

shaping

new southgate...



MARCH 2011

NEW SOUTHGATE MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT

LOCAL DEVELOPMENT FRAMEWORK



ENFIELD
Council
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shaping

new southgate...

SHAPING NEW SOUTHGATE:

Place shaping is about improving the lives of our residents. New Southgate is one of our **Place Shaping Priority Areas**. This means that we are working with the local community to improve New Southgate for the people who live there. We want to make sure that different council services like housing and parks, as well as other organisations like the police, health, and transport companies, concentrate improvements in our Priority Areas and **deliver social, physical and economic regeneration in a coordinated way. This will help to create a successful and sustainable community in New Southgate.**

New Southgate has many strengths like great transport links to central London, green spaces, and well used local shops. Despite this, there are many things that need to be improved like better housing for residents, schools, shopping parades, community facilities, local training and job opportunities, and streets and green spaces to help create an attractive neighbourhood that can be enjoyed by everyone who lives there.

The Masterplan brings together all the ideas for New Southgate, raised by residents, community groups and businesses, and identifies the areas we will improve. It sets out how we plan to deal with the issues that we have been told about. We hope that conversations with residents, and other stakeholders, will continue as we begin to deliver real changes in the area.

The Masterplan sets out the projects that together we can deliver to achieve real change in New Southgate, like the regeneration of the Ladderswood Estate. The masterplan builds on the good things that are happening and identifies more projects and ideas to improve the area.



Councillor Del Goddard
Lead Member for Regeneration
and Improving Localities
Enfield Council



Rob Leak
Chief Executive
Enfield Council

Why should you read this document?

A **masterplan** is a type of planning document that sets out an overall plan for regenerating or improving an area. It identifies individual projects such as improvements to open spaces and guidance on the type and design of new housing as well as an overall plan and vision. It also sets out what can happen on different sites in the area, such as where new housing or community facilities should go.

The **New Southgate Masterplan** sets out plans to improve New Southgate. New Southgate is one of our **Place Shaping Priority Areas** and we are committed to making the area better for people who live and work there by delivering physical, social and economic regeneration in a coordinated way.

The masterplan has been influenced by the **views of the local community** including residents, businesses, community groups and schools. We held a 12 week public consultation on the draft Masterplan from March to June 2010. The results of this consultation are set out in Section 2 including how we have changed the plan as a result of the comments received.

The masterplan is accompanied by a **Delivery Strategy** which sets out when and how each of the projects identified in the masterplan will be completed.

The document is divided into different sections:

Section 1 - Introduction: Introduction to the masterplan including what the area is like now, opportunities and planning information

Section 2 - The views of the community: Consultation carried out and feedback from the community

Section 3 - Shaping New Southgate- the vision: What New Southgate will be like in the future and how this will be delivered

Section 4 - The masterplan: The map that sets out the plans for improving the area based on consultation with local residents

Section 5 - Regeneration Sites: Provides guidance and ideas for each different regeneration site in the area, accompanied by maps of each site

Section 6 - Masterplan guidance: Explains, in more detail how we will improve the area

Section 7 - Delivery, putting the plan into action: Explains the strategy to implement the masterplan

For help with this document, call 020 8379 5537, or email suzanne.johnson@enfield.gov.uk



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Figure 1.1 Masterplan area

SECTION 1: Introduction

THE MASTERPLAN AREA

1.1 New Southgate is in the south west of Enfield on the border with Haringey (to the south) and Barnet (to the west). The study area is shown in Figure 1.1.

1.2 New Southgate was selected as a Place Shaping Priority Area as it experiences more social and economic issues compared to other areas in Enfield including poorer health, crime and anti-social behaviour, and more unemployment as shown in Figure 1.2.

1.3 There are also opportunities for change. Poor quality buildings are located to the south of the area at Ladderswood and the Western Gateway site. Most of the blocks on the Ladderswood Estate are of very

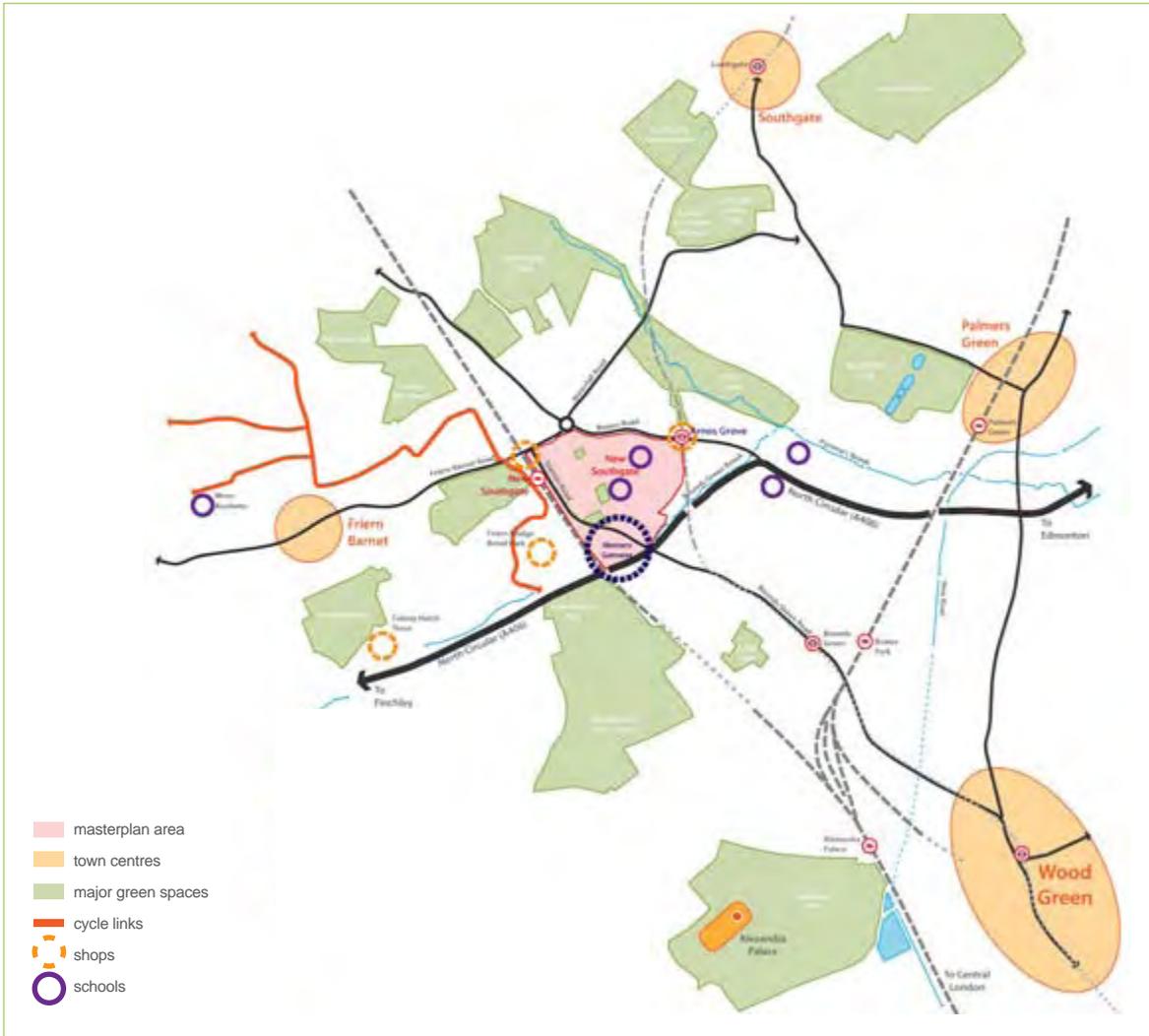
poor quality which leads to many problems for residents. There is an opportunity to provide residents with better quality homes through the redevelopment of Ladderswood and create a better quality environment through the redevelopment of the Western Gateway site. However this needs to be planned in a coordinated way to make sure that things like jobs, traffic, schools and other local services are considered.

1.4 The masterplan area is a mix of residential and industrial land; it has lots of housing in it and industrial areas such as the New Southgate Industrial Estate, the gasholder, the Builders Depot (blue building) and Travis Perkins. The area also has local shopping parades at Arnos Grove and New Southgate (Friern Barnet Road) designated local centres. Arnos Grove underground station (Piccadilly Line) and New Southgate rail station are located in the area and provide very good access to central London.



Figure 1.2 Overall deprivation in New Southgate and the wider area

Source: Indices of Multiple Deprivation, 2007



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Figure 1.3 Masterplan surrounding area

1.5 The area is surrounded by a major road (A406 North Circular) and train and tube lines. The Ladderswood Way Estate is a large housing estate containing mainly 1 and 2 bed flats. Other housing estates in the area include Red Brick, High View and High Road Estates. There are lots of green open spaces including Millennium Green, High Road and Grove Road as well as Arnos Park which is nearby. Community buildings in the area include Bowes Road library, Arnos pool and Bowes clinic, Garfield School, Our Lady of Lourdes School, St Paul’s Church, the Grove Road Christian Centre and the Gurdwara temple. Bowes, Broomfield and St Paul’s schools are just outside of the area

1.6 There are lots of important destinations in the area including Arnos Grove and New Southgate Stations, local shopping parades, primary schools, churches, community and leisure facilities, and green spaces; these are shown in Figure 1.3. In some parts of

the area, like the Limes and Springfield Avenues, Victorian architecture and traditional street patterns create an attractive neighbourhood. However places like Bowes Road library and New Southgate Station are not well connected to each other and the rest of New Southgate. While there are a lot of open spaces in the area they are generally underused and could be improved and made to feel safer and more attractive for residents. More local community facilities are needed and the masterplan sets out where these could go.

1.7 New Southgate also suffers from barriers to movement to the surrounding areas, as a result of the major roads, tube and railway lines surrounding it. The quality of streets and spaces is also fairly low in some places, with poor quality buildings and, lots of on-street parking. The North Circular Road brings high levels of traffic, noise and pollution to the wider area.

THE AREA AROUND NEW SOUTHGATE

1.8 New Southgate is an important gateway into Enfield because of its location in the south east corner of the borough, next to Barnet and Haringey.

1.9 It is located close to Wood Green, Southgate and Palmers Green town centres. There are also a few retail parks near the area including Friern Barnet retail park and Tesco's at Colney Hatch. There are lot of green spaces near to the site including Arnos Park, Broomfield Park, Brunswick Park and Hollickwood Park, and the masterplan considers how we can improve links from New Southgate to spaces. On the other side of New Southgate rail station in Barnet there is a large 1990's housing development, Friern Village. Barnet Council's offices are located to the north of the area, off Oakleigh Road.

