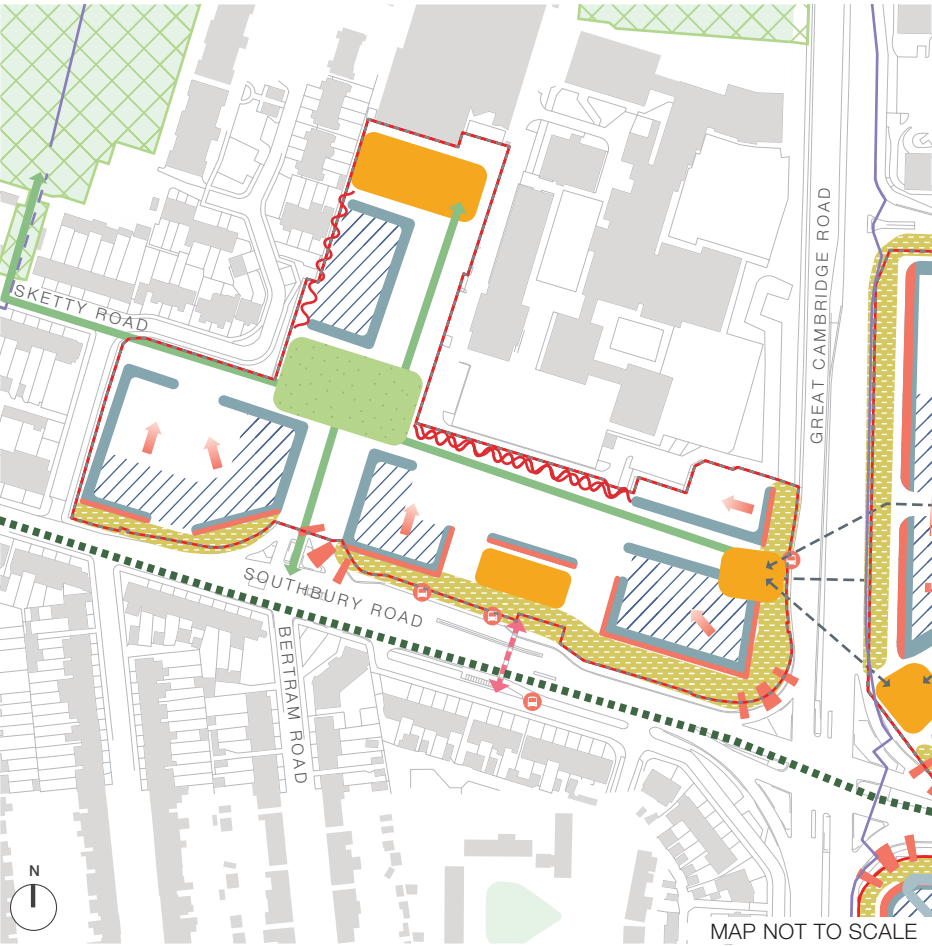


Table C1.19: SA2.4 - Southbury Leisure Park

SA2.4: SOUTHBURY LEISURE PARK			
Existing site information			
Address	Southbury Leisure Park, Enfield EN1 1YQ		
Site Area	2.95 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 delivery 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.

Appendix C

SOUTHBURY

SA2.5: Tesco, Ponders End

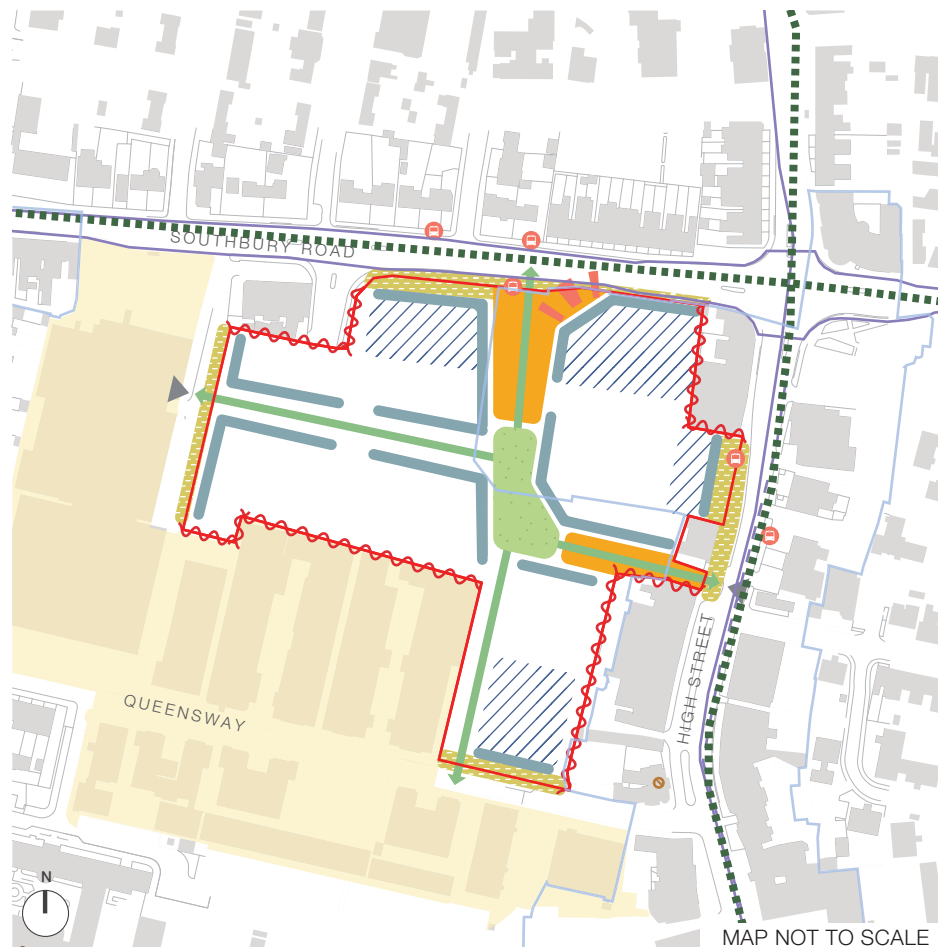


Table C1.21: SA2.5 - Tesco, Ponders End

SA2.5: TESCO, PONDERS END			
Existing site information			
Address	Tesco, 288 High Street, Ponders End		
Site Area	2.95ha		
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, PONDER'S 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 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 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.

Appendix C

SOUTHBURY

SA2.6: Sainsbury's, Crown Road

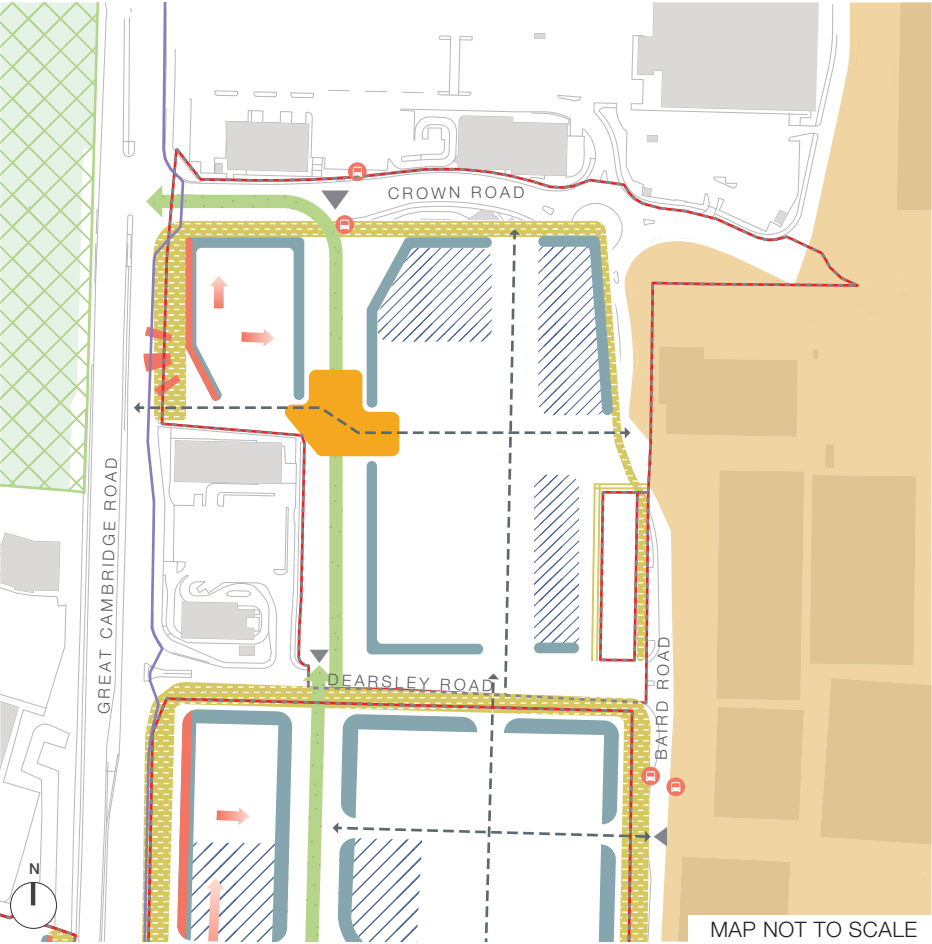


Table C1.23: SA2.6 - Sainsbury's, Crown Road

SA2.6: SAINSBURY’S CROWN ROAD			
Existing site information			
Address	Sainsbury’s, Crown Road, EN1 1TH		
Site Area	3.21 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	434*
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.		

* It is anticipated this site will deliver homes beyond the plan period and the total overall approximate estimated capacity of the site would be 872 homes. (delivering 434 homes within the plan and 434 beyond).

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 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. 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

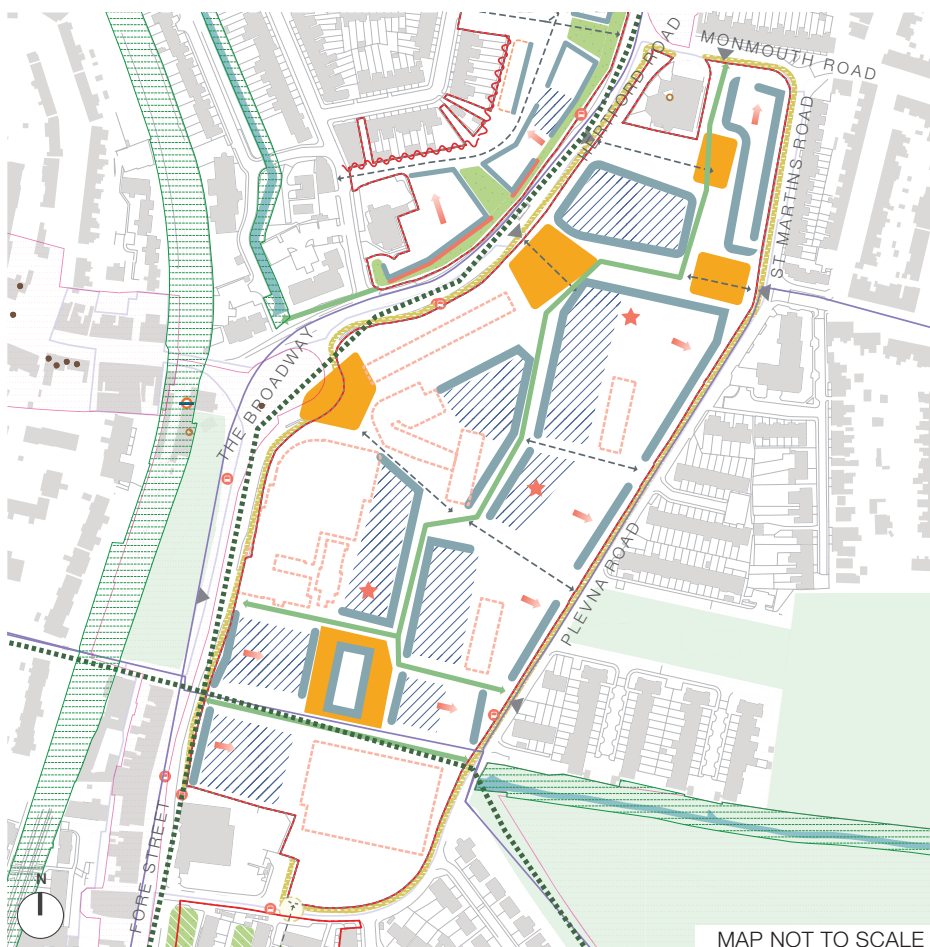


Table C1.25: SA3.1 - Edmonton Green Shopping Centre

SA3.1: EDMONTON GREEN TOWN CENTRE			
Existing site information			
Address	Edmonton Green Shopping Centre and adjoining land		
Site Area	10ha		
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 ⁴		