1.10 Figure 1.4 shows the location of New Southgate within Enfield, alongside the other Place Shaping Priority Areas. These

are Ponders End, Edmonton Green, Enfield Town and Meridian Water. There are a number of projects going on in the area just now:

- In November 2009 the council agreed to redevelop the Ladderswood Estate to provide better quality homes for existing residents. Since then we have been in consultation with residents over the plans for the future of the estate. We expect to have a developer in place to build the scheme in Spring 2011. Following this a planning application will be submitted with the aim to start work on site in 2012.
- Consultation has recently been completed on a proposed 20mph zone for the area and, if implemented, new development will be required to address and complement this system.
- In partnership with Notting Hill Housing Trust we are working to refurbish the properties along the A406 which have been blighted for some time. This will also include the provision of new homes. The North Circular Area Action Plan considers how the local area will be affected by this

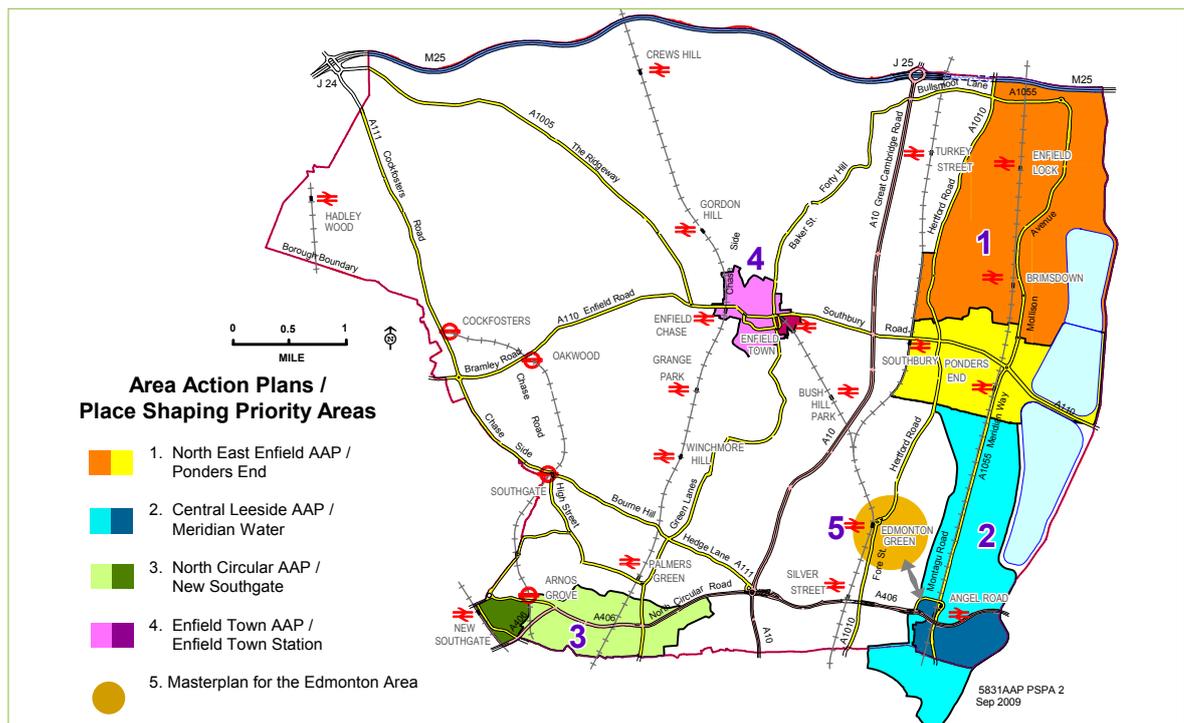


Figure 1.4 Place Shaping Priority Areas

and plans for it. For example the roads and traffic and local services. We have considered how redevelopment of some sites in New Southgate can link to the redevelopment of the North Circular Road properties. This has included identifying potential for more school places, health and community facilities and better routes and links to open spaces such as Arnos Park.

- Arnos Park has recently undergone significant improvements including a new natural play area, a new cycle path through the park and a refurbishment of the tennis courts. Opportunities to maximise links from New Southgate to Arnos Park are set out in the plan.
- Works are underway on the A406 Environment Improvements scheme. This includes improved junctions and new walking and cycling routes along the stretch of the A406 next to the Masterplan area. These works are likely to complete by 2012 and the masterplan considers how improvements to routes in the area can connect to the A406 proposals.
- The Pinkham Way site is in Haringey, to the South East of the masterplan area. The North London Waste Plan identifies this site as a proposed waste management facility. The masterplan identifies opportunities to link the energy generated from waste to the proposed CHP on Ladderswood.
- There are also a number of developments nearby in Barnet, such as a mixed use development on Friern Barnet Road (the former Turrets Public House) including ground floor shops/ café and community space as well as 40 flats (planning permission granted), and a major mixed-use development north of the site (Oakleigh Road South and Coppies Grove). No firm proposals or planning applications have been submitted for this scheme.

NEW SOUTHGATE OVER TIME

1.11 Understanding the history of the area has been important in developing the masterplan, see Appendix C for more detail on the development of the area over time. New Southgate railway station was developed in the 1850s and by the 1860s streets including High Road, Palmers Road, and The Avenue appeared. Fifty years later and the neighbourhood was more developed with a Gas Works on the Western Gateway site and housing development east of the Railway Line. The North Circular Road and Piccadilly Line were developed during the 1920s And 30's and by the late 1960s housing estates including Ladderswood and High View were built.

1.12 We have considered how the masterplan can reflect the history of the area. We will use the redevelopment of the Ladderswood Estate as an opportunity to return to a more traditional street pattern. We also want to preserve the industrial and commercial history of the south-east of the area by encouraging new jobs here. We have also included opportunities to enhance the listed buildings in the area, other historical buildings, and their settings.

OPPORTUNITIES IN NEW SOUTHGATE

1.13 New Southgate has a number of opportunities to build on in the future. These have been developed through the masterplanning process in consultation with local residents and include:

- Build on existing community focal points (such as train and tube stations) and increase activity levels through new landmark buildings, new public squares and better connections between areas
- The area is very accessible by public transport, particularly links to central London.



Figure 1.3 New Southgate opportunities

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> Potential re-development areas Existing housing estates - public realm and pedestrian links improved Existing community buildings Existing primary schools Existing local shops Poor quality buildings Tree belt extended along North Circular Road Opportunity to de-culvert Bounds Green Brook | <ul style="list-style-type: none"> Millennium Green - required some improvement (overlooking, lighting and passive surveillance) Opportunity to upgrade spaces - introduce new landscape, recreation and activities Opportunity for new public space/gateway space Reinforce existing and create new destinations Possible Community Focus locations Visible location - opportunity for landmark elements Historic Landmarks - Retain and celebrate, improve setting | <ul style="list-style-type: none"> New Southgate Station - Key destination Masterplan Study area Opportunity for extending links along Palmers Road - Key link Opportunity for Green Spine - connects greenspaces and community uses Station link - connects directly both station, improves legibility Key locations for pedestrian crossing points Opportunity to downgrade/narrow Station Road |
|---|---|---|

- Help existing and new shops/businesses in the area by creating clusters of new development on key sites in the shopping areas (near Arnos Grove and New Southgate stations) and improving shopping environments
- Open up new pedestrian and cycle routes through the area
- There is a good amount and range of green spaces in the area. We can encourage more people to use them by improving them.
- Improve existing housing and industrial areas
- Improve the setting of high quality listed buildings at Arnos Grove and Bowes Road Pool and Clinic.



Millennium Green could be better overlooked

A PLANNING DOCUMENT

1.14 The masterplan is a Supplementary Planning Document (SPD) which means it is part of the planning framework for Enfield and provides guidance for all development in New Southgate. It is part of Enfield's Local Development Framework.

WHAT IS A LOCAL DEVELOPMENT FRAMEWORK?

The Local Development Framework (LDF) is a set of documents that set out the Council's policies relating to the development of land and requirements for new development.

More detailed information on the plans in the Local Development Framework is in appendix A.

WHAT IS A SUPPLEMENTARY PLANNING DOCUMENT?

A Supplementary Planning Document (SPD) provides more detail or information on policies in the Local Development Framework. The New Southgate Masterplan provides more detail on policies in the Core Strategy and North Circular Area Action Plan.



High Road open space is under-used



Highview Gardens estate is near Palmers Road

THE CORE STRATEGY

1.15 The Core Strategy sets out the overall vision and strategy for all new development in Enfield such as where new housing should go and how many new homes will be built, where new shops should go and, what type and where new jobs will be located. The Core Strategy also sets out how different areas in Enfield will change, this includes New Southgate. The Core Strategy policy for New Southgate is set out in the following text box to the left. As well as the Core Strategy there are a number of policies in the Unitary Development Plan that have been ‘saved’ until they are replaced by LDF policies. The list of saved UDP policies is available here; http://www.enfield.gov.uk/info/494/planning-local_plans/512/extant_udp_policies

Core Strategy

Sets out the overall vision and strategy for the whole borough including new planning policies

North Circular Area Action Plan

Sets new planning policies for the North Circular Area (including the North Circular Road properties and the New Southgate Masterplan area). Must be in conformity with the Core Strategy

New Southgate Masterplan (Supplementary Planning Document)

Does not set new policy but provides additional information and guidance on policies in the Core Strategy and North Circular Area Action Plan. Provides detailed guidance for development and change in the New Southgate Area.

1.16 As well as the policy documents listed above, any planning applications made in the masterplan area will also need to be in conformity with other relevant LDF policies.

CORE STRATEGY POLICY 45: NEW SOUTHGATE

In the New Southgate Place Shaping Priority Area, we want to deliver:

- A holistic integrated approach to development considering the Western Gateway site*, the Ladderswood Estate and the New Southgate Industrial Estate together and in relation to their surroundings;
- Urban design solutions for the area based on more traditional street layouts, integrated with the wider area by a network of green spaces and better links for pedestrians and cyclists;
- A mixed-use redevelopment at the Western Gateway site to create landmark architecture at the gateway to the Borough;
- An improved Ladderswood Estate, led by the existing residents of the area and their choices for the future of their estate. This could include remodelling the area, the introduction of new housing and community facilities and better links to surrounding facilities and transport links at Arnos Grove and New Southgate;
- Partial redevelopment of the New Southgate Industrial Estate to link with redevelopment at Ladderswood Estate and facilitating improvements to the quality of the remainder of the estate;
- Redevelopment of land to the north of New Southgate station for mixed use with residential on upper floors and commercial uses at ground level around the station entrance and at the corner of Station Road and Friern Barnet Road; and
- High quality and accessible green spaces in the area.

* The Western Gateway site refers to the site occupied by the gas holder and adjoining retail units.

THE NORTH CIRCULAR AREA ACTION PLAN

1.17 As well as the Core Strategy, the masterplan also provides more guidance and information on the policies in the North Circular Area Action Plan. Like the Core Strategy, Area Action Plans set new planning policies but are specific to areas of change or regeneration. The North Circular Area Action Plan includes the New Southgate Area but also covers a wider area including a large stretch of the North Circular Road where many derelict properties are being brought back into use.

1.18 The North Circular Area Action Plan: Preferred Options report (May 2008) sets out the need for regeneration in New Southgate, stating that development in Western Gateway, part of New Southgate Industrial Estate and around New Southgate Station should aim to create a well planned and designed place which provides a good range and mix of homes, services and amenities. There will be attractive and safe pedestrian environments, rejuvenated and new residential areas and an accessible network of green spaces. All of this will be supported by an improved social infrastructure, community facilities and increased opportunities for business development.

The **North Circular Area Action Plan** is part of the Local Development Framework (LDF) and contains planning policies relating to the North Circular Area. This includes policies that the masterplan must comply with.

REDEVELOPMENT OF THE LADDERSWOOD ESTATE

1.19 A piece of work was carried out in 2009 to decide the future of the Ladderswood Estate. This is because of the poor state of repair of the buildings and living conditions for existing residents. It has now been agreed that the Ladderswood Estate will be demolished and rebuilt.

The masterplan provides the overall framework for the redevelopment of the estate including how Ladderswood should be integrated into the wider masterplan area.

A planning application will need to be submitted for the redevelopment of the Ladderswood Estate. This will provide much more detail on what the new homes will look like and how they will fit in with the wider area. The planning application must be in line with the guidance set out in this masterplan.



A resident sets out her vision at the Community Fun Day consultation

Section 2:

The views of the community

PREPARING THE DRAFT MASTERPLAN

2.1 To help prepare the draft masterplan, we consulted with the local community from August 2009- February 2010. The different activities and events included:

- In August 2009 a flier was sent to every address in New Southgate, inviting residents to contribute their ideas on improving the area.
- As a result of the responses received, the Masterplan Neighbourhood Panel was formed, an open forum for members of the local community to identify issues and needs, develop these ideas in more detail and consider different options for the Masterplan. 4 meetings have been held and between 25 and 40 people were present at each meeting.
- Work was undertaken with residents of Ladderswood Estate, who formed the Ladderswood Design Panel, to better understand local ideas for redevelopment of the estate.
- Consultation at community events including the New Southgate Community Festival on Sunday 13th September, the Ladderswood Funday on 20th September and the St Paul's Harvest Festival on 6th October. This included an interactive game using a large map of the area and icon cards representing improvements that are a priority in the area.
- A letter was sent to every household in Autumn 2009 updating them on progress and inviting them to become involved.
- In response to local demand, a public meeting focusing on the Ladderswood redevelopment was held on 24th November, with over 60 people attending. This was promoted through the delivery of an invitation card to every address and through two local schools.
- Local businesses on Bowes Road, Friern Barnet Road and High Road were invited to a meeting on 9th December 2009. Officers have also presented at the Arnos Grove and New Southgate Retailers Association and held 1-1 interviews on request.
- Meetings were held with Garfield, Our Lady of Lourdes, St Paul's and Bowes schools to discuss their concerns and the involvement of the school communities in the Draft Masterplan consultation;
- Workshops and small group interviews were held with faith and community groups including St Paul's Church, Nanak Durbar Sikh Temple, the Brownies, Christ Church Friern Barnet, Emmanuel Network Church, Parent and Toddler Group, Church of God of Prophecy and Tuesday night youth group.
- Presentations were made at the Ladderswood Design Group, Neighbourhood Forums, Bowes, Southgate and Southgate Green Area Forum, Arnos West Housing Group, Children's Area Partnership and CAPE meetings.

2.2 As a result of these activities, a number of key priorities were identified in the local community to help develop the masterplan.

- Parking is an issue, particularly around the train stations. Additional parking, particularly for commuters, or restrictions to protect parking for residents would help. Shops also say that the lack of parking reducing the amount of customers they can attract.
- There is a need for more community facilities in the area, particularly for those that are accessible for people who are mobility impaired. A community centre to include youth facilities would be an asset, as would more activities for older people.
- There are not enough activities for young people or places for them to go in the area – this would help tackle the amount of young people hanging out in public places that can be perceived as intimidating.
- Anti-social behaviour is a major concern. This tends to focus around the shops, alleyways and parks.
- Lacking amenities, in particular bus links to Enfield Town, Post Office, Bank/ free cash withdrawal, and inadequate opening hours for the library and swimming pool
- Parks in the local area, including Millennium Green, High Road Open Space and the Grove Road Open Space are highly valued in a densely populated area, and considered a focal point of the community. These could be enhanced by more lighting and seats.
- There needs to be more play opportunities in the area for all ages – many parents travel a long way to take their children to a park with good facilities.
- Road safety is an important concern, including pedestrian crossings at Betstyle Circus and the North Circular, traffic calming measures around schools and along Station Road.
- The streets could be improved by additional planting, for example around

Arnos Grove shops, better lighting, art and better quality roads and pavements. There are particular issues regarding maintenance of alleyways such as overgrown bushes.

- Bowes Road shops could be improved by having more variety, for example better availability of fresh produce, and through having no vacant shops.
- Quality of the environment was a concern, including litter, rubbish collection, fly-tipping and empty buildings.
- Whatever developments take place, there should be more rather than less jobs, especially when industrial sites might be used for redevelopments.

THE MASTERPLAN CONSULTATION

2.3 Based on this early consultation with residents we prepared a draft masterplan which was consulted on for 12 weeks from March to June 2010. During this time we used a number of different consultation and engagement methods to make sure that residents, businesses and other stakeholders were able to comment on the plan. We have prepared a Consultation Report which sets out what we did in more detail as well as all the responses we received. To view this please contact us or go to www.enfield.gov.uk/placeshaping



Local people getting involved during a public consultation event

DRAFT MASTERPLAN: RESIDENTS' FEEDBACK

2.4 The full results of the masterplan consultation are included in the Masterplan Consultation Report (available at www.enfield.gov.uk/placeshaping). A summary of the results from residents is set out below:

CONSULTATION FEEDBACK

The redevelopment of the Ladderswood Estate to provide better quality homes is supported by 74% of respondents. Less than 10% disagreed with the scheme. New community space and green areas were popular with some school pupils, who feel the estate is unsafe.

69% support the plans at Western Gateway which involve removing the existing buildings and gasholder and creating a mixed use development with new homes, jobs and community space. 15% disagree, some people think that the area should not be redeveloped for housing. Only jobs, that the proposed development is too dense and it would increase traffic congestion.

The public square and mixed-use scheme at New Southgate Station is particularly popular (78% support), with only 5% opposition, due to the potential effect on parking or because of demolition of the car sales site.

64% of respondents support the Arnos Grove proposal and 21% oppose it. The opposition appears to be largely due to confusion that the Listed library building would be demolished which is not the case.

66% support the plans to provide some community space and residential development on the site of Coppicewood Lodge Care Home (once the care home residents have been moved to more modern accommodation), improve Grove Road Open Space (the Bombie) and improve links between New Southgate and Arnos Grove stations by creating a new walking path through the care home site.

73% support the plan to improve the public realm at High Road estate to reduce crime and anti-social behaviour, and create a new walking and cycling route from High Road to Friern Barnet Road. Less than 10% disagree with this scheme.

75% of respondents agree with the proposal to improve green spaces, the public realm and safety at High View Estate. Only 6% of respondents disagree and 2% of respondents want to see part of the estate redeveloped to provide better quality homes and improve the appearance of Palmers Road.

78% of respondents support the proposals to improve community safety on Red Brick estate. The alleyways have been mentioned by respondents (including a pupil who took part in the school photography competition) as the key contributing factor to anti-social behaviour and crime.

The three green spaces were recognised as valuable assets that should be improved, by redeveloping nearby sites and identifying improvements in each space to make them feel more pleasant and safer. Respondents are keen to see High Road open space improved with better quality lighting and playspace for younger children.

The Vision for New Southgate

New Southgate will be an attractive local neighbourhood that is well connected to the rest of Enfield and surrounding areas. Residents will enjoy a clean environment, a well-used network of high quality, multi-functional green spaces, high quality homes, local shops and community services and excellent transport links to central London and beyond.

The Ladderswood Estate and industrial areas will be transformed to provide new homes, jobs and amenities, these areas will be better connected to the wider New Southgate neighbourhood and drive change in the area.

All new development will provide exemplar schemes, sustainably designed and will improve the local character of the area by contributing to a safer environment, good mix of housing, jobs and community facilities. Improved walking and cycling connections in the area will breathe fresh life into underused areas and spaces. The shopping areas at New Southgate and Arnos Grove stations will be revitalised by new development and more attractive shopping and station environments.

Section 3: Shaping New Southgate

HOW WILL WE ACHIEVE THIS?

3.1 Five principles have guided the masterplan and all new development in New Southgate should contribute to delivering them.

3.2 The New Southgate Masterplan will create:

A) A neighbourhood that meets the needs of existing residents and provides for new residents with a range of homes, jobs, shops and community facilities working together to create a lively and interesting place, with a mix of people and ages throughout the day and evening.



Improvements in New Southgate could include new high quality play areas

B) An attractive neighbourhood with clean streets and good quality well-used open spaces, which works with the existing area to promote family friendly living, while encouraging new development to create interest, reinforce and improve local character, and add variety to the area.

C) A well connected neighbourhood, which reopens old connections, improves existing routes both inside and outside the area and reduces the impact of busy roads and commuter parking to make the area more accessible and safe by foot, bike or public transport. This will help to increase trade in New Southgate and Arnos Grove local centres.

D) A clean and green neighbourhood, which reduces its environmental impact by encouraging lower energy, less traffic and water consumption, while cleaning up the existing environment, improving and enhancing the natural environment, and improving biodiversity.

E) A safer neighbourhood with improved services and opportunities for all residents with less anti-social behaviour, where people are healthier, better skilled and have better access to training, jobs, schools, health, play space, sports and recreation.

The masterplan sets out the different places where change will happen in New Southgate. Some sites will have new housing built on them and we have considered how this new housing will affect the area and planned for the increase in population by providing opportunities for new local jobs, shops and community facilities. We have also considered how the new development will affect traffic, parking and public transport.

Section 4:

The masterplan

MASTERPLAN REGENERATION SITES

4.1 We have marked a number of sites in the area as Regeneration Sites; these are places where the land could be used for a different use or new buildings could be built on the site. The plans and diagrams in this document give an idea of what could happen on each regeneration site. All new development, including the Ladderswood Estate redevelopment, will need to get planning permission before it is built.



Figure 4.1 Aerial map of New Southgate

4.2 Table 4.1 sets out the indicative size of the development proposed as part of the masterplan. It is based on design work undertaken by the masterplan team and should be used for illustrative purposes as a guide the broad scale of development that could come forward on each of the Regeneration Sites.

4.3 There could be around 800 new homes in the area, which will be provided in the Western Gateway, the Ladderswood Estate, Coppicewood Lodge Care Home site, near New Southgate Station (car showroom site) and Arnos Grove tube station (station car park site), combined. Around 510 new jobs could be provided; around 350 of these jobs could be delivered on the Western Gateway site and as part of the Ladderswood redevelopment.

4.4 Improvements to community facilities, shops and other services are also included in the masterplan. New community facilities are suggested which could be focused around a new hub of facilities around Grove Road open space. We have also identified the Arnos Pool and Bowes Road Library site as a location where community facilities will be improved, subject to funding. A new play park for young children is suggested in High Road open space. If required extension of Garfield School is also suggested, this could provide capacity for more pupils. New shops, restaurants, cafés and services will be focussed on the shopping areas around New Southgate and Arnos Grove Stations. New squares at both stations are also set out to improve the arrival into the area.

Regeneration Site (All figures regarding amount of units and floorspace are indicative and all sites require planning permission)	Residential units					Community (D1) (sq.m)	Shops, restaurants, cafés and services (A1 - A4) (sq.m)	Employment (B1) (sq.m)	Flexible space (as defined in site specific guidance) (sq.m)	Total floorspace (excluding residential)
	Net increase (units)									
	Apartments	Maisonettes	Houses	Total number of new units (net)	Total net increase (sq.m)					
1. Ladderswood Estate				239*		300	0	3000	0	3300
2. Western Gateway – Gasholder Site	105	7	0	112	9,310	0	0	0	500**	500
3. Western Gateway – Homebase Site	113	49	41	203	17,968	515	0	3,520	0	4,035
4. Western Gateway – Topps Tiles Site	33	10	6	49	4,219	0	0	0	0	0
5. New Southgate Station and Friern Barnet Road Shops	84	0	0	84	6,950	0	790	0	0	790
6. Arnos Grove Local Centre and Arnos Grove Station	43	0	13	56	3,791	0	733	744	0	1,477
8. Coppicewood Lodge Care Home	23	0	0	23	1,920	1,100 ***	400 ****	0	0	1,500
TOTAL	401	66	60	766	44,158	1,915	1,923	7,264	500	11,602

Table 4.1 Development schedule

* There are currently 161 homes on the estate including Lorne and Roberts House- There will be additional units built in the Ladderswood redevelopment resulting in a net increase of around 239 units and a total provision of around 400 units.

** Potentially comprising small shops, café or community space

*** This is based on the potential for a health centre on this site

**** Community cafe

4.5 Note: Site 7 contains no development, so does not appear in Table 4.1

4.6 A number of changes to the transport network and parking are also suggested to encourage a well connected neighbourhood that is pedestrian and cycle friendly without new development creating traffic congestion. The masterplan requires all new developments to improve links with key routes to the train and tube station such as Palmers Road, High Road and Station Road. We are also working to reduce the

amount of car parking provided in new developments and increase the amount of cycle parking spaces in new development which will encourage people to walk, cycle

All site layouts in the plan, including the Western Gateway and Ladderswood Estate, are ideas to show how much development could go on the site and how it could be designed. Every regeneration site, including the Ladderswood Estate, will need to get planning permission for redevelopment. For guidance and information on the different requirements for each site read the Design Guidance later in this document.



Figure 4.2 Illustrative masterplan

4.7 There are three types of areas included in the masterplan. These are:

Regeneration Sites (yellow): The masterplan sets out clear guidance for new development and talks about what activities and uses should be included on different sites.

Estate Improvement Areas (purple): The masterplan suggests the type of improvement that could take place on some housing estates, such as improved safety, but further consultation with residents will happen before more detailed proposals can come forward.

Open Space Improvement Areas (green): These are the main open spaces in the area that we want to improve.