* 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

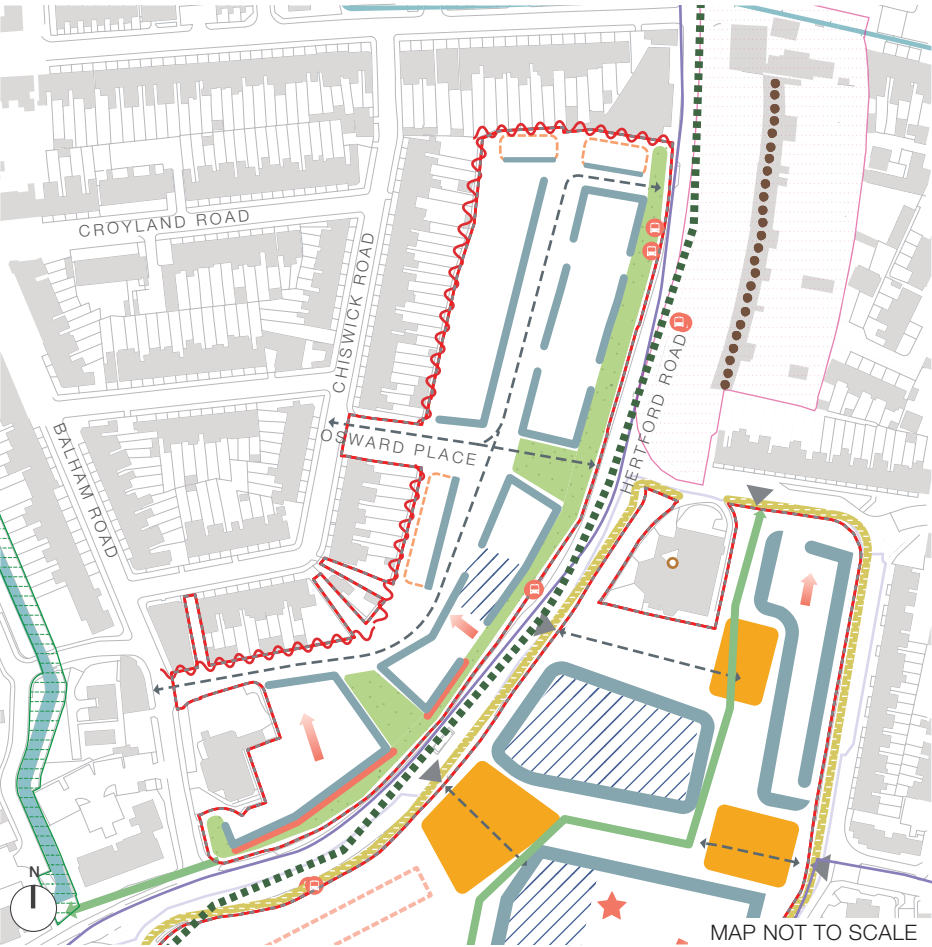


Table C1.27: SA3.2 - Chiswick Road Estate

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> <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 improvements to the facilities at Edmonton Green Station, bus facilities and frequency</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 placemaking policy or IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide new homes through careful infill design solutions and partial redevelopment.</p> <p>B. should retain an east-west pedestrian and cycle connection between Chiswick Road and Hertford Road.</p> <p>C. should retain the north-south pedestrian and cycle along Hertford Road.</p> <p>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.</p> <p>E. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> <p>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.</p> <p>G. must provide active frontages along Hertford Road and key routes.</p> <p>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.</p> <p>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.</p> <p>J. must minimise overlooking and overshadowing of the existing rear gardens of properties along Chiswick Road and Croyland Road.</p> <p>K. must carefully consider the impact on surrounding Conservation Areas (The Crescent CA, Fore Street CA, Church Street CA).</p> <p>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.</p> <p>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.</p> <p>N. should locate access for servicing from Newdales Close/Oswald Place.</p>

ANGEL EDMONTON

SA4.1: Joyce Avenue & Snells Park Estate

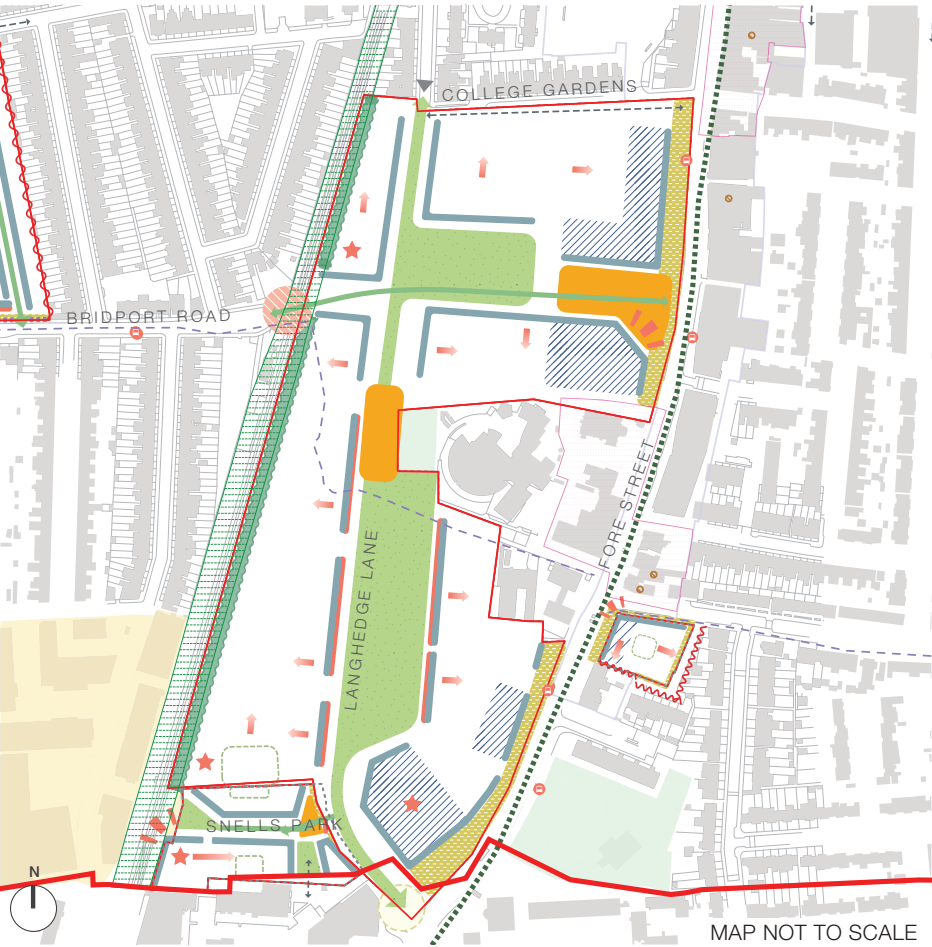


Table C1.29: SA4.1- Joyce Avenue & Snells Park Estate

SA4.1: JOYCE AVENUE & SNELLS PARK ESTATE			
Existing site information			
Address	Joyce Avenue & Snells Park Estate N18 2SY		
Site Area	9.94ha		
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			
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		

* 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> <ol 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 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 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> <ol 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

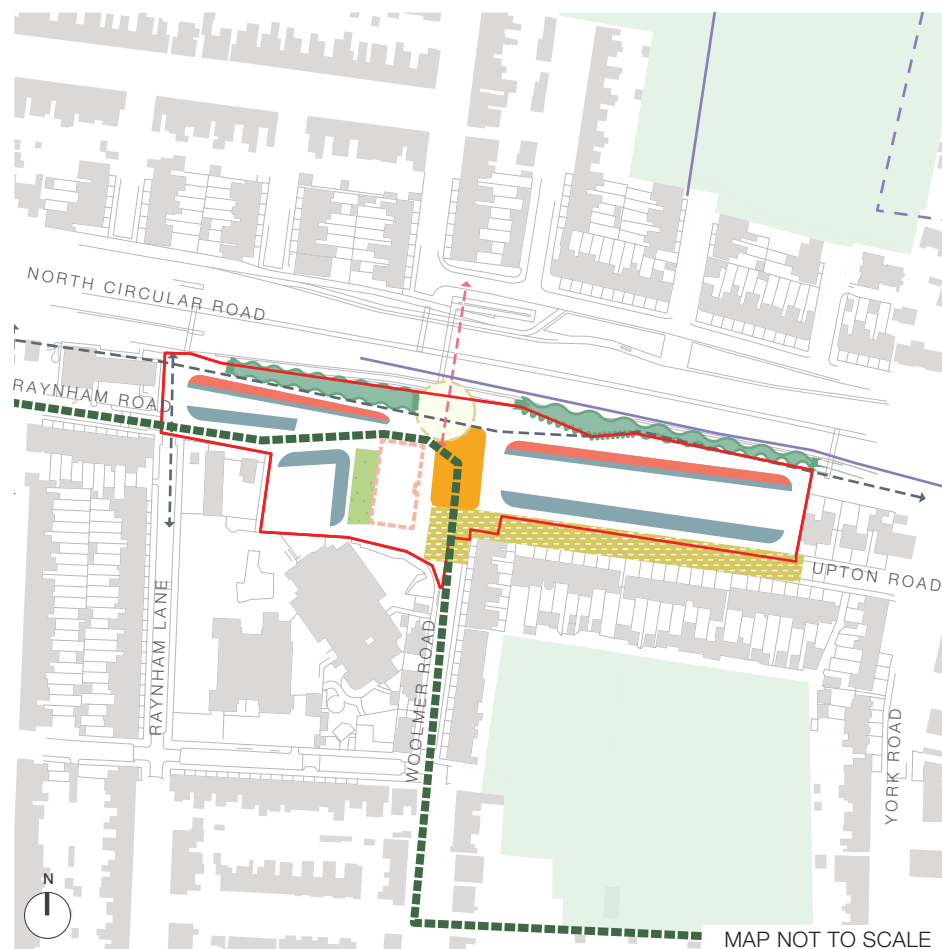


Table C1.31: SA4.2 - Upton Road and Raynham Road

SA4.2: UPTON ROAD AND RAYNHAM ROAD			
Existing site information			
Address	Upton Road and Raynham Road N18 2JU		
Site Area	1.92ha		
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.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	134	0	0
Approximate Estimated Non-residential capacity (Class E)	188sqm*		

* 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> <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 access improvements at Silver Street Station to create an accessible route to the platform.</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 placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. could retain and refurbish the existing tower for residential uses.</p> <p>B. should create a green buffer along the North Circular Road maximising the retention of the existing high value trees.</p> <p>C. should improve north-south pedestrian and cycling connections from Sterling Way to Upton Road and Raynham Road/Avenue.</p> <p>D. should improve east-west pedestrian and cycle connections from Fore Street to York Road.</p> <p>E. should create a new public space fronting the existing tower leading toward the existing pedestrian bridge over the North Circular Road.</p> <p>F. should create a new residential green within the centre of the site adjacent to the proposed Green Link.</p> <p>G. must create active frontages along Raynham Road and Upton Road.</p> <p>H. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate.</p> <p>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.</p> <p>J. must provide dual aspect dwellings along the North Circular Road</p> <p>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.</p> <p>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.</p> <p>M. should locate service access for servicing from Raynham Road and Upton Road.</p>

ANGEL EDMONTON

SA4.3: Langhedge Lane Industrial Estate

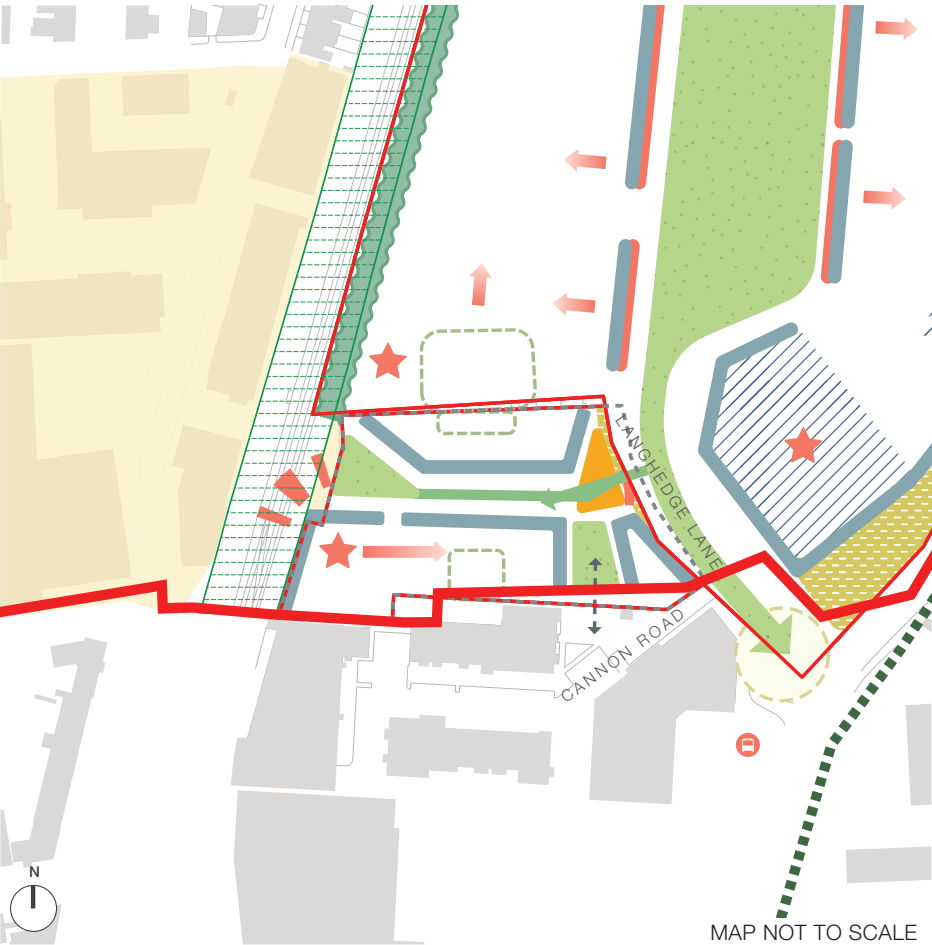


Table C1.33: SA4.3 - Langhedge Lane Industrial Estate

SA4.3: LANGHEDGE LANE INDUSTRIAL ESTATE			
Existing site information			
Address	Langhedge Lane Industrial Estate		
Site Area	0.72 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> <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. must contribute towards improvements to footbridge over existing railway track</p> <p>III. Should contribute towards access, facilities and interchange improvements at Silver Street Station</p> <p>IV. 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 placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. should integrate light-industrial uses at ground floor to re-provide existing industrial space.</p> <p>B. must deliver streetscape improvements along Langhedge Lane with building frontages set back to provide a new public space along Langhedge Lane.</p> <p>C. should provide a new south facing open space linked to the existing play area on Cannon Road.</p> <p>D. must create active frontages along Langhedge Lane and the central route.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>I. should provide limited parking to promote active travel. Any podiums must not create long stretches of inactive building frontage.</p> <p>J. should locate access for servicing from Langhedge Lane.</p>

Appendix C

ANGEL EDMONTON

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

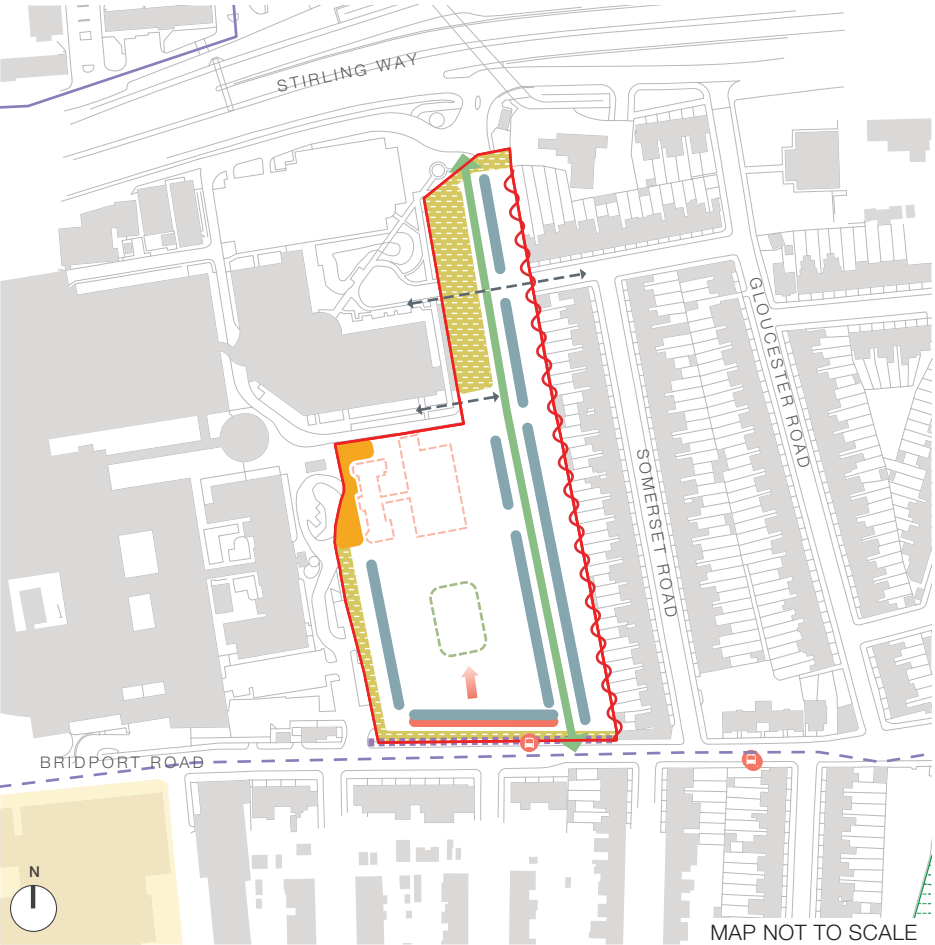


Table C1.35: SA4.4 - South-east corner of the North Middlesex University Hospital

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	1.37ha		
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	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		

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 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 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. Proposals should have regard to this brief.</p>

Appendix C

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			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	58	0
Approximate Estimated Non-residential capacity (Class E)	420 sqm ⁶		

* 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> <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 access improvements at Silver Street Station to create an accessible route to the platform.</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> <p>IV. should contribute towards Fore Street Conservation Area Management Plan and Capacity Studies</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>B. must create active frontages along Fore Street and Claremont Street.</p> <p>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.</p> <p>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.</p> <p>E. must decrease height toward the south and east boundary to respond to of the neighbouring lower rise existing buildings.</p> <p>F. must minimise overlooking onto existing rear gardens south and east.</p> <p>G. must carefully consider its relationship with Fore Street Conservation Area and the effect it will have on its setting.</p> <p>H. should locate non-residential uses along Fore Street.</p> <p>I. should provide limited parking to promote active travel.</p> <p>J. should locate access for servicing from Claremont Street.</p>

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	7.2ha		
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			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	755	223	0
Approximate Estimated Non-residential capacity (Class E)	2000sqm*		

* 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> <ol 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> <ol 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 Leaside 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.

MERIDIAN WATER

SA5.2: Meridian Water Phase 2



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	12ha		
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)	14,000 sqm of office		
Industrial capacity	8,500 sqm of industrial/ logistics floorspace		

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

SA5.2: MERIDIAN WATER PHASE 2	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ol 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 Leaside 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> <ol 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.

MERIDIAN WATER

SA5.3: Former IKEA, Meridian Water



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	8.5ha		
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)	15,000 sqm of office		
Industrial capacity	Re-provision of non-residential uses.		

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 Leaside 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 Leaside 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).

MERIDIAN WATER

SA5.4: Tesco Extra, Meridian Water

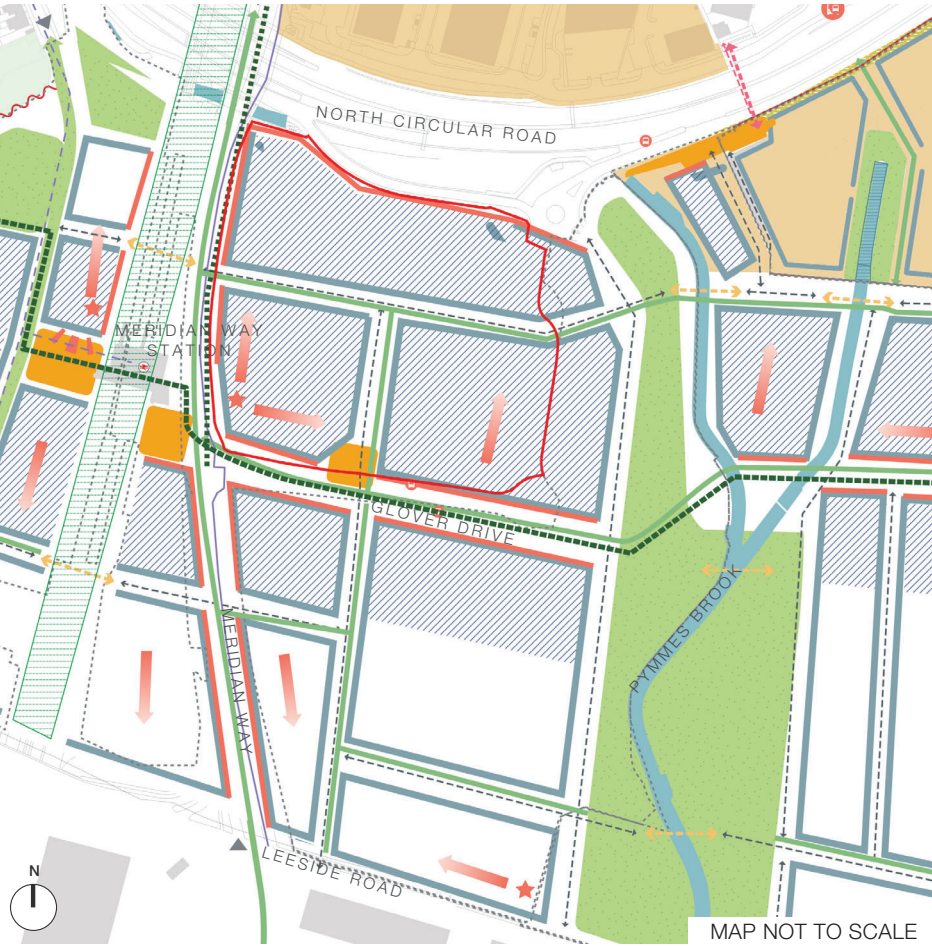


Table C1.45: SA 5.4 - Tesco Extra, Meridian Water

SA5.4: TESCO EXTRA, MERIDIAN WATER			
Existing site information			
Address	Tesco Extra, Meridian Water		
Site Area	4.2ha		
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)	7,000 sqm office floorspace.		
Industrial capacity	Re-provision of non-residential uses.		

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> <p>I. should contribute to improved bus access/stops/diversions</p> <p>II. must deliver/contribute to road and junction improvements along Angel Edmonton Road and Argon Road including extension to Meridian Way</p> <p>III. should contribute to naturalisation of Pymmes Brook north of the site</p> <p>IV. should contribute towards the extension of Lee Navigation Linear Open Space</p> <p>V. should contribute towards Enfield Green Loop</p> <p>VI. should deliver/contribute towards a new health facility</p> <p>VII. should contribute towards the delivery of a new school</p>
Design Principles	<p>Development on site:</p> <p>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.</p> <p>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.</p> <p>C. must locate mixed commercial and residential uses at the Broad Band.</p> <p>D. must locate active frontages along the western end of Main Street, given its prominent location.</p> <p>E. must deliver high-quality, multifunctional open space including sections of the Green Loop and naturalisation of Pymmes Brook.</p> <p>F. must provide a high-quality public realm, including the 'Market Square' as a major town centre public square and hub.</p> <p>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.</p>

MERIDIAN WATER

SA5.5: Meridian 13

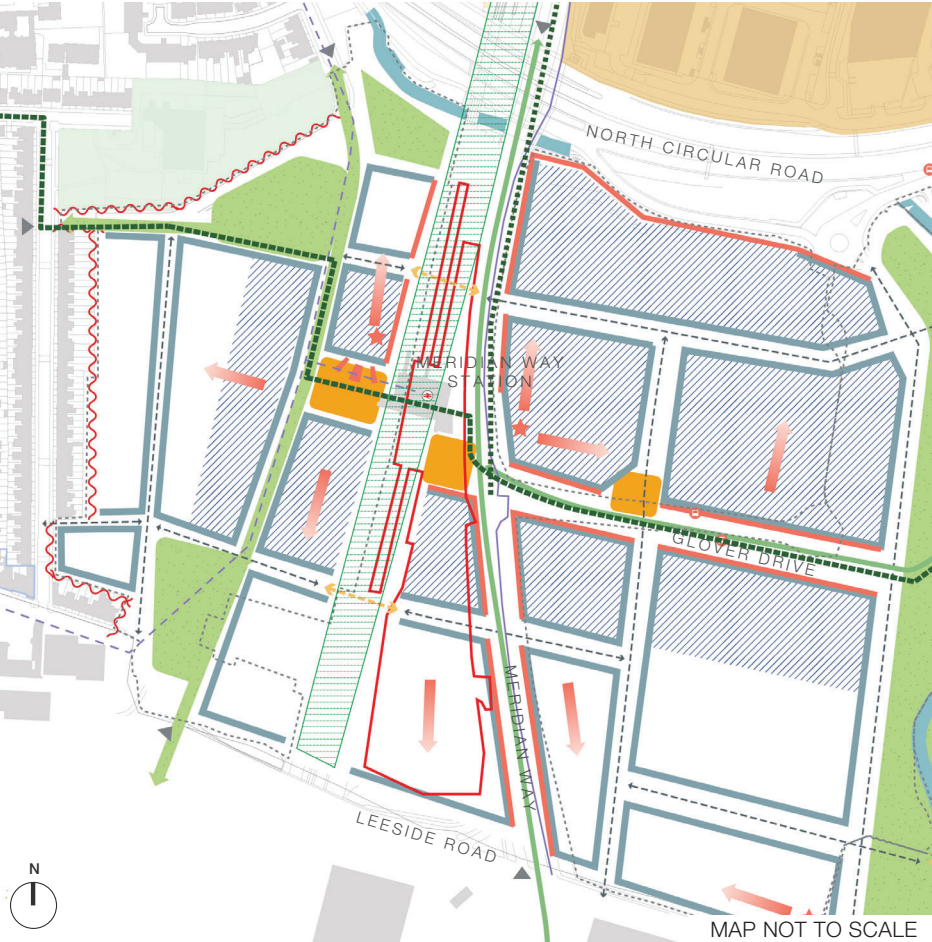


Table C1.47: SA 5.5 - Meridian 13

SA5.5: MERIDIAN 13			
Existing site information			
Address	Meridian 13, Meridian Water (Also known as the teardrop site)		
Site Area	1.6ha		
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	To be determined - approximate estimate greater than 100		
Approximate Estimated Non-residential capacity (Class E)	To be determined		

Table C1.48: SA 5.5 - Meridian 13

SA5.5: MERIDIAN 13	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. must deliver/contribute to road and junction improvements along Angel Edmonton Road</p> <p>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</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> <p>IV. Should deliver/contribute towards a new health facility</p> <p>V. should deliver/contribute towards Enfield Green Loop</p>
Design Principles	<p>Development on site:</p> <p>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.</p> <p>B. must create a key gateway to the Meridian Water placemaking area, which could include introducing uses such as culture and/or entertainment.</p> <p>C. must optimise density on the site given its location next to the train station and emerging town centre.</p> <p>D. must create active frontages along Angel Edmonton Road and onto the public realm adjacent to Station Square.</p> <p>E. should consider the opportunity for a taller building up to 81m in height to the north of the site.</p> <p>F. should deliver/contribute to pedestrian/cycle connections to the Meridian Water Phase 1 development.</p> <p>G. should consider meanwhile use opportunities to help activate the public realm.</p>

MERIDIAN WATER

SA5.6: Meridian East (Harbet Road)