REGENERATION SITES

1 LADDERSWOOD ESTATE

4.8 Due to the poor quality of the flats, the majority of the existing blocks will be demolished and better housing will be built. There are currently 161 units on the estate, a net increase of around 239 units will be provided providing a mix of private and affordable homes. This will result in around 400 homes in total. As well as the new homes, a new community facility is included in the plans.

4.9 As part of the plans for Ladderswood, part of the New Southgate Industrial Estate will be demolished to make way for new homes. However some of this space will be reprovided in the new development (3000sqm of B1 commercial floorspace). For businesses on the estate that can't get new premises on Ladderswood, we are working with them to find space elsewhere.

THE WESTERN GATEWAY

4.10 The site currently has the gasholder (which is no longer in use), Homebase and Topps Tiles. The owners of this site think that the site is under-used and they want to build something different here which will replace the existing buildings. The masterplan sets out what should happen on this site in the future:

4.11 Overall the site will be a mix of different uses including some housing and some commercial uses (B1 Use Class- Light Industrial). There could also be some small local shops, cafes and restaurants to support the new population.

2 WESTERN GATEWAY - GASHOLDER SITE

4.12 A landmark residential development of a new apartment block, along with a new public square and a few small local shops, cafes or restaurants.

3 WESTERN GATEWAY - HOMEBASE SITE

4.13 New houses and apartments, workspace and light industrial units.

4 WESTERN GATEWAY - TOPPS TILES SITE

4.14 New houses and apartments, workspace and light industrial units

5 NEW SOUTHGATE STATION AND FRIERN BARNET ROAD SHOPS

4.15 We want to enhance and improve the local shops on Friern Barnet Road by improving the public realm and creating a new public square outside the station. The car showroom site could also be changed into new housing. We also encourage the development of small shops or cafes in this location to link to the train station and provide an active frontage onto Station Road.

6 ARNOS GROVE LOCAL CENTRE AND ARNOS GROVE STATION

4.16 We want to improve and enhance the retail offer and identity of the shopping centre by making the shopping area more attractive. We could build on the heritage value of the station by creating a new public square at the front to improve its setting along with sensitive residential development of the station car park (provided that it will not increase commuter car parking on local streets). The Arnos Resource Centre will

also be relocated to Edmonton and this site could be used to build new homes. Improve the walking links to Arnos Swimming Pool and Bowes Road Library, other important Listed Buildings and community assets.

7 BOWES ROAD LIBRARY AND CLINIC, ARNOS POOL

4.17 The swimming pool will remain where it is. Subject to funding, the library will also stay in the same place and, if it remains, we will aim to improve access to the library for people who are disabled or people with prams or buggies. We want to create new sports and leisure on this site to link in with the swimming pool.

4.18 We will also explore the option of alternative uses on the site, including residential development, through the preparation of a conservation management plan (a plan to consider the future use and management in light of its status as a Grade II Listed Building) and in further consultation with local residents and stakeholders.

4.19 The doctor's surgery will also remain but we will consider options to expand the surgery on-site. If this can't be done there could be an option to build a larger surgery on a different site, the Coppicewood Lodge Care home (as part of a residential-led scheme), once residents in the home are relocated.

8 COPPICWOOD LODGE CARE HOME

4.20 The care home is not fit for purpose and does not meet the standards of a modern care home. Therefore the residents will be moved to more modern premises in around 2012. Once the care home is gone this site should be a residential-led development with the option of community facilities including space for a health facility, sports, community theatre, youth centre or community cafe. Development here should also create a better walking link between New Southgate and Arnos Grove Stations.

ESTATE IMPROVEMENT AREAS

9 HIGH ROAD ESTATE

4.21 We will work to improve the environment by improving the areas of green space. We will improve the walking link from High Road to

Friern Barnet Road by creating a direct route through.

10 RED BRICK ESTATE

4.22 We will work with residents to improve community safety by improving walking links through the estate from High Road to Station Road and to New Southgate Station. Public realm improvements, such as removing some alleyways, will improve safety. Improvements to the estate will link into improvements to the High Road and the open spaces along it.

11 HIGHVIEW ESTATE

4.23 There are opportunities to improve green spaces and the public realm and safety. We will work with residents on the estate to discuss these ideas. In the long-term we will look at the need and opportunities to provide better quality homes.

OPEN SPACE IMPROVEMENT AREAS

4.24 These valuable open spaces will be improved through the redevelopment of nearby sites but also as stand-alone projects, improving these with the help of the local community.

12 MILLENNIUM GREEN

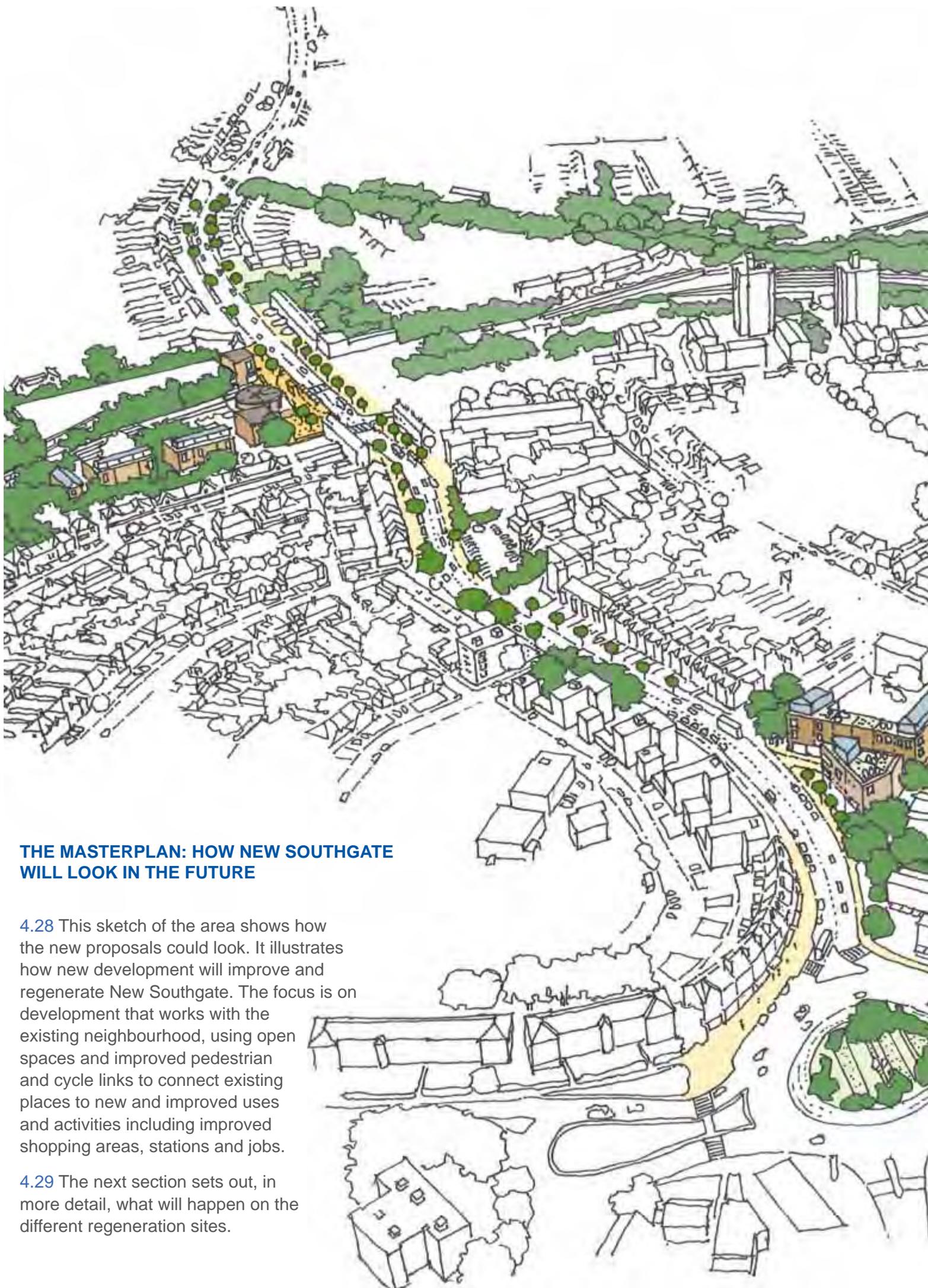
4.25 A wildlife and ecology area enjoyed by the whole community with links to new community facilities and local schools.

13 GROVE ROAD OPEN SPACE

4.26 A formal open space with flowerbeds, planting and seating which will complement the attractive surroundings of St Paul's Church and Old Church Court.

14 HIGH ROAD OPEN SPACE

4.27 New playspace for younger children, planting and flowerbeds as well as picnic tables and sports and leisure uses.



THE MASTERPLAN: HOW NEW SOUTHGATE WILL LOOK IN THE FUTURE

4.28 This sketch of the area shows how the new proposals could look. It illustrates how new development will improve and regenerate New Southgate. The focus is on development that works with the existing neighbourhood, using open spaces and improved pedestrian and cycle links to connect existing places to new and improved uses and activities including improved shopping areas, stations and jobs.

4.29 The next section sets out, in more detail, what will happen on the different regeneration sites.





Section 5: Regeneration Sites

REGENERATION SITE 1: LADDERSWOOD ESTATE

5.1.1 Ladderswood Estate is a large housing estate that is in a poor state of repair and conditions for tenants are in need of improvement. The estate will be redeveloped to create a high quality new residential community. This section identifies the guidance that new development must comply with.

5.1.2 New development should replace all 86 social rented homes currently on the site. It could provide around 239 additional homes (for more information on the proposed number of homes see Chapter 4).

5.1.3 There should be a net increase in social rented homes on the site.

5.1.4 Higher residential densities should be concentrated along Station Road to complement landmark buildings on the Western Gateway, with lower rise family size units focused elsewhere on the site.

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS



Ladderswood estate is rundown

5.1.5 Part of the New Southgate Industrial Estate will be released for housing, as shown in Figure 5.1.1. Around 3000 square metres of commercial and light industrial space (B1 Use Class) should be reprovided in the redevelopment, located to the south of Palmers Road and along Station Road. This should be designed to accommodate the needs of the existing industrial estate occupiers and also to encourage new businesses to the area. Traffic generation will be considered in relation to any proposals.

5.1.6 A community facility (D1 or D2 Use Class) of around 300 square metres must be provided, in a location that is accessible to residents of the wider area. Based on feedback from the community and existing facilities this could include some form of youth provision and education and training facilities for people of all ages. The proposed use must be compatible with surrounding residential uses. Traffic generation will be considered in relation to any proposals.

5.1.7 We will actively support businesses required to relocate as part of the development of the residential scheme.

5.1.8 Figure 5.1.1 sets out an example showing how this ground floor land use mix could be achieved on the site.

PRINCIPLE B: AN ATTRACTIVE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL USED OPEN SPACES

5.1.9 Some taller buildings could be located on Station Road and the North Circular Road and lower rise family housing should go elsewhere to integrate with existing development and local streets.

5.1.10 The taller buildings should complement taller development at the Western Gateway and act as a landmark entry to the Borough. Figure 5.1.2 sets out an example showing how building heights could work on the site.

5.1.11 Active ground floor uses will be sought near the junction of Station Road and Palmers Road. Figure 5.1.3 sets out an example showing the general area where active uses will be encouraged on the site.

5.1.12 New development should improve views over Millennium Green and make this area feel safer during the day and night. Development should also create better access to the Green from the surrounding area.

5.1.13 Connections between Millennium Green and High Road open space should be improved (such as new trees and paving) as part of wider improvements to a green network, as well as streetscape improvements along High Road and Station Road.

5.1.14 Station Road could be narrowed to better link the Western Gateway to Ladderswood. Before this happened it would be subject to further work on the impact on the roads and junctions and consultation with local residents and Transport for London.

5.1.15 Redevelopment of the Ladderswood Estate should draw on the local historic environment to achieve high quality design.

5.1.16 Private and communal open space should be provided on the site, based on the standards in the London Plan. There may be an opportunity to provide off-site children's playspace on High Road Open Space. Local open space standards may be set in the Development Management Document which should also be referred to, when available.