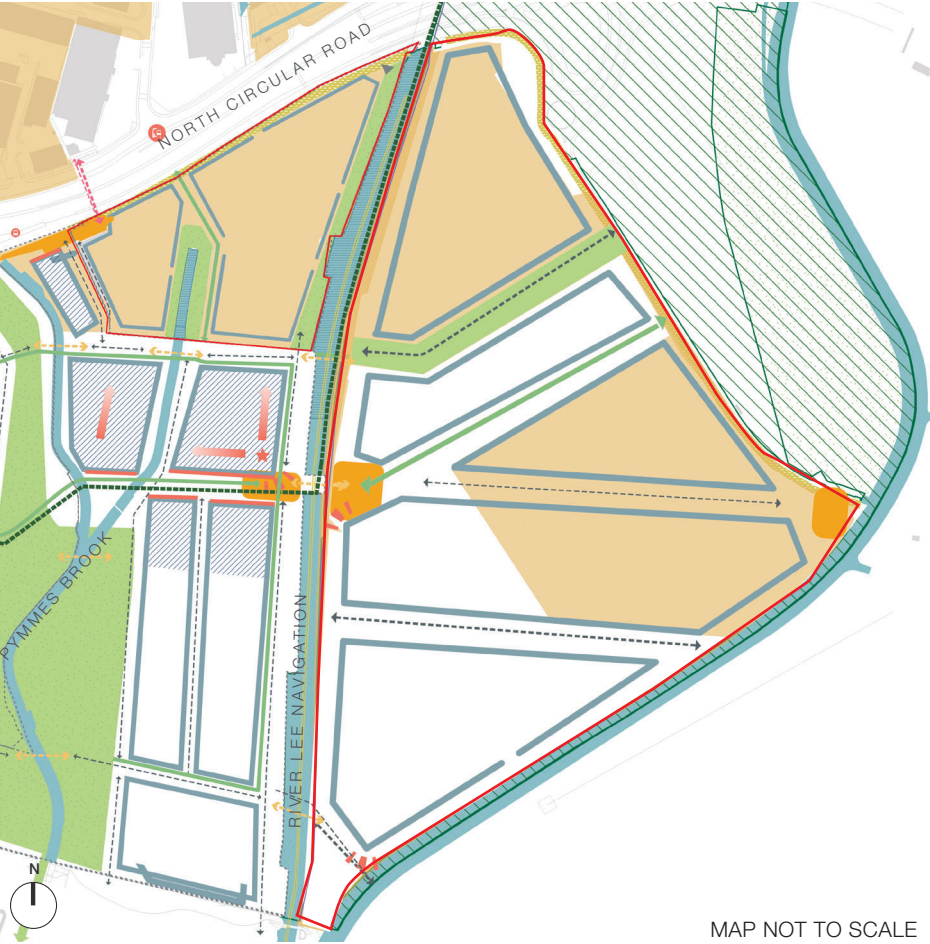


Table C1.49: SA5.6 - Meridian East (Harbet Road)

SA5.6: MERIDIAN EAST (HARBET ROAD)			
Existing site information			
Address	Harbet Road Industrial Estate, Harbet Road		
Site Area	18.6 ha		
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)	Reprovision of non-residential uses		

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 within 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

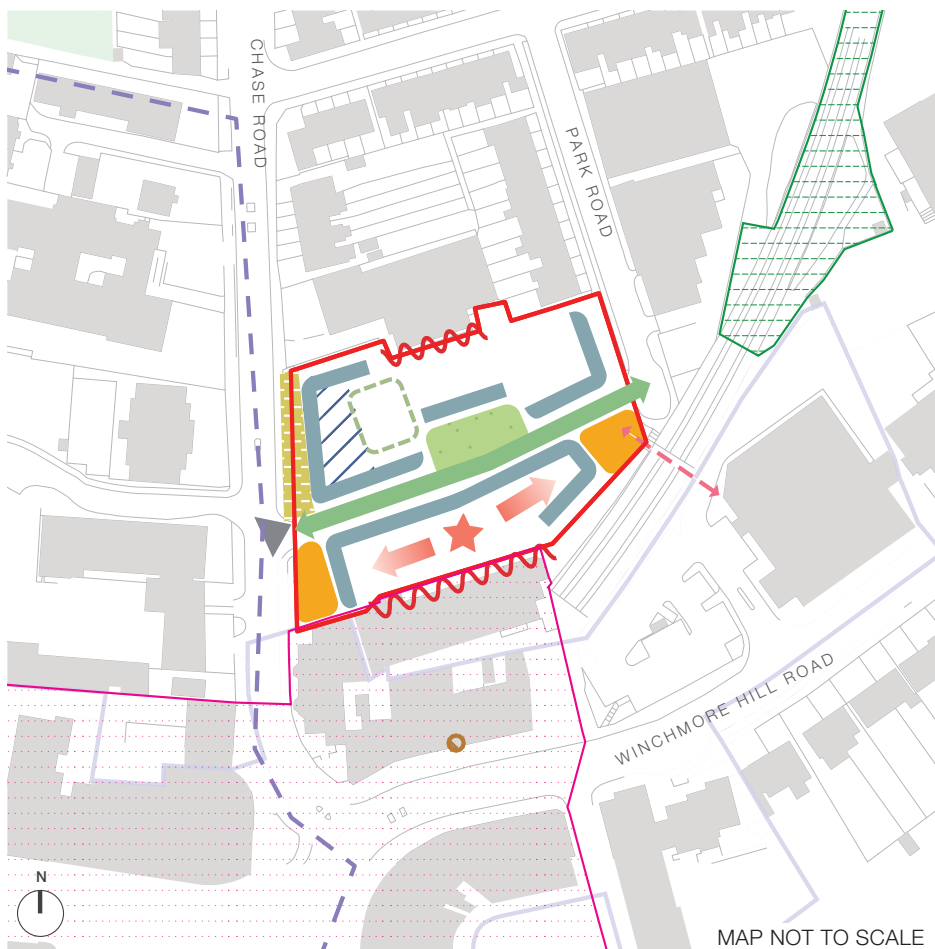


Table C1.51: SA6.1 - Southgate Office Village

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			
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Non-residential capacity (Class E)	3,473sqm ⁸		

* 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

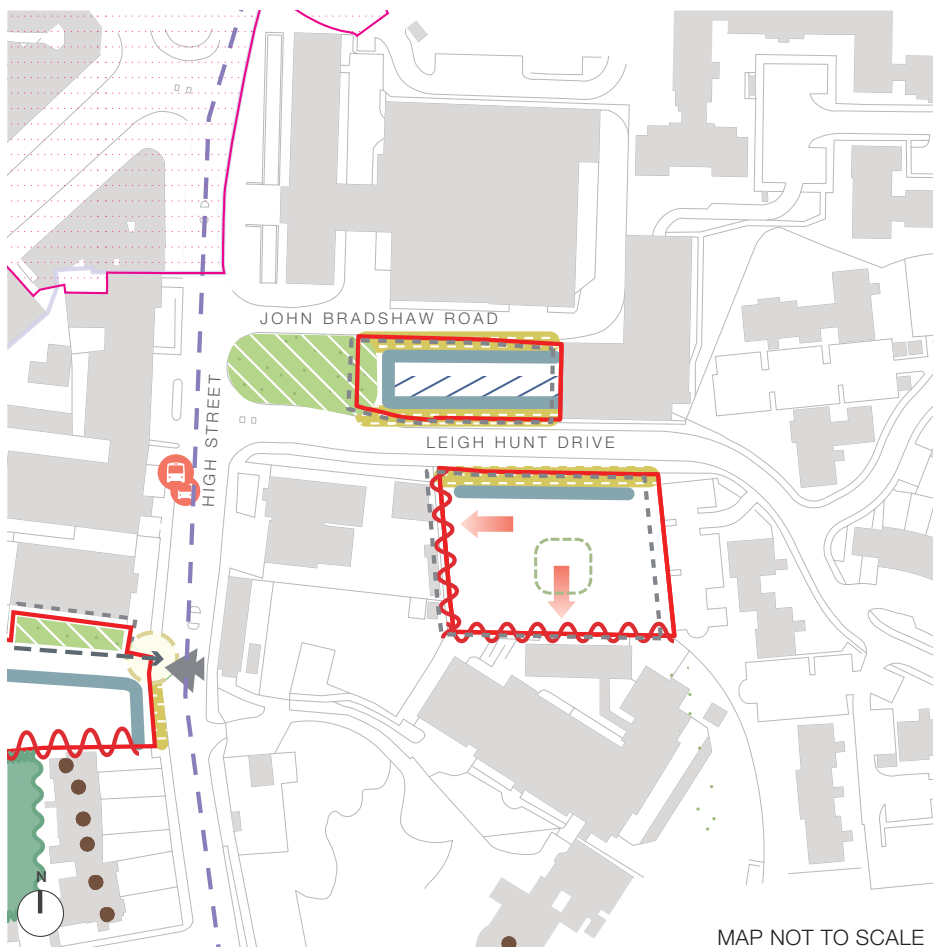


Table C1.53: SA6.3 - Minchenden Car Park & Alan Pullinger Centre

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	0.11ha		
Existing Use(s)	Youth Centre & Car Park		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Southgate Circus, Southgate Green and Meadway 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	48	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> <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 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</p>
Design Principles	<p>Development on the site:</p> <p>A. should maximise the retention of existing high value trees.</p> <p>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.</p> <p>C. should provide streetscape improvements along John Bradshaw Road and Leigh Hunt Drive.</p> <p>D. must remove existing barriers such as the brick wall and dense vegetation on the southern edge of the Alan Pullinger Centre.</p> <p>E. should carefully consider relation with existing designated and non—designated heritage assets and the Southgate Circus Conservation Area.</p> <p>F. must minimise overlooking onto Durants School (south).</p> <p>G. must create active frontages along the High Street, John Bradshaw Road and Leigh Hunt Drive.</p> <p>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).</p> <p>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.</p> <p>J. must deliver car-free development to promote active travel.</p> <p>K. should locate access for servicing from Leigh Hunt Drive.</p>

NEW SOUTHGATE

SA7.1: Former Gasholder, New Southgate

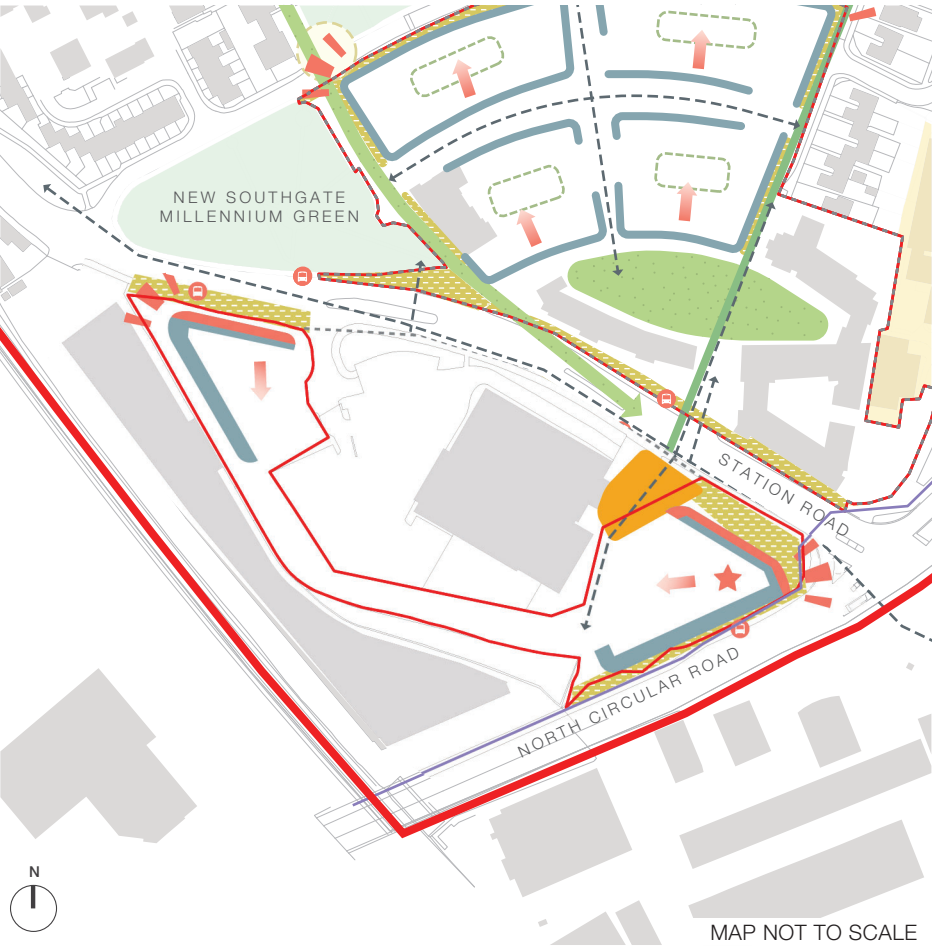


Table C1.55: SA7.1 - Former Gasholder, New Southgate

SA7.1: FORMER GASHOLDER, NEW SOUTHGATE			
Existing site information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	182	0	0
Approximate Estimated Non-residential capacity (Class E)	371sqm*		

* 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> <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 placemaking policy or 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 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> <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> <p>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)</p> <p>B. must provide streetscape improvements along Station Road and North Circular Road which maximise tree planting to provide a green buffer</p> <p>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.</p> <p>D. should create a new square as arrival space for the key route (Palmers Road) from Arnos Grove Station.</p> <p>E. must create active frontages along Station Road and North Circular Road.</p> <p>F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and towers are considered the most appropriate.</p> <p>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</p> <p>H. should locate non-residential uses along Station Road.</p> <p>I. should consider the refurbishment of existing railway arches along the south-western boundary for non-residential uses.</p> <p>J. should provide dual aspect dwellings along Station Road and the North Circular Road.</p> <p>K. should carefully consider overlooking issues onto Station Road and the North Circular Road when designing the residential uses.</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, with long runs broken down with tree planting</p> <p>M. should locate access for servicing from Station Road.</p> <p>N. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