5.1.17 Improvements to Palmers Road, High Road and Upper Park Road to provide more pleasant walking streets that feel safer will be sought as part of development in this area.

5.1.18 The development should create a direct link from High Road to Station Road via Weld Place.

5.1.19 Figures 5.1.4 sets out areas where public realm improvements should take place on the site.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.1.20 The redevelopment of the Ladderswood Estate should allow for the opening up and continuation of Palmers Road for pedestrian, cycle and buses (not cars) southward to Station Road. Access to the remaining New Southgate Industrial Estate units should be maintained and improved in relation to the impact on the new and existing homes.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.1.21 The redevelopment of Ladderswood Estate must minimise carbon dioxide emissions in conformity with the energy hierarchy in the London Plan. In accordance with the energy hierarchy, proposals must also provide a reduction in carbon dioxide emissions by at least 20% through the use of onsite renewable energy generation unless it can be demonstrated that this is not feasible.

5.1.22 A Combined Heat and Power facility should be provided onsite. The CHP should have the ability to connect to the Western Gateway and other sites in the area as part of a district heating network. This is shown in Figure 5.1.1.

5.1.23 The design of the development should help to minimise noise and air pollution for residents and occupiers.

5.1.24 Green roofs should be provided in developments as part of the estate wide requirement for 30% of new homes to have green roofs. Rooftop allotments could also be provided as part of green roofs to further enhance biodiversity. More information is set out in Design Guidance 26.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.1.25 New jobs and training opportunities from the development (including construction) should be targeted towards local people. We will work with the selected developer for Ladderswood Estate to prepare an employment and training programme.

5.1.26 The development should be built to Secure by Design principles to improve safety for existing and new residents and prevent and reduce anti-social behaviour.

REGENERATION SITE 1: LADDERSWOOD ESTATE



Regeneration Site 1 Ladderswood Estate

- Regeneration Site 1
- Other Regeneration Sites



Examples of taller buildings towards Station Road

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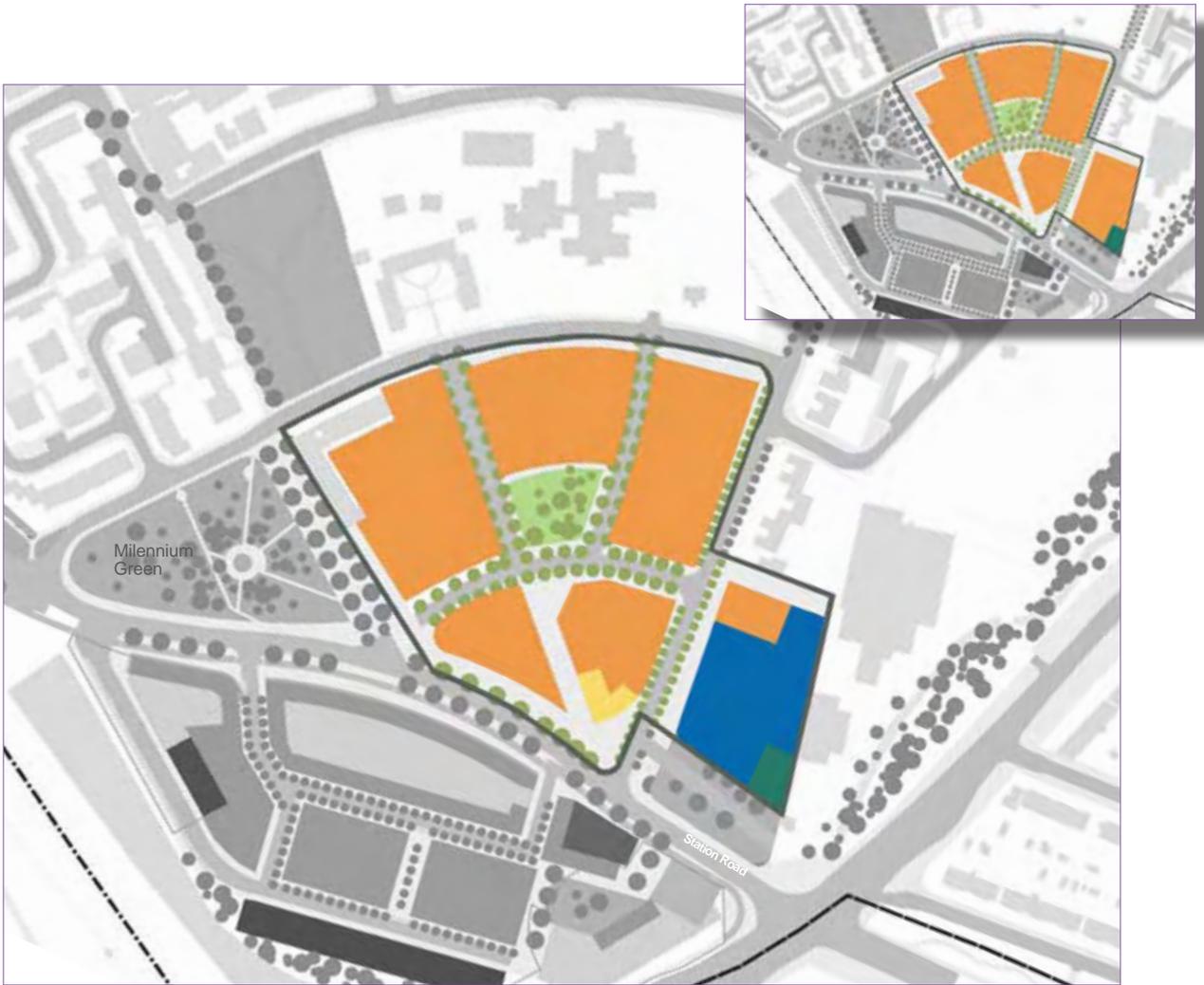
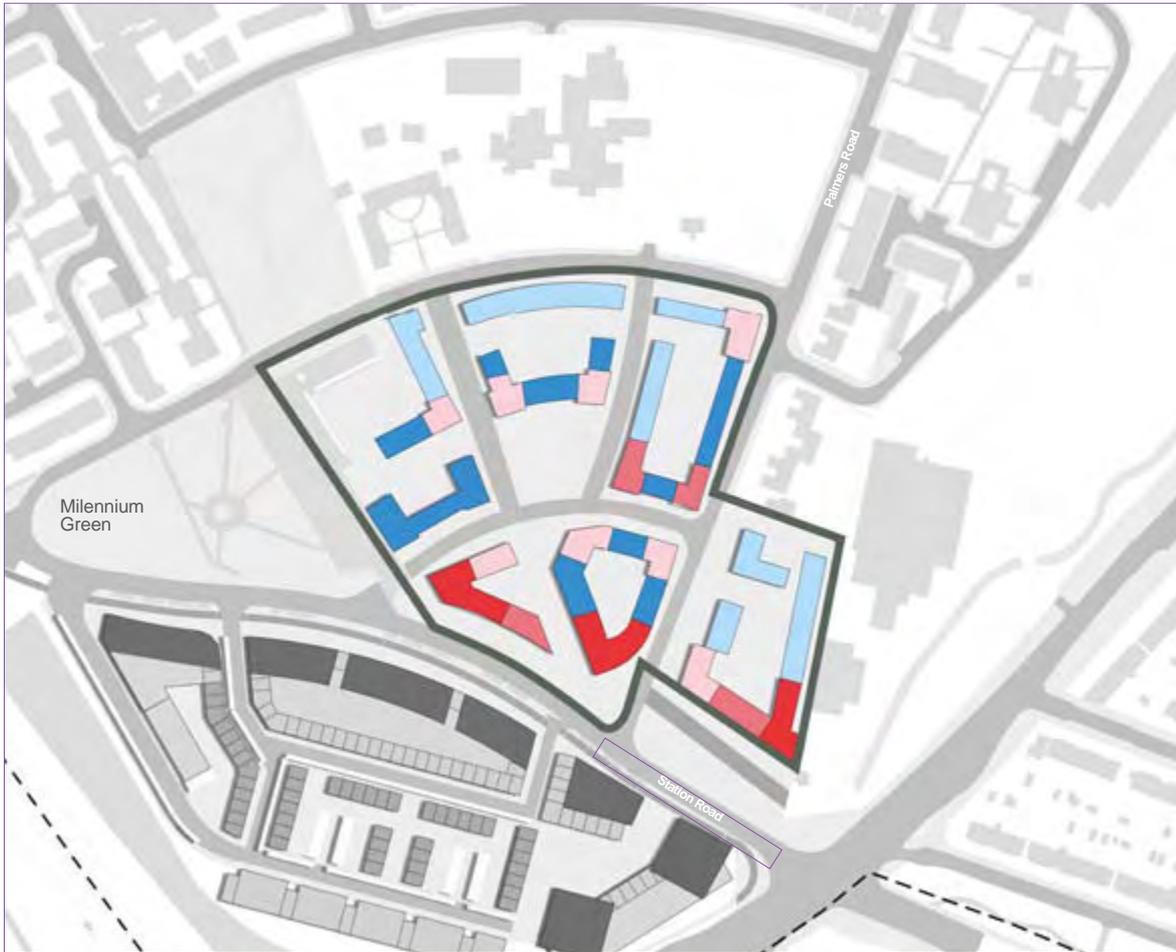


Figure 5.1.1 Ground and upper floor (inset) land uses: Ladderswood Estate
This diagram shows how different land uses on different sites could come forward.

- New housing will create a high quality new community providing a mix of family homes and apartments
- Around 300 sq.m of community space should be provided within the scheme
- Around 3,000sq.m of B1 commercial space should be included in the scheme
- CHP should be provided as part of the scheme and be able to feed into surrounding developments as they come forward as part of a district heating network

- community
- residential
- employment
- CHP
- Boroughs boundary
- Regeneration site boundary

REGENERATION SITE 1: LADDERSWOOD ESTATE



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Figure 5.1.2 Building heights: Ladderswood Estate

This diagram shows how high buildings could be in different places and will be subject to more detail design and planning permission, including consideration of heritage and local context.

- The interface between the Ladderswood Estate site, the rest of New Southgate and development approaching the North Circular and Western Gateway is vital. A range of heights is supported to suit the context of the neighbourhood, complement taller development at Western Gateway and provide a landmark gateway to Enfield
- Taller buildings along Station Road with family units in the north to integrate with existing development
- Corner sections are typically taller than the remaining parts of housing blocks to give extra definition