NEW SOUTHGATE

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

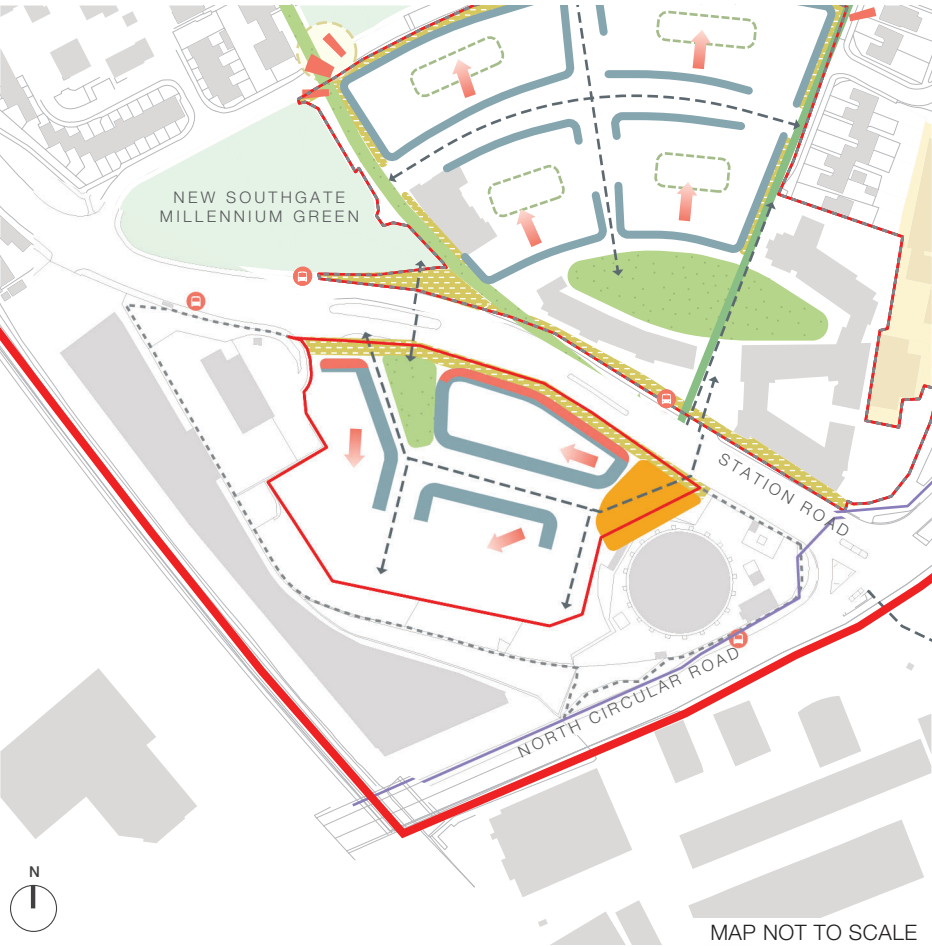


Table C1.57: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)			
Existing site information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
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		
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> <p>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 rapid transit route as identified in the placemaking policy or 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 placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>D. must improve east-west pedestrian, cycle and vehicular connections from Weld Place to Palmers Road.</p> <p>E. must create active frontages along Station Road, Upper Park Road, New Southgate Millennium Green, Palmers Road and Ladderswood Way.</p> <p>F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing are considered the most appropriate.</p> <p>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.</p> <p>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.</p> <p>I. should provide dual aspect dwellings along Station Road and LSIS.</p> <p>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</p> <p>K. should locate access for servicing from Upper Park Road.</p>

NEW SOUTHGATE

SA7.3: Ladderswood Estate

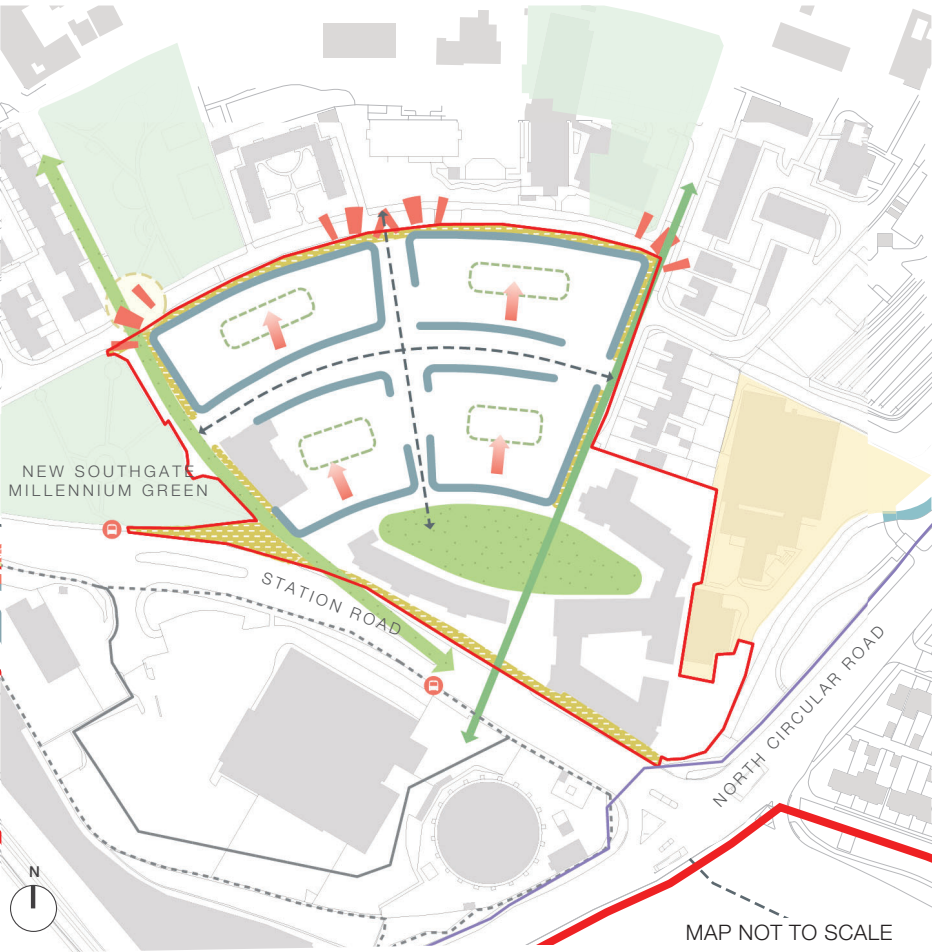


Table C1.59: SA7.3 - Ladderswood Estate

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			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	107	0	0
Approximate Estimated Non-residential capacity (Class E)	1,554 sqm*		

* 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> <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 placemaking policy or 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 placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>D. must improve east-west pedestrian, cycle and vehicular connections from Weld Place to Palmers Road.</p> <p>E. must create active frontages along Station Road, Upper Park Road, New Southgate Millennium Green, Palmers Road and Ladderswood Way.</p> <p>F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing are considered the most appropriate.</p> <p>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.</p> <p>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.</p> <p>I. Should provide dual aspect dwellings along Station Road and LSIS.</p> <p>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</p> <p>K. should locate access for servicing from Upper Park Road.</p>

NEW SOUTHGATE

SA7.4: Arnos Grove Station Car Park

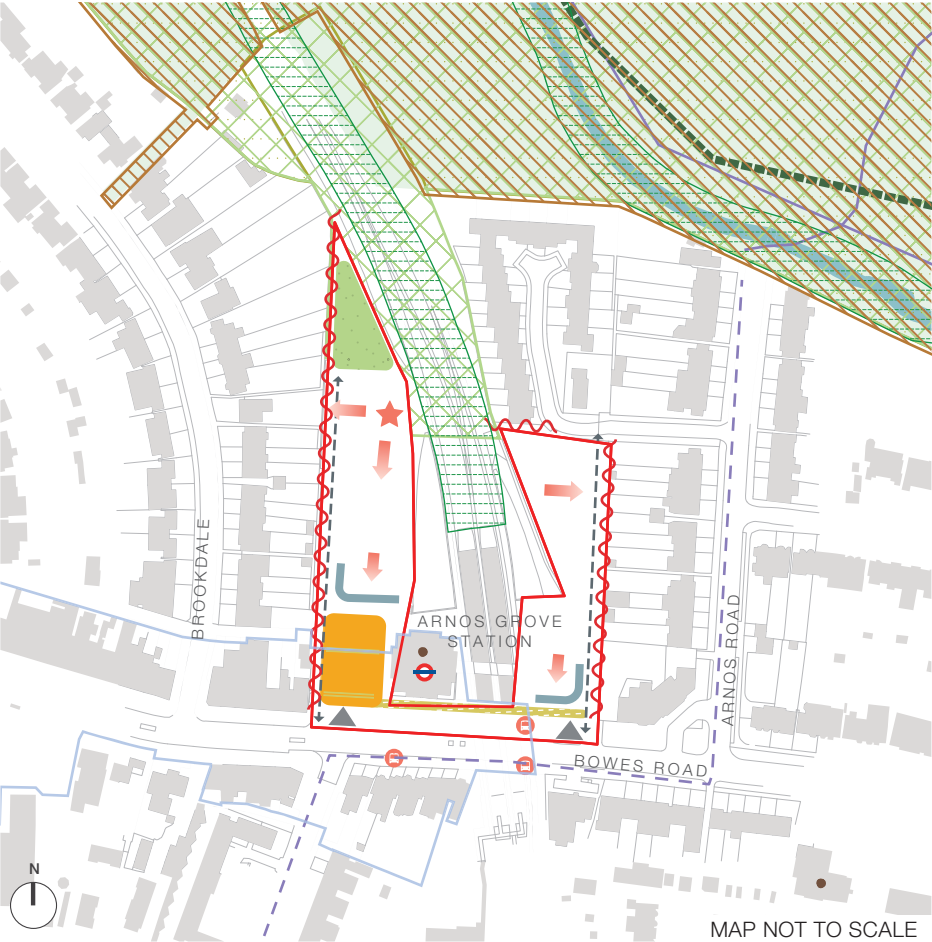


Table C1.61: SA7.4 - Arnos Grove Station Car Park

SA7.4: ARNOS GROVE STATION CAR PARK			
Existing site information			
Address	Arnos Grove Station Car Park, N11 1AN		
Site Area	1.08ha		
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		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	162	0	0
Approximate Estimated Non-residential capacity (Class E)	89sqm ¹¹		

* 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 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 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: COPPICE 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 rapid transit route as identified in the placemaking policy or 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 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

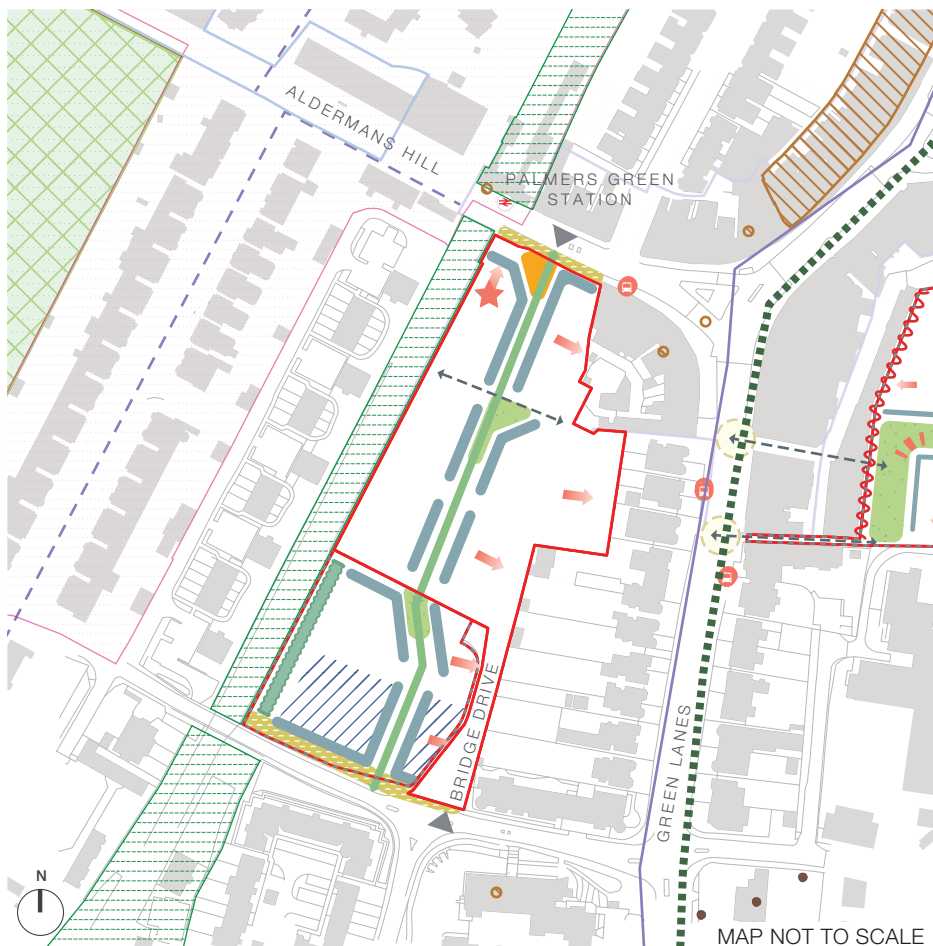


Table C1.65: SA8.1 - Morrisons, Palmers Green

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	5-10	10+
Approximate Estimated Housing Capacity	0	130	0
Approximate Estimated Non-residential capacity (Class E)	6,000sqm		

Table C1.66: 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 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).

PALMERS GREEN

SA8.2: Lodge Drive Car Park, Palmers Green

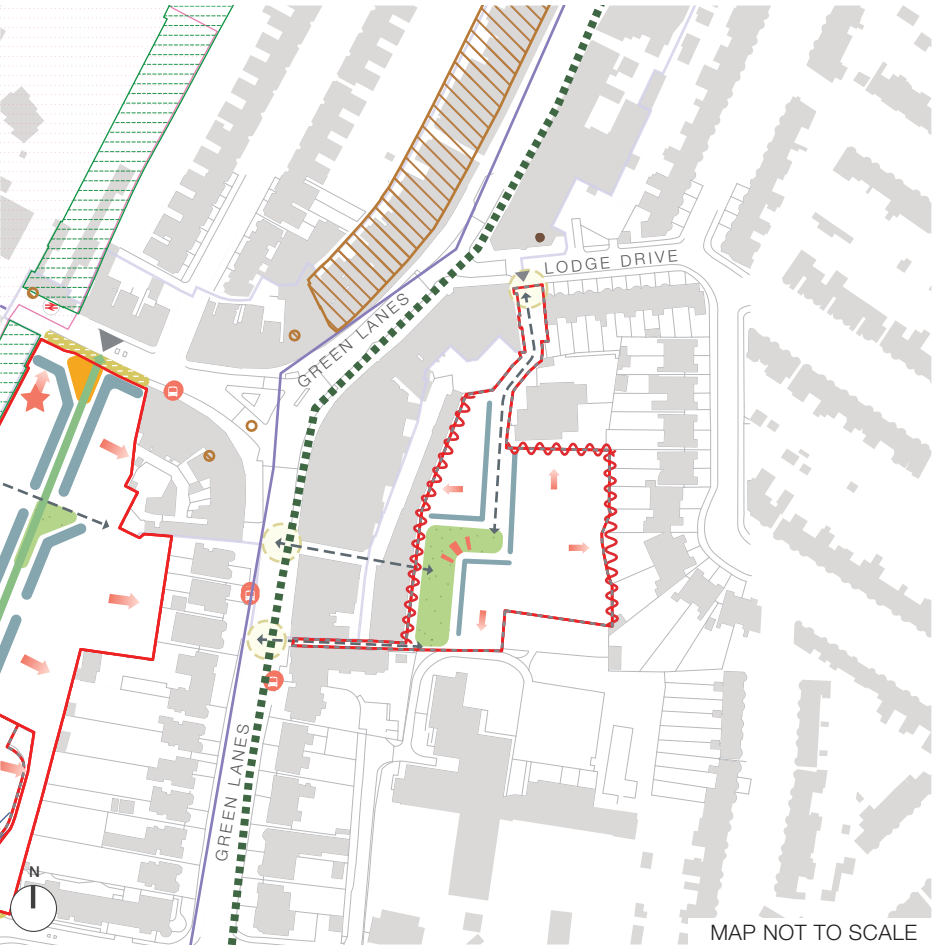


Table C1.67: SA8.2 - Lodge Drive Car Park, Palmers Green

SA8.2: LODGE DRIVE CAR PARK, PALMERS GREEN			
Existing site information			
Address	Lodge Drive Car Park (incl. Depot), N13 5LB,		
Site Area	0.6ha		
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

Table C1.68: 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 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

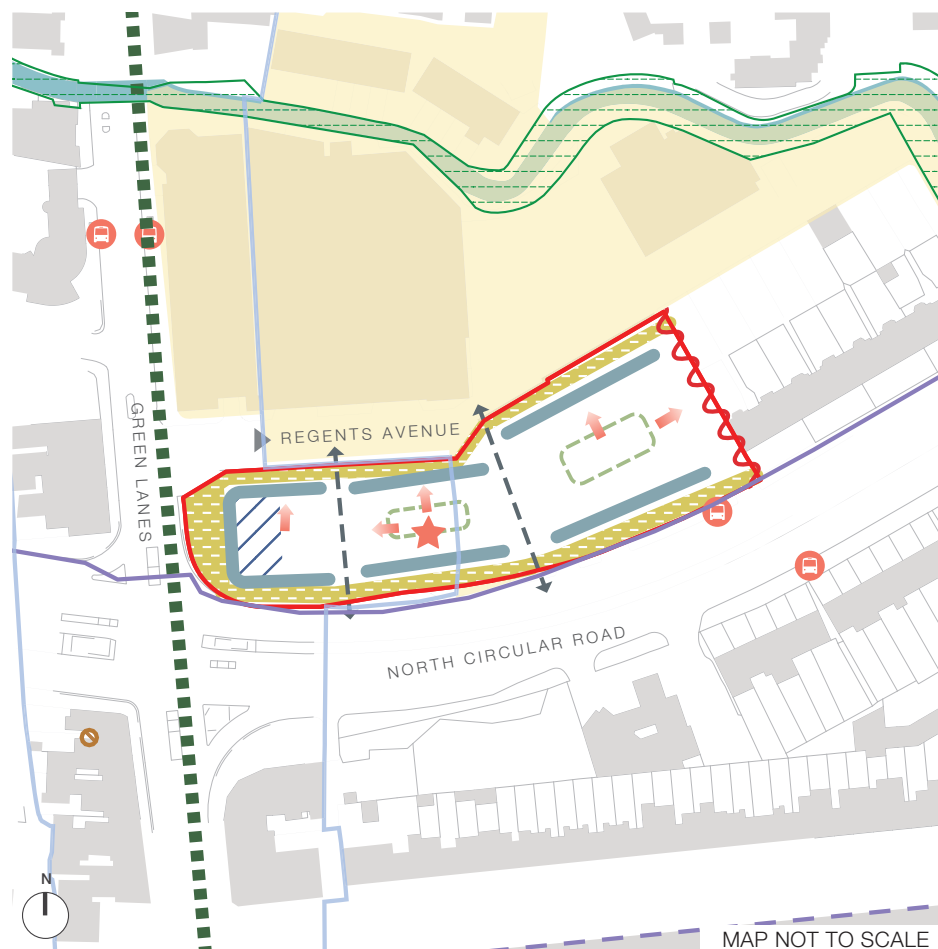


Table C1.69: SA8.3 - Corner of Green Lanes and the North Circular

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	0.58 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 C1.70: 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

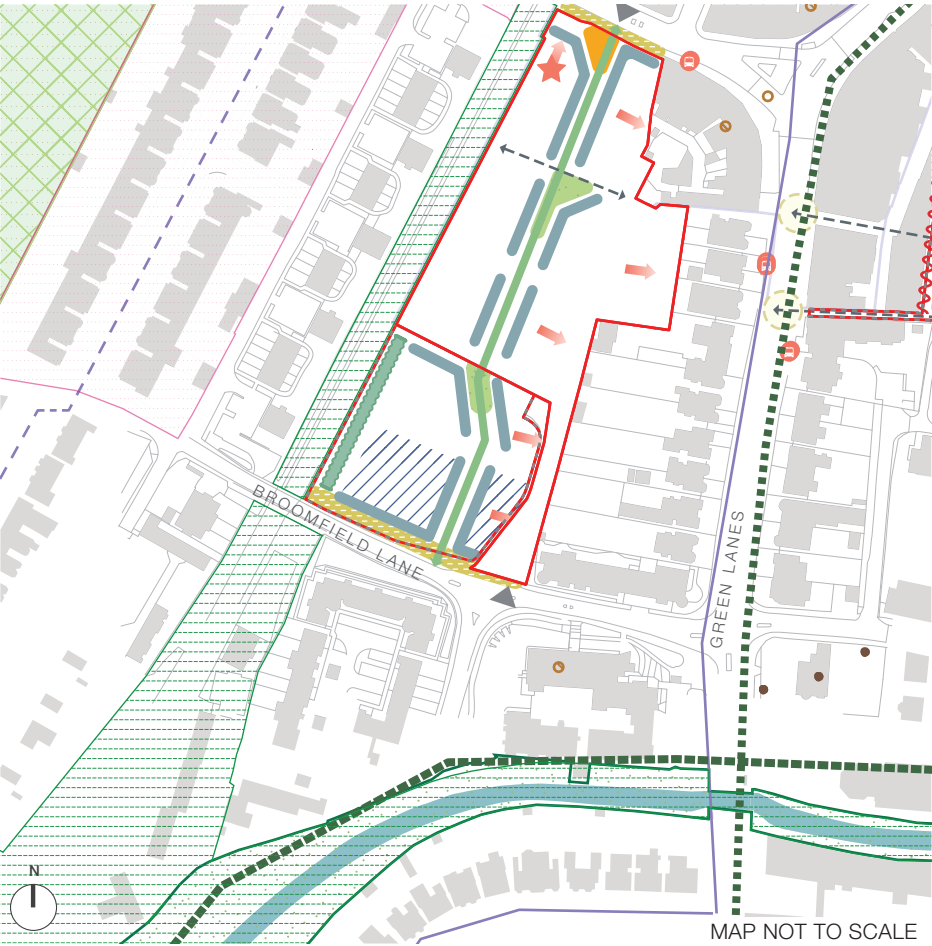


Table C1.71: SA8.4 - Travis Perkins, Palmers Green

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 C1.72: SA8.4 - Travis Perkins, Palmers Green

SA8.4 TRAVIS PERKINS, PALMERS GREEN	
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 improvements to access and facilities at Palmers Green 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> <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> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA8.1)</p> <p>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.</p> <p>C. should provide streetscape improvements along Broomfield Lane, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>D. should provide a new residential pocket park within the centre of the development along the green spine.</p> <p>E. should provide a green buffer along the railway line.</p> <p>F. must create active frontages along Broomfield Lane, the central green spine, main square and pocket park.</p> <p>G. could provide a mix of typologies. Courtyard blocks, perimeter blocks and taller buildings are considered the most appropriate.</p> <p>H. must minimise overlooking into existing properties along Green Lanes.</p> <p>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.</p> <p>J. should locate non-residential uses along the new green spine and Broomfield Lane.</p> <p>K. must provide dual aspect dwellings where these face the railway line.</p> <p>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.</p> <p>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.</p> <p>N. must locate access for servicing from Broomfield Lane.</p>

CHASE PARK

SA10.1: Land at Chase Park South

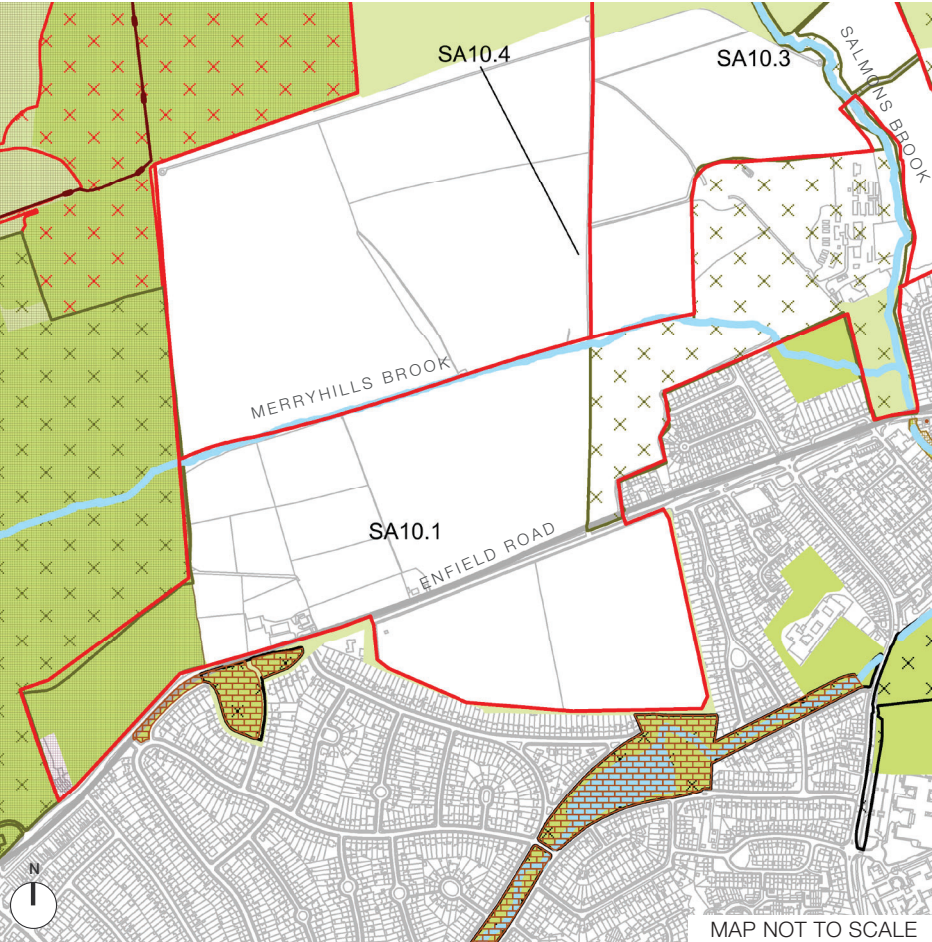


Table C1.73: SA10.1 - Land at Chase Park South

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	64.7ha		
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	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 C1.74: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <p>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.</p> <p>II. A 3FE Primary School, including provision of nursery and early years</p> <p>III. Provision of new or enhanced accesses from Enfield Road and improvements to the A110 (Enfield Road) corridor, including the provision of new bus and cycle lanes</p> <p>IV. An east-west active travel route</p> <p>V. The provision of 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.</p> <p>VI. 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.</p>

Table C1.75: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Design Principles	<p>Development on the site:</p> <p>A. should provide the gateway into Chase Park with a distinctive and cohesive urban character fronting onto Enfield Road from the north and south.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>G. should respond to the setting of Trent Country Park and surrounding residential neighbourhoods, ensuring sensitive treatment at the site boundaries.</p> <p>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.</p> <p>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) .</p> <p>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</p> <p>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.</p> <p>L. must provide active frontages to all streets and public spaces to ensure good surveillance and safe and secure routes</p>