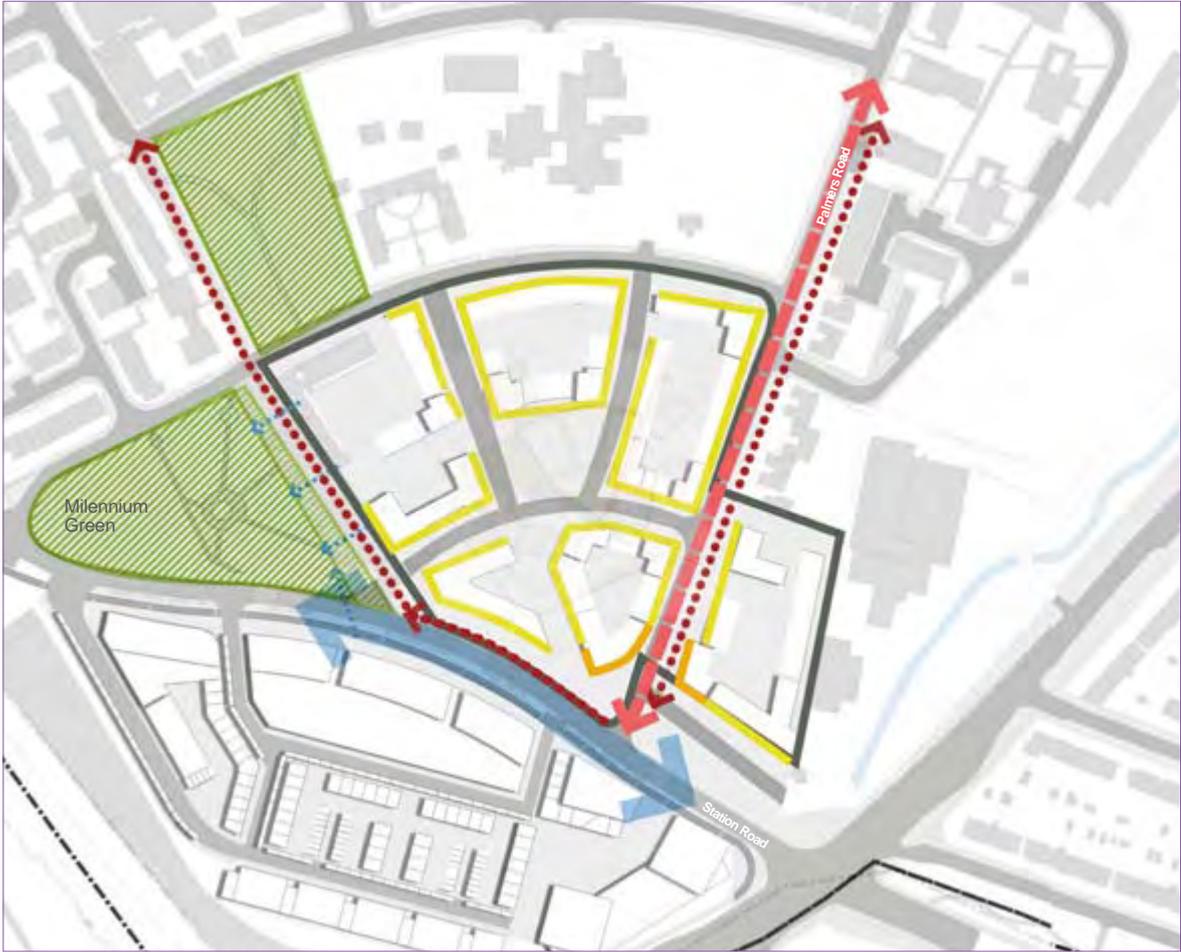


Figure 5.1.3 Urban design framework: Ladderswood Estate
This diagram shows our urban design ideas.

- Natural surveillance of Millennium Green improved through development on Ladderswood
- Improves connections between Millennium Green and High Road open space
- Views along Palmers Road promoted between the station and new development
- Routes along Palmers Road, High Road and Station Road improved to promote walking and cycling

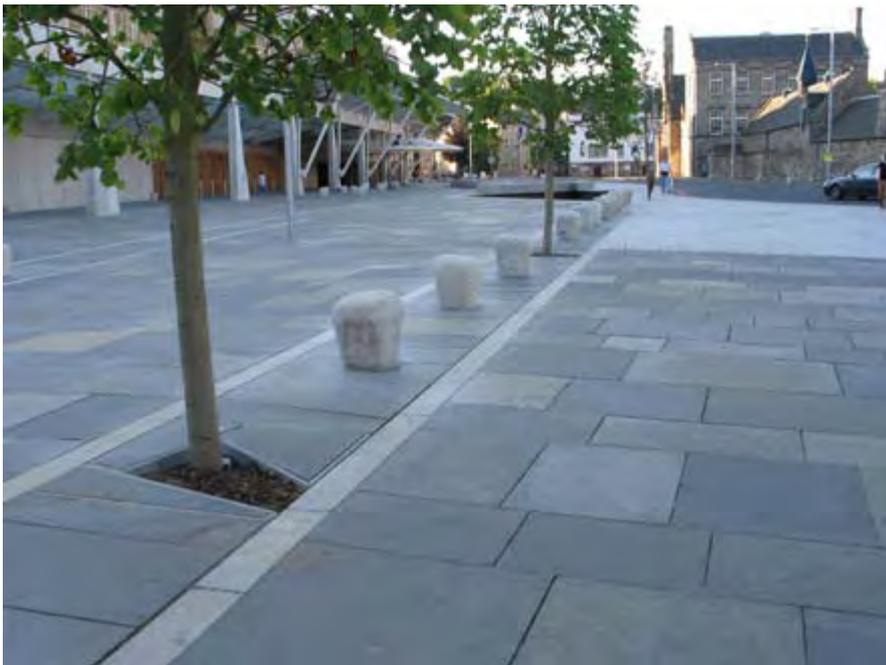
- ➡ Improved overlooking
- ➡ Improved walking route
- ▨ Improved open spaces
- ▭ Narrowed road
- ▭ New active uses at ground floor level
- ▭ New residential frontage
- ➡ Views
- - - Borough boundary
- ▭ Regeneration site boundary

REGENERATION SITE 1: LADDERSWOOD ESTATE



Regeneration Site 1 Ladderswood Estate

- Regeneration Site 1
- Other Regeneration Sites



Examples of neighbourhood squares with high quality paving and green spaces

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Figure 5.1.4 Public realm: Ladderswood Estate
This plan shows the ideas for streets and public spaces.

- Residential streets could be shared surfaces to promote a safer environment for residents
- Tree planting on all streets will enhance the local character
- Millennium Green’s ecological and nature conservation role should be enhanced through additional planting and information, working with the New Southgate Millennium Green Trust
- High Road open space improved to further boost access to play space
- Private open space should be provided through a mix of balconies, gardens, roof terraces and internal courtyards

- • local green network
- streetscape improvement
- improvement to Millennium Green
- High Road facilities improvement
- private open spaces/gardens
- existing trees
- - - Borough boundary
- Regeneration site boundary

REGENERATION SITES 2 (GASHOLDER), 3 (HOMEBASE) AND 4 (TOPPS TILES): THE WESTERN GATEWAY

5.2.1 The Western Gateway has been designed so that development could come forward separately (in line with existing land ownerships), or as a single scheme. As development on the Western Gateway may not come forward at the same time, each individual site must be designed to ensure a positive relationship with the proposed development on the others. This should include consideration of access, public realm and parking.

5.2.2 The uses proposed on the Western Gateway site are what we consider to be appropriate and acceptable for the area. We will continue to work with the landowners to discuss options for the future of the site which will include consideration of the impact on traffic and transport and local services.

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

5.2.3 Around 112 new homes could be accommodated on the gasholder site and should provide a high quality landmark gateway to the Borough.

5.2.4 A mix of housing and commercial space (B1 use class) will be sought on the Homebase site. Around 203 new residential homes could be accommodated. Development should comprise a large proportion of family homes as maisonettes or houses.

5.2.5 Around 49 new homes could be accommodated on the Topps Tiles sites. Residential development will not be accepted on land where sunlight/daylight is reduced by the railway viaduct and associated structures.

5.2.6 Small-scale retail (Class A1-A4) uses of around 500 sq.m located at ground level along Station Road. Retail development (Class A1 use) should be limited to around 500 sq.m across both the Gasholder and Homebase sites.

5.2.7 Figure 5.2.1 sets out an example showing how this ground floor land use mix could be achieved on the site.

PRINCIPLE B: AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

5.2.8 A high-quality landmark gateway development is sought on the gasholder site, taller buildings of around 10 storeys will be considered here providing that the design is exemplary, providing a gateway to Enfield. Figure 5.2.2 sets out an example showing how building heights could work on the site.

5.2.9 A mix of active and residential ground floor uses are required along Station Road. Figure 5.2.3 sets out an example showing the general area where active uses will be encouraged on the site.

5.2.10 A landmark development is sought facing Palmers Road that is visible from Arnos Grove Station, to improve the visual connection through the masterplan area.

5.2.11 A neighbourhood square on the gasholder site should form a focal point to the area and link to Ladderswood on Palmers Road.

5.2.12 Contributions to public realm and highway improvements to Station Road will be sought as part of development in this area.

5.2.13 Figures 5.2.4 sets out areas where public realm and open space improvements should take place on the site.

5.2.14 Private amenity space will be encouraged through private gardens for ground floor homes, balconies and roof gardens. The public realm should be designed to reinforce the areas residential character and to help separate the employment areas.

5.2.15 A green pedestrian and ecological network should be promoted with a link between the neighbourhood square and Millennium Green a key part of this, including trees, planting and signage to support biodiversity and its movement.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.2.16 Access to the site should be from Station Road (any changes to the existing access will need to be agreed with TfL because it is close to the A406 junction).

5.2.17 Undercroft car parking is encouraged to minimise the visual impact of car parking and promote the landmark characteristic of the site.

5.2.18 Access to the new commercial development should be designed to minimise the impact of noise and air pollution on housing.

5.2.19 Station Road should be narrowed to better link the Western Gateway to Ladderswood and the rest of New Southgate.

5.2.20 Servicing of the commercial properties should be located to minimise the impact on housing.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.2.21 A rainwater retention pond in the public square should be considered to support sustainable drainage.

5.2.22 Before development occurs a study should be undertaken to establish the likely levels of noise and vibration that will be transferred to the building structures from the adjacent railways.

5.2.23 The North Circular Area Action Plan: Preferred Options report sets out ways of reducing noise and air pollution through the design of new development, this should be referred to by developer. Design Guidance 28 and 29 sets out the preferred approach.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.2.24 The Council will encourage new jobs and training opportunities which arise from the development (including construction) to be targeted towards local people.

REGENERATION SITES 2 (GASHOLDER), 3 (HOMEBASE) AND 4 (TOPPS TILES): THE WESTERN GATEWAY



Regeneration Sites 2-4 Western Gateway



- Regeneration Sites 2-4
- Other Regeneration Sites



Examples of landmark residential buildings that are prominent within a local area

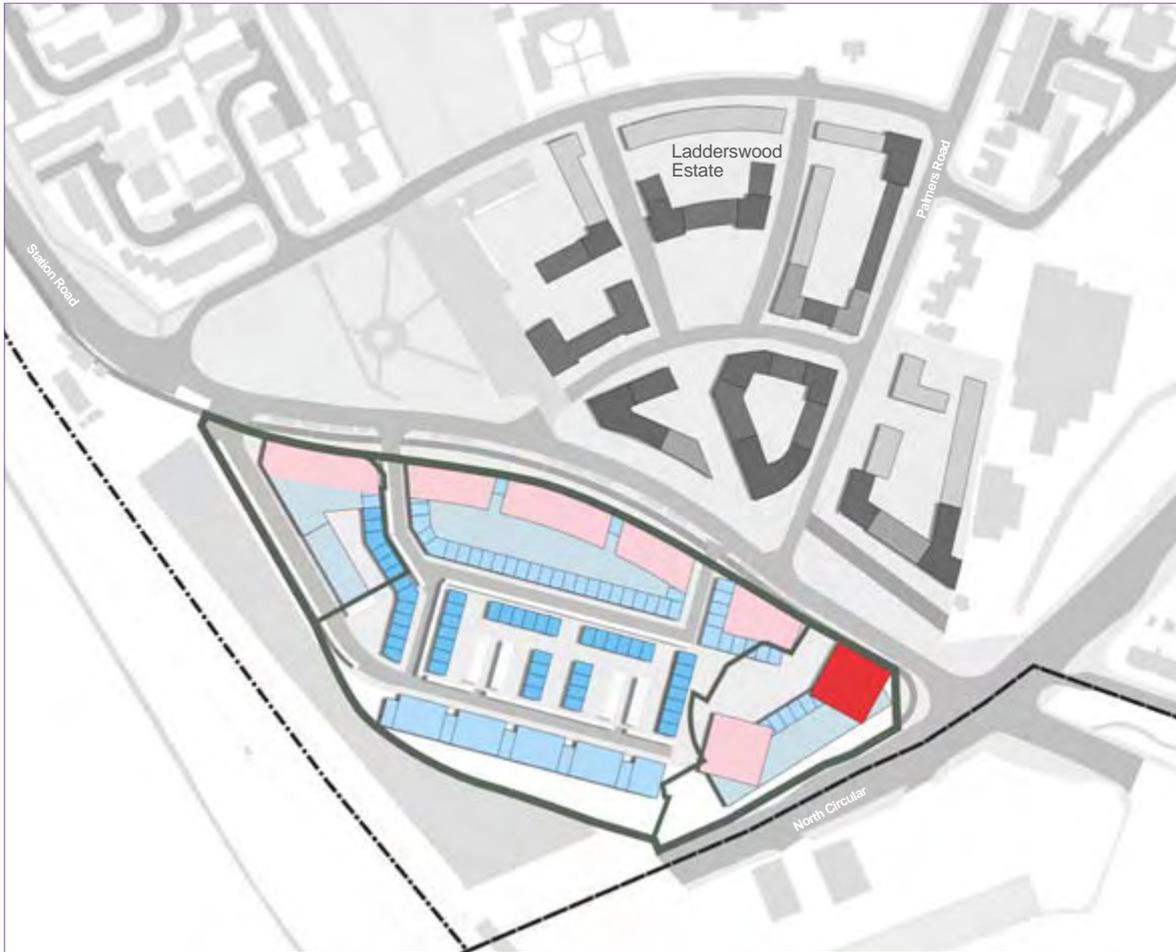


Figure 5.2.1 Ground and upper floor (inset) land uses: Western Gateway
 This diagram show how different land uses on different sites could come forward.