CHASE PARK

SA10.2: Arnold House & Land to the rear

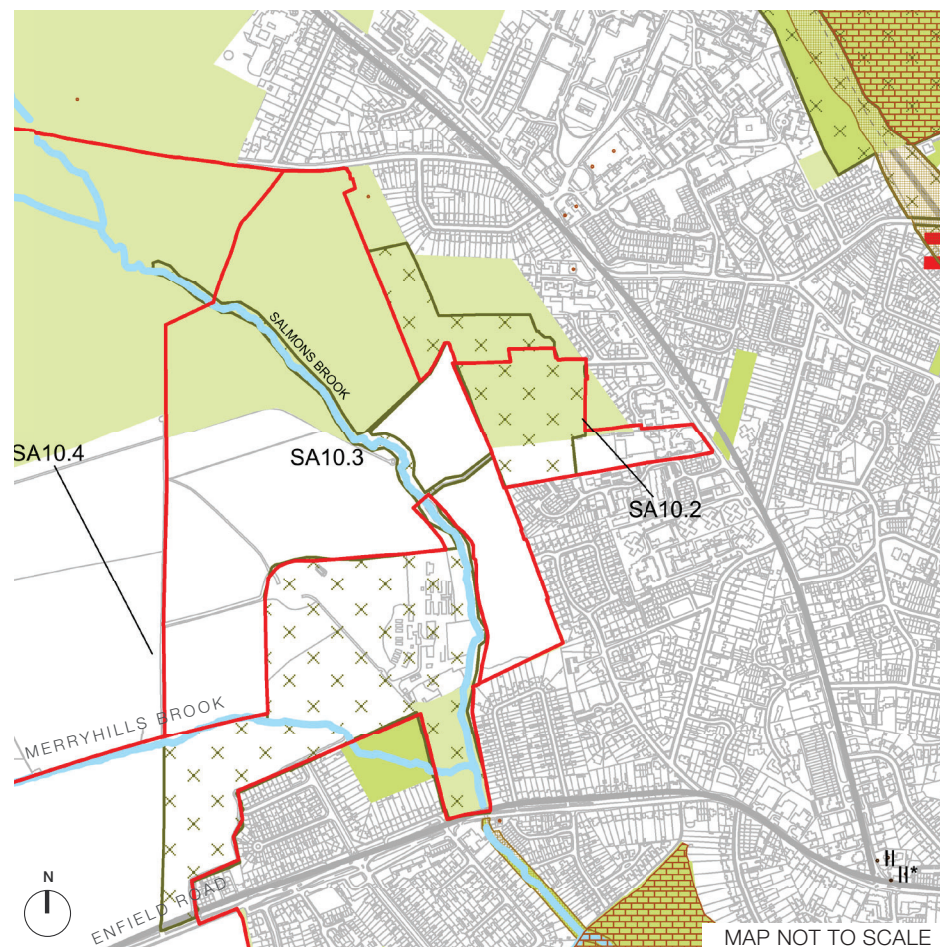


Table C1.76: SA10.2 - Arnold House and Land to the rear

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	Development should provide: 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	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 C1.77: 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:</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. Provision of 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. Provision of 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

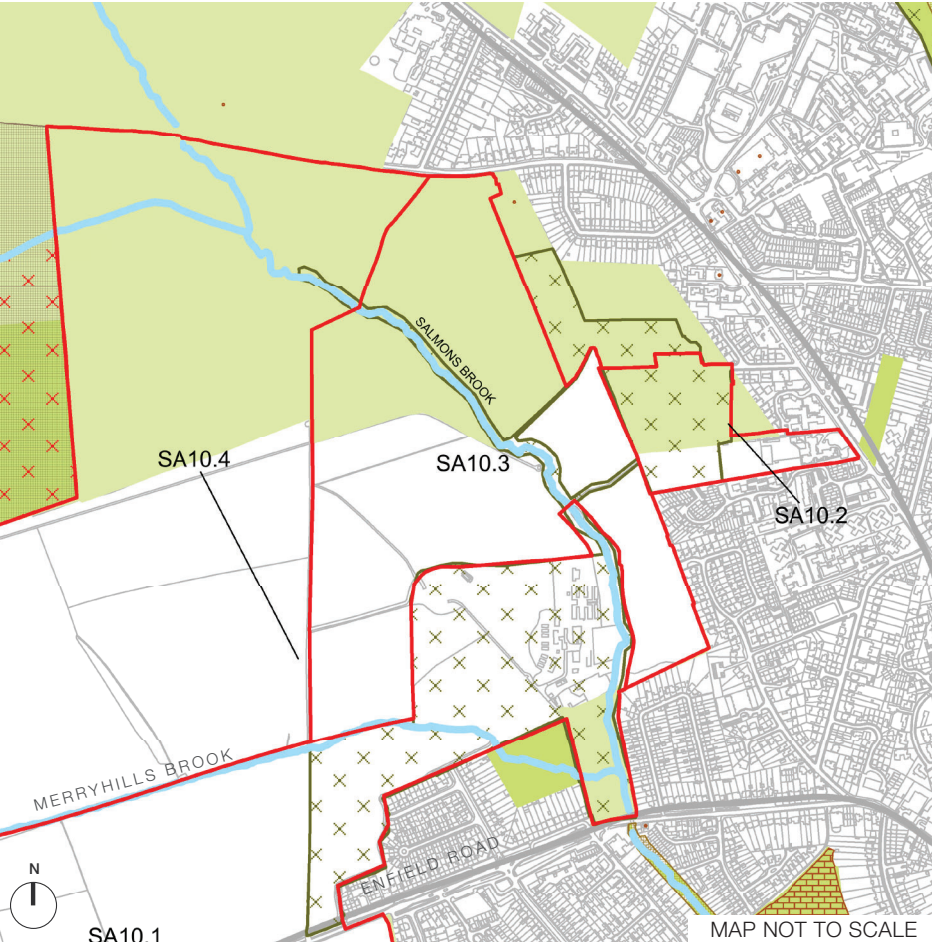


Table C1.78: SA10.3 - Chase Park North East

SA10.3: CHASE PARK NORTH EAST			
Existing site information			
Address	Land North East of Merryhills Brook,		
Site Area	31.6ha		
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	Development should provide: 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 C1.79: SA10.3 - Chase Park North East

SA10.3:CHASE PARK NORTH EAST	
Proposal	
Infrastructure requirements	<p>Development should provide:</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. 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. Enhancement 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 a 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.

Appendix C

CHASE PARK

SA10.4: Chase Park North West

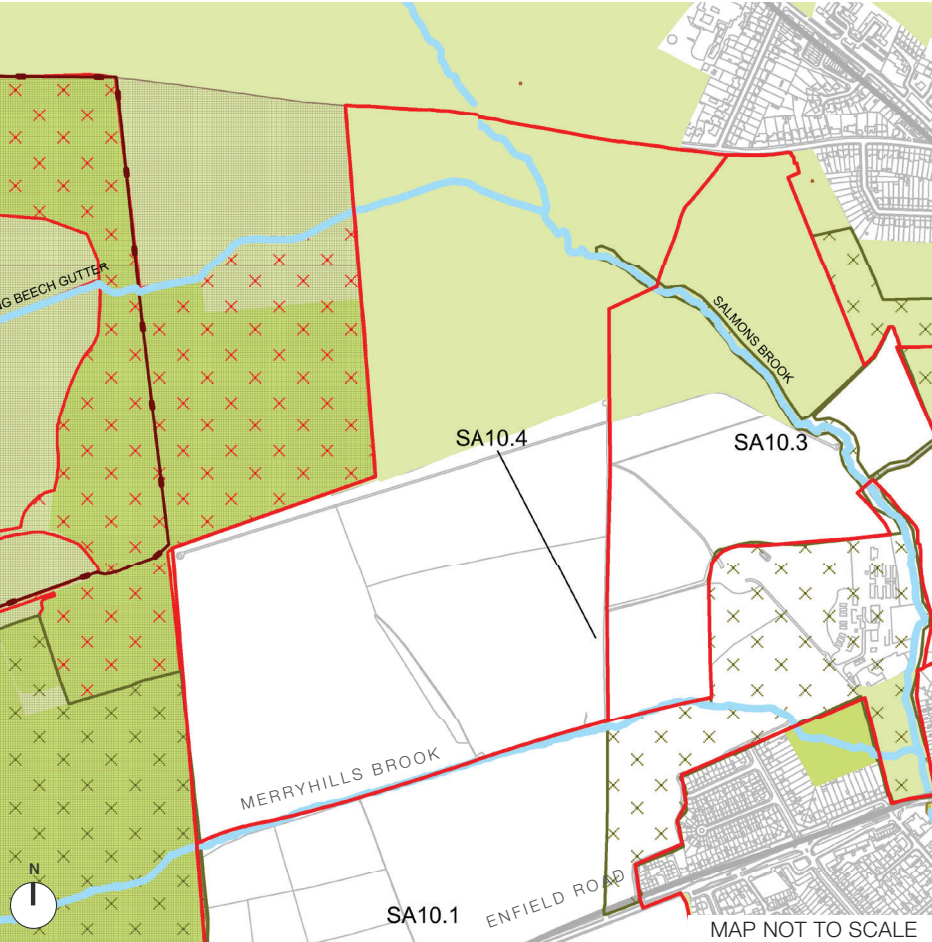


Table C1.80: SA10.4 - Chase Park North West

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	Development should provide: 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 C1.81: SA10.4 - Chase Park North West

SA10.4: CHASE PARK NORTH WEST	
Proposal	
Infrastructure requirements	<p>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.</p> <p>II. Provision of 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:</p> <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 <p>III. Creation of a primary street suitable for use by buses.</p> <p>IV. Creation of transitional woodland and grassland habitats adjacent to Williams and Shaws Woods.</p> <p>V. Enhancement of Brook corridors as part of a wider site-wide SuDS scheme.</p>
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 C1.82: 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	30.29ha		
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 C1.83: 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

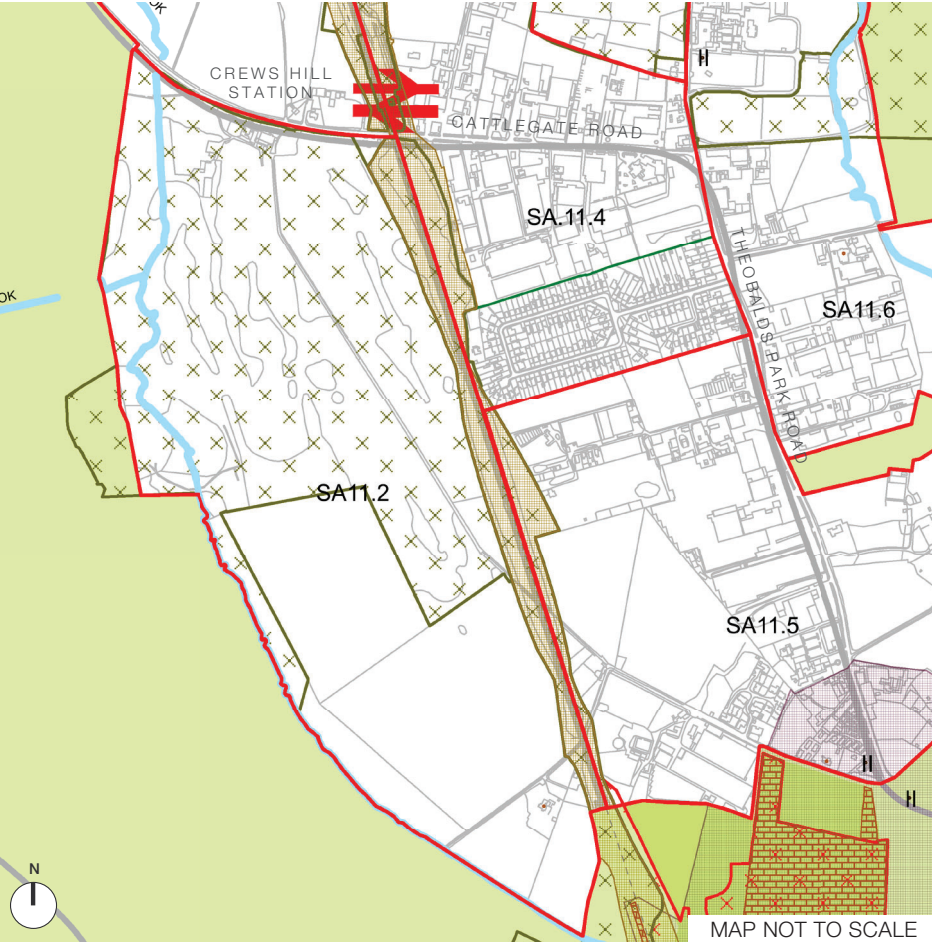


Table C1.84: SA11.2 - Land South of Cattlegate Road, Crews Hill

SA11.2: LAND SOUTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land South of Cattlegate Road, Crews Hill		
Site Area	78.38ha		
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	10+
Approximate Estimated Housing Capacity	200 new homes		
Approximate Estimated Non-residential capacity (Class E)	n/a		

Table C1.85: 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

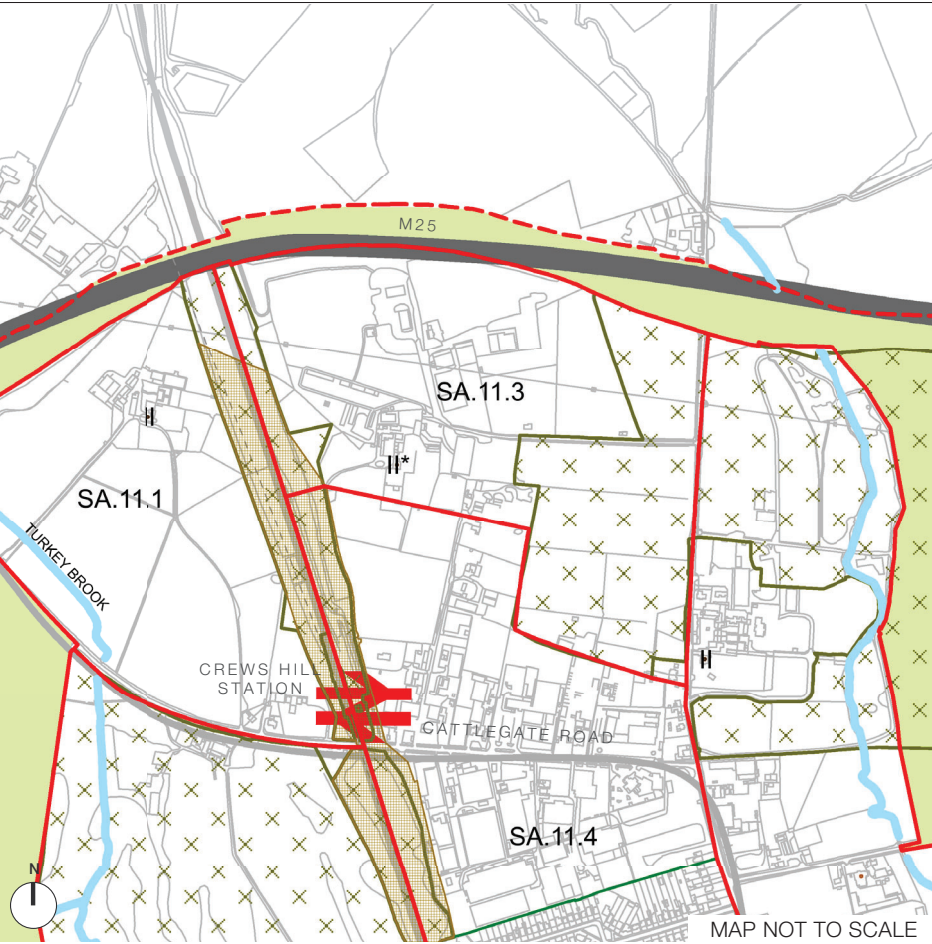


Table C1.86: SA11.3 - Land South of M25, Crews Hill

SA11.3: LAND SOUTH OF M25, CREWS HILL			
Existing site information			
Address	Land at Crews Hill		
Site Area	36.02 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 C1.87: 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. 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. 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

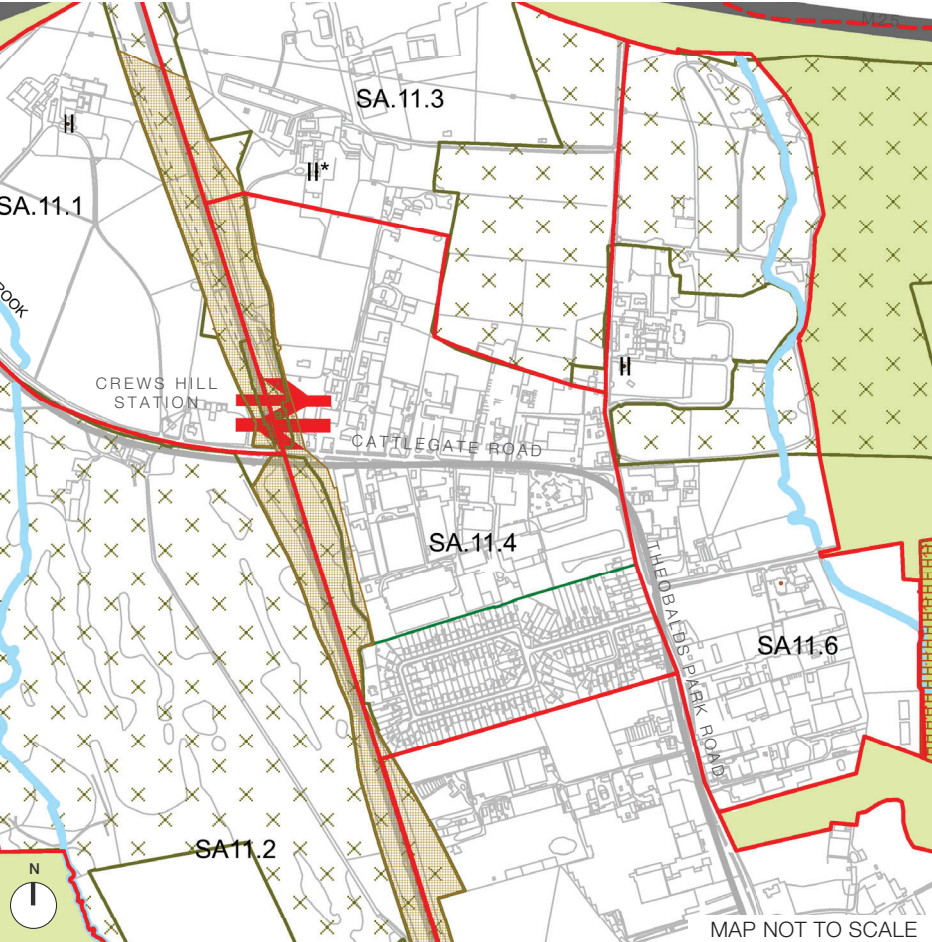


Table C1.88: SA11.4 - Land North and South of Cattlegate Road, Crews Hill

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	40.21ha		
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 C1.89: 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.

Appendix C

CREWS HILL

SA11.5: Land east of Theobalds Park Road

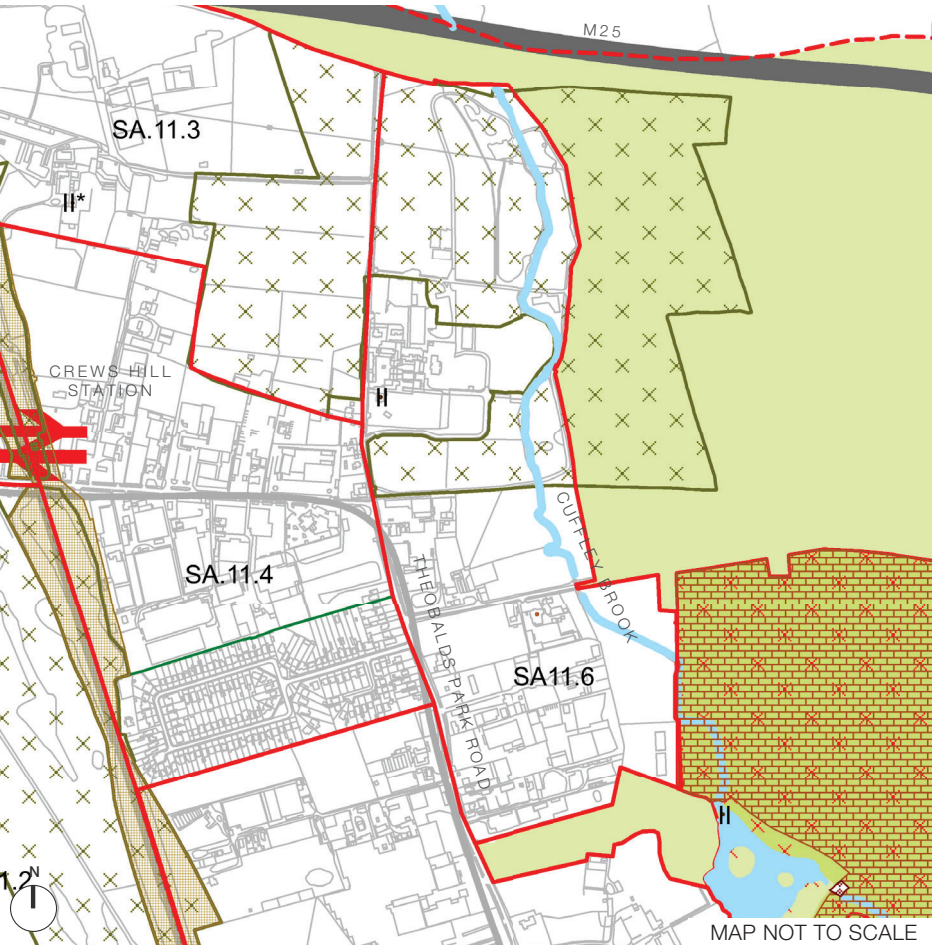


Table C1.90: SA11.5 - Land east of Theobalds Road Park, Crews Hill

SA11.5: LAND EAST OF THEOBALDS ROAD PARK			
Existing site information			
Address	Land east of Theobalds Park Road, Crews Hill		
Site Area	41.5ha		
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 C1.91: SA11.6 - Land East of Theobalds Park Road, Crews Hill

SA11.6: 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

Appendix C

CREWS HILL

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

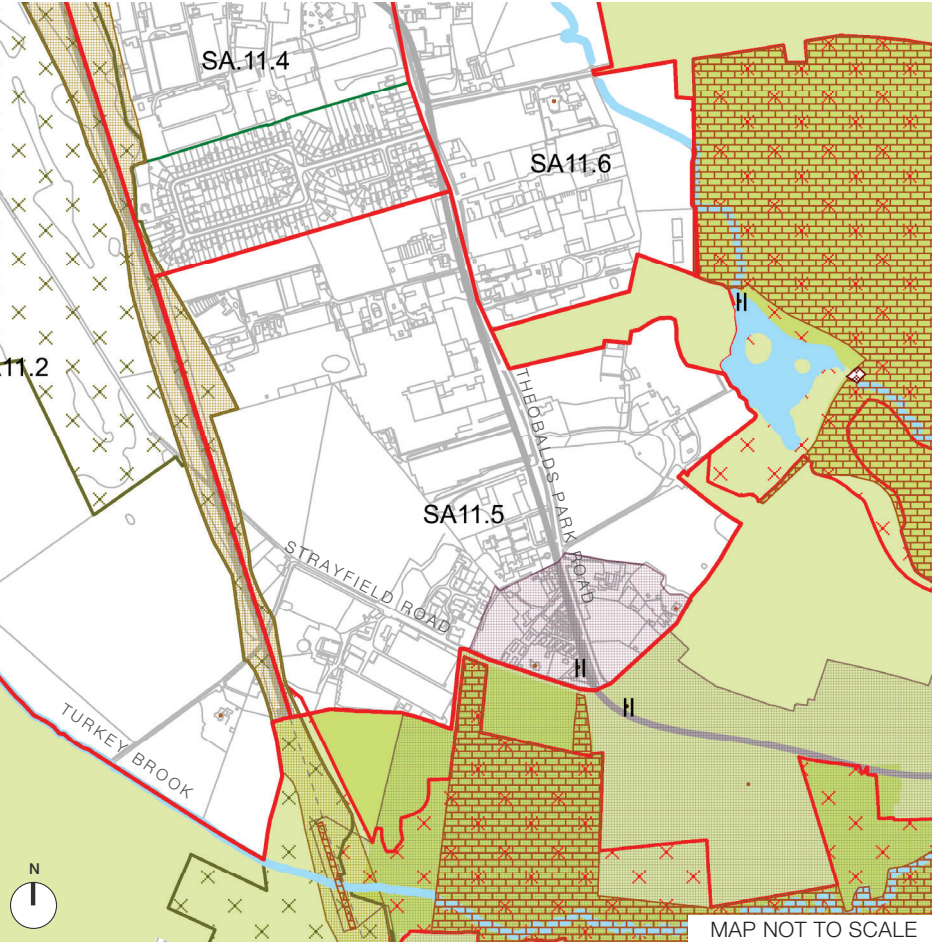


Table C1.92: SA11.6 - Land South West Theobalds Park Road, Crews Hill

SA11.6: LAND SOUTH WEST OF THEOBALDS PARK ROAD, CREWS HILL			
Existing site information			
Address	Land South West of Theobolds Park Road, Crews Hill		
Site Area	54.28ha		
Existing Use(s)	Mix of uses including paddocks, storage and other uses.		
Site considerations			
Flood Zone	1 -3		
PTAL	0 - 1a		
Heritage Considerations	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)		
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 C1.93: 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

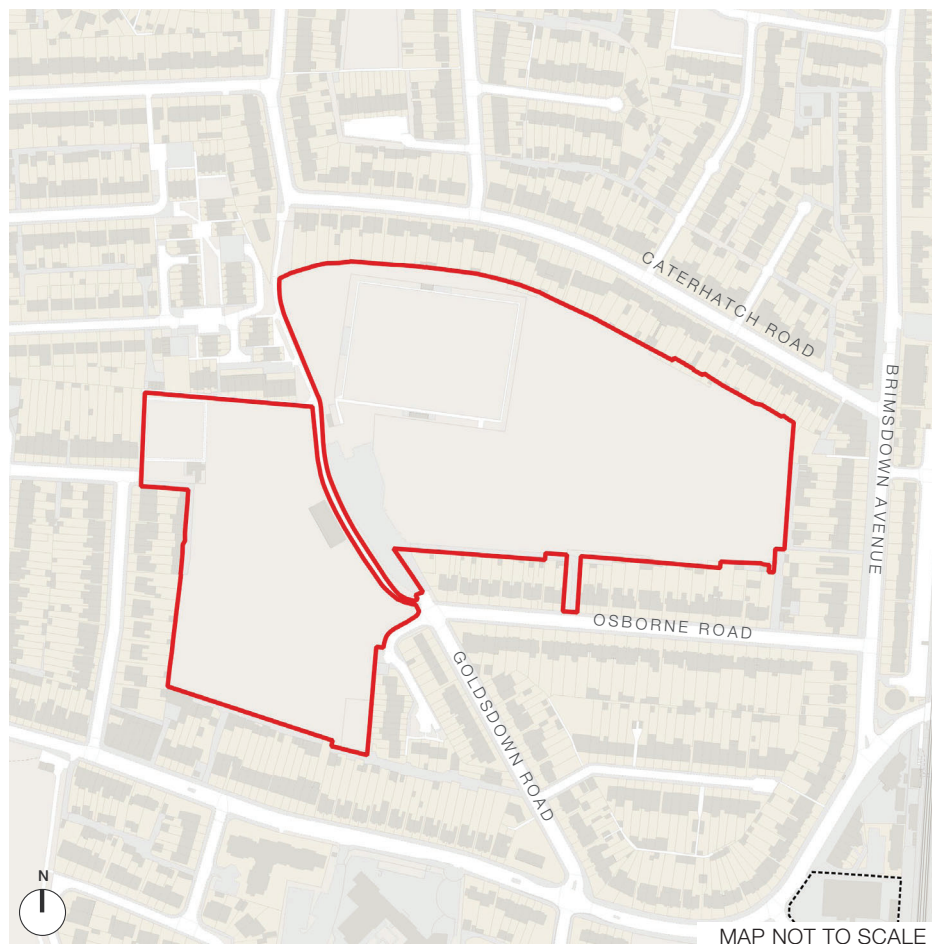


Table C1.94: SA URB.01 - Brimsdown Sports Ground

SA URB.01: BRIMSDOWN SPORTS GROUND			
Existing site information			
Address	Land known as Brimsdown Sports Ground EN3 7LL		
Site Area	8.06ha		
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		