- High quality housing of exemplar design
- Retail (Class A1-A4) should front onto a new neighbourhood square and Station Road, providing activity and interest
- Commercial and light industrial space (Class B1) is proposed next to the railway viaduct.
- On the gasholder site, the ground floor of development includes car parking accessed from the rear, shielded from public view with active flexible units and housing where possible. Housing is proposed on all upper floors
- Residential units will be located on upper floors above undercroft parking

- community
- residential
- retail, cafe & restaurants
- employment
- off-street parking
- Borough boundary
- Regeneration site boundary

REGENERATION SITE 2 (GASHOLDER), 3 (HOMEBASE) AND 4 (TOPPS TILES): THE WESTERN GATEWAY



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Figure 5.2.2 Building heights: Western Gateway

This diagram shows how high buildings could be in different places and will be subject to more detail design and planning permission, including consideration of heritage and local context.

- Development on the gasholder site could come forward as a taller building
- Lower-rise development (2-3 storeys) should be located away from Station Road in keeping with the suburban residential character of the wider neighbourhood



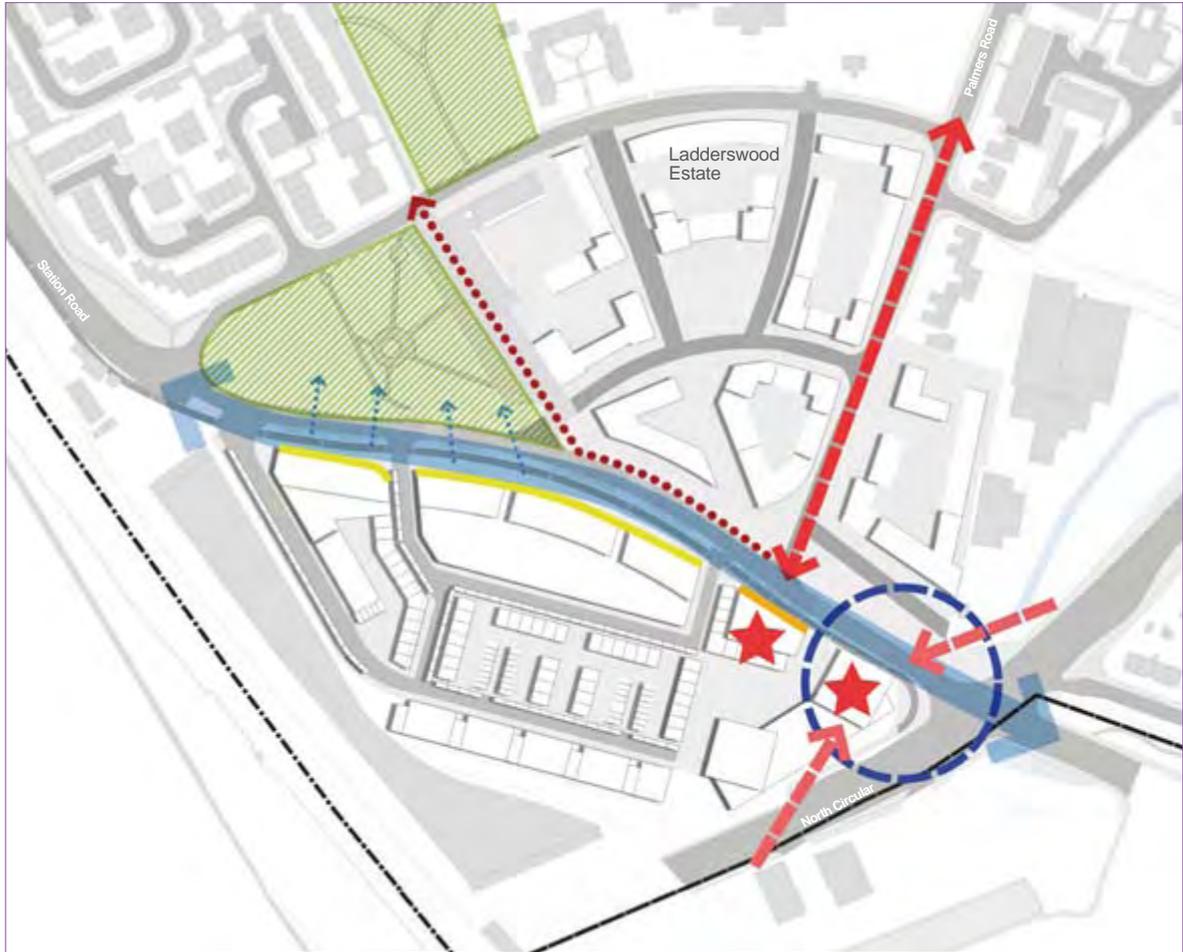


Figure 5.2.3 Urban design framework: Western Gateway
This diagram shows our urban design ideas.

- A high quality landmark development, visible from Arnos Grove Station and the North Circular
- This site will mark a key gateway to Enfield
- A mixture of active and residential frontages are encourage fronting Station Road
- Station Road narrowed to one lane to help connect this site to the rest of New Southgate
- Natural surveillance of Millennium Green improved through new adjacent development
- Built form improves local access to Millennium Green

- Improved overlooking
- Improved walking route
- ▨ Improved open spaces
- ▨ Narrowed road
- ▨ New active uses at ground floor level
- ▨ New residential frontage
- ⊙ Gateways
- ★ Landmarks
- Views
- - - Borough boundary
- Regeneration site boundary

REGENERATION SITE 2 (GASHOLDER), 3 (HOMEBASE) AND 4 (TOPPS TILES): THE WESTERN GATEWAY



Regeneration Sites 2-4 Western Gateway

- Regeneration Sites 2-4
- Other Regeneration Sites



Examples of neighbourhood squares and streets that are pedestrian and cyclist friendly



Figure 5.2.4 Public realm: Western Gateway
This plan shows the ideas for streets and public spaces.

- The neighbourhood square forms a focal point to the development
- Streetscape improvements to key routes include quality paving and removal of clutter and some street signs
- A green pedestrian and ecological network linking the neighbourhood square to other open spaces in the area should be promoted
- A rainwater retention pond in the neighbourhood square could support sustainable drainage
- Trees fronting onto the North Circular should be retained to reduce noise and air pollution

- • • local green network
- streetscape improvement
- ▨ tunnel streetscape improvement
- neighbourhood square
- improvement to Millennium Green
- High Road open space improvement
- private open spaces/gardens
- existing trees
- ▬ Borough boundary
- ▬ Regeneration site boundary

REGENERATION SITE 5: NEW SOUTHGATE STATION AND FRIERN BARNET ROAD SHOPS

5.5.1 New Southgate Station and the space outside do not currently provide a welcoming arrival to the area due to the poor quality environment which creates a feeling of being unsafe. There are significant problems with commuters parking cars on the surrounding streets. Subject to agreement with Network Rail and First Capital Connect we want to create a new public square outside the station, and improve the safety and appearance of the station. The car showroom site and the sites either side could provide a new residential development along Station Road with shops or cafes on the ground floor to complement the train station.

5.5.2 We will work with Barnet to deal with the commuter parking problems.

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

5.5.3 Small-scale retail uses (Class A1-A4) are encouraged at ground level next to New Southgate station as part of a mixed use residential development to encourage use of shops in the area and the station and up towards Friern Barnet Road to encourage more people to walk up here and use the existing shops at New Southgate local centre.

5.5.4 There is capacity for around 84 apartments on this site (subject to more detailed understanding of design issues adjacent to the railway line), potentially with undercroft car parking.

5.5.5 Retail (Class A1-A4) of approximately 790 sq. m located at ground level adjacent to New Southgate Station will be sought.

5.5.6 Residential development is appropriate in this location.

5.5.7 Figure 5.3.1 sets out an example showing how this land use mix could be achieved on the site.

5.5.8 Development should provide a frontage to Station Road and Friern Barnet Road, to make sure it improves the quality of the street.

PRINCIPLE B: AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

5.5.9 A landmark development is required at the corner of Station Road and Friern Barnet Road. It should correspond with any development on the 'Turrets' site opposite (see paragraph 1.10 for more information on the Turrets). The indicative height of this building is shown in Figure 5.3.2.

5.5.10 Development should provide a frontage to Station Road and Friern Barnet Road with a landmark view east from Bowes Road, to make sure it improves the quality of the street.

5.5.11 Views along High Road should also protect views of Alexandra Palace.

5.5.12 Figure 5.3.3 sets out an example showing the general area where active frontages will be encouraged.

5.5.13 The space outside New Southgate Station should be enhanced to provide a new and attractive gateway to the area including a new station square. The design should seek to reduce street clutter and improve safety through lighting and other design measures.

5.5.14 Improved paving, lighting and signage to other destinations should be provided at Friern Barnet Road shops.

5.5.15 Contributions to public realm improvements at New Southgate station and the local shopping area will be sought as part of new development.

5.5.16 Figures 5.3.4 sets out indicative areas where public realm and open space improvements should take place on the site.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.5.17 Pedestrian and cycle links across the station to Barnet should be improved.

5.5.18 Pedestrian and cyclist links across the station to Barnet should be improved.

5.5.19 A review of controlled parking zones in the area will be carried out to address commuter parking problem on local streets. Where appropriate, existing Controlled Parking Zones (CPZ) times will be amended or new CPZ will be considered to address commuter parking.

5.5.20 Dedicated commuter parking around New Southgate Station will be sought, by working with Barnet Council to identify an appropriate solution.

5.5.21 We will work with Barnet Council to encourage trade at shops in New Southgate local centre by exploring options for short-stay parking bays for customers of the shops.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.5.22 The North Circular Area Action Plan: Preferred Options report sets out ways of reducing noise and air pollution through the design of new development, this should be referred to by developer. Design Guidance 28 and 29 sets out the preferred approach.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.5.23 See Section 6 for more specific guidance.

REGENERATION SITE 5: NEW SOUTHGATE STATION AND FRIERN BARNET ROAD SHOPS



Regeneration Site 5 New Southgate Station and Friern Barnet Road shops

- Regeneration Site 5
- Other Regeneration Sites



Examples of landmark residential buildings that help define the local area

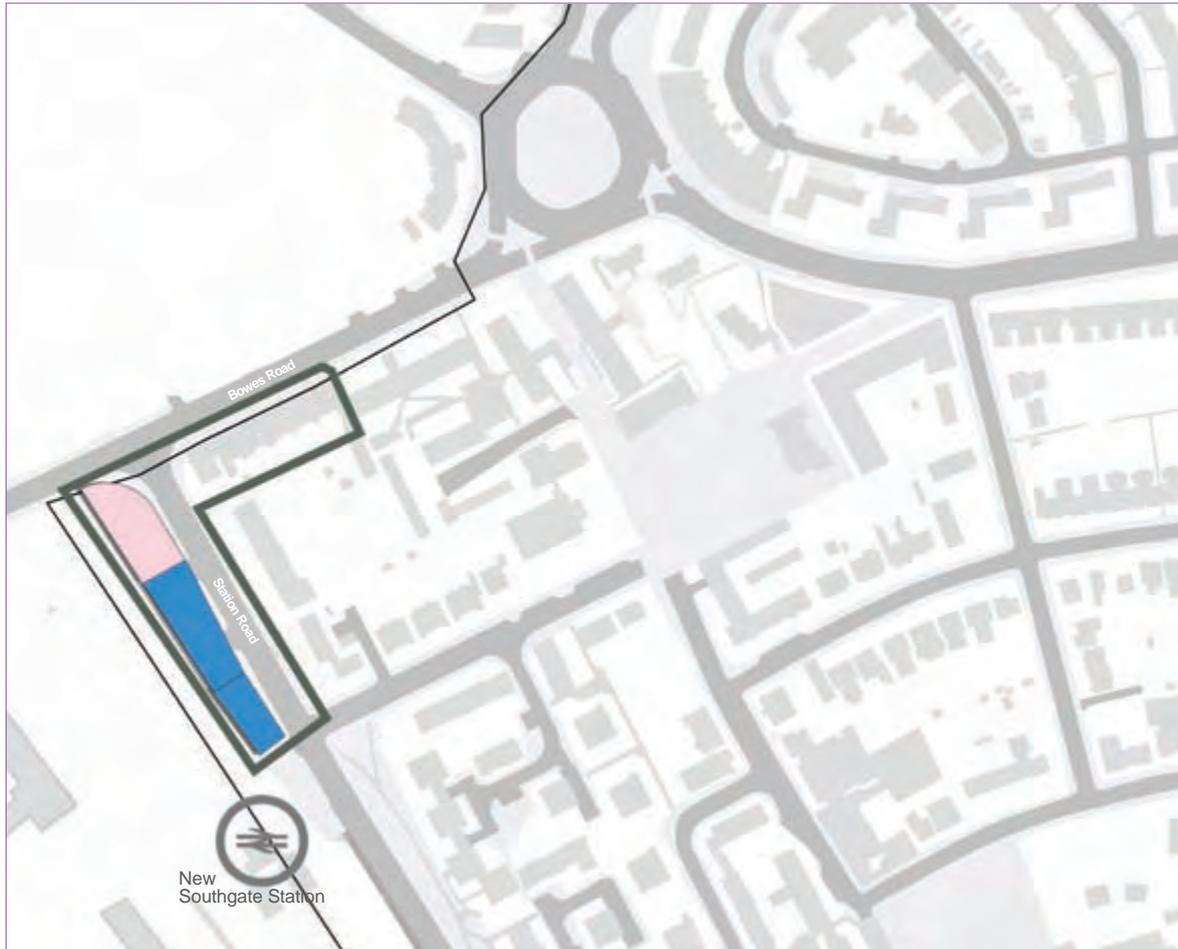


Figure 5.3.1 Ground and upper floor (inset) land uses: New Southgate Station and Friern Barnet Road shops
This diagram show how different land uses on different sites could come forward.

- Shops or cafes are encouraged on the ground floor facing onto New Southgate Station square, Station Road and Friern Barnet Road
- New development should encourage use of the shops at New Southgate local centre by improving the environmental quality of the area
- The development could create new apartments

- residential
- retail, cafe & restaurants
- off-street parking
- Boroughs boundary
- Regeneration site boundary

REGENERATION SITE 5: NEW SOUTHGATE STATION AND FRIERN BARNET ROAD SHOPS



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Figure 5.3.2 Building heights: New Southgate Station and Friern Barnet Road shops
 This diagram shows how high buildings could be in different places and will be subject to more detail design and planning permission, including consideration of heritage and local context.

- A landmark building should be developed at the junction of Station Road and Friern Barnet Road as an entrance to the Borough of Enfield.
- Detailed design should respect the nearby 'Turrets' site as this will be a significant mixed-use development including ground floor shops/café and community space as well as 40 flats. Planning permission for the scheme has been granted.



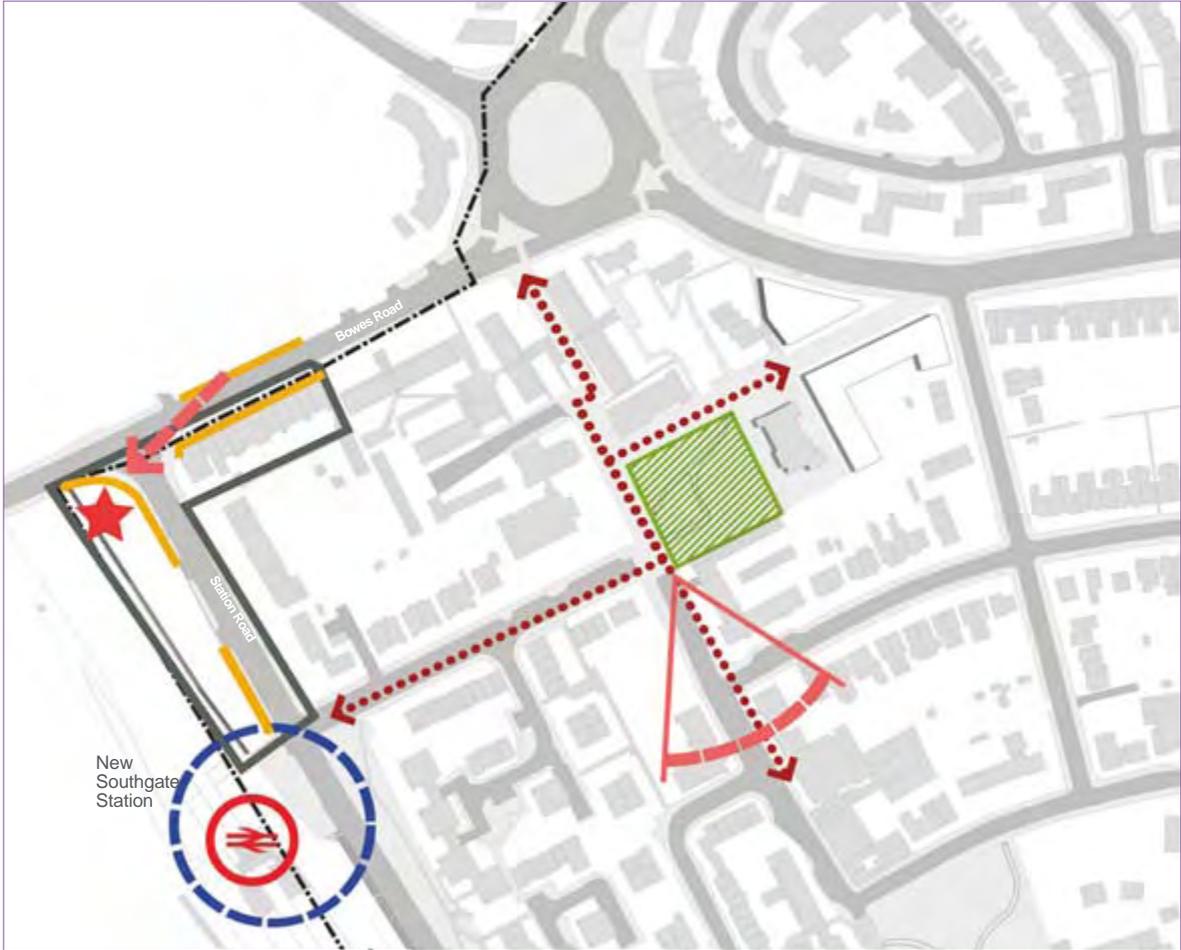


Figure 5.3.3 Urban design framework: New Southgate Station and Friern Barnet Road shops
This diagram shows our urban design ideas.

- Views to the landmark development should be promoted from further east along Bowes Road to help identify the station and shops
- Views south along High Road should protect and promote the view to Alexandra Palace
- Active ground floor uses promoted within new development along Station Road to make this area feel more vibrant and safer
- Walking routes from New Southgate station east along Woodland Road towards Arnos Grove station should be improved to create a stronger link between the two stations

- > Improved walking route
- ▨ Improved open spaces
- New active uses at ground floor level
- ⊙ Gateways
- ★ Landmarks
- Views
- ◁ Panoramic view to Alexandra Palace
- - - Borough boundary
- Regeneration site boundary

REGENERATION SITE 5: NEW SOUTHGATE STATION AND FRIERN BARNET ROAD SHOPS



Regeneration Site 5 New Southgate Station and Friern Barnet Road shops

- Regeneration Site 5
- Other Regeneration Sites



Examples of landmark residential and high quality paving



Figure 5.3.4 Public realm: New Southgate Station and Friern Barnet Road shops
This plan shows the ideas for streets and public spaces.

- Improved paving, lighting and signage within this area should make the shops and key routes more inviting
- Pedestrian and cycling links across the station to Barnet should be improved
- A review of Controlled Parking Zones will aim to address the commuter car parking problem on local streets
- Dedicated customer parking around New Southgate Station will be sought
- Improved links to the community square proposed at Grove Road open space will help to connect this area into local community life
- Existing trees along Station Road should be retained
- A sketch on page 91 shows how New Southgate Station and Station Road could look

- ● local green network
- streetscape improvement
- ▨ neighbourhood square
- new station square
- existing trees
- - - Borough boundary
- Regeneration site boundary

REGENERATION SITE 6: ARNOS GROVE LOCAL CENTRE AND ARNOS GROVE STATION

5.6.1 Arnos Grove Station is a Grade II listed building and an extremely important heritage asset. The space outside the station is poor quality and is often congested with buses and cars dropping off passengers. To the east and west of the station are large surface car parks. Development is proposed on the car park that builds on the historic significance of the station and improves its setting, provided that this does not result in more commuter parking on local streets.

5.6.2 There is also an opportunity for new housing development on the site of the Children's Centre opposite Arnos Grove Station which is in council ownership. Links to the Bowes Road Pool, Library and Clinic, other listed buildings and community assets, should be enhanced by new development in this area.

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

5.6.3 Residential development on the station car park should provide a mix of family-sized homes and apartments. Once the Arnos Children's Centre is relocated new housing could be accommodated on the site. New retail units (Class A1-A4) could wrap around the front of the car park looking out onto a new public square next to the station building.

5.6.4 Figure 5.4.1 sets out an example showing how this land use mix could be achieved on the site.

PRINCIPLE B: AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

5.6.5 Heights of new development should respect the local historic buildings and be approximately 2.3 storeys in height. Figure 5.4.2 sets how building heights could work across the area.

5.6.6 Retail located in front of the car park could help make the area feel safer and provide an active use facing the street.

5.6.7 Figure 5.4.3 highlights the interventions suggested.

5.6.8 The public realm outside of the station should be enhanced to improve its setting and provide a gateway to the area celebrating the station building as a landmark. This should include a new public square with opportunities for public art, planting and seating. Designs should reduce street clutter and improve safety through lighting and other design measures. Consideration to the relocation of bus stops will be given in consultation with TfL.

5.6.9 Improved paving lighting, planting and signage should be provided for Arnos Grove shops and links to Arnos Park from this area should be improved.

5.6.10 Contributions to public realm improvements at Arnos Grove station square and Arnos Grove shops will be sought as part of development in this area.

5.6.11 Figure 5.4.4 sets out areas where public realm and open space improvements should take place on the site.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.6.12 Development on the station car parks at Arnos Grove should only take place if suitable replacement parking facilities are made available or current levels of car parking at Arnos Grove Station are maintained. If car parking was to be reduced as a result of redevelopment at the station this would need to be informed by a detailed study to demonstrate that reduced car parking would not lead to an increase in on-street commuter parking.

5.6.13 Better signage and other public realm interventions should be considered between Arnos Grove station and Arnos Swimming Pool, Bowes Library and Clinic to improve access to, and links between, these important facilities.

5.6.14 Figure 5.4.4 shows proposed access and connections to the surrounding area.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.6.15 See Section 6 for more specific guidance.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.6.16 See Section 6 for more specific guidance.



The underground station is a key asset

REGENERATION SITE 6: ARNOS GROVE LOCAL CENTRE AND ARNOS GROVE STATION



Regeneration Site 6 Arnos Grove Local Centre and Arnos Grove Station

- Regeneration Site 6
- Other Regeneration Sites



Examples of high quality streets and mixed use development with housing above

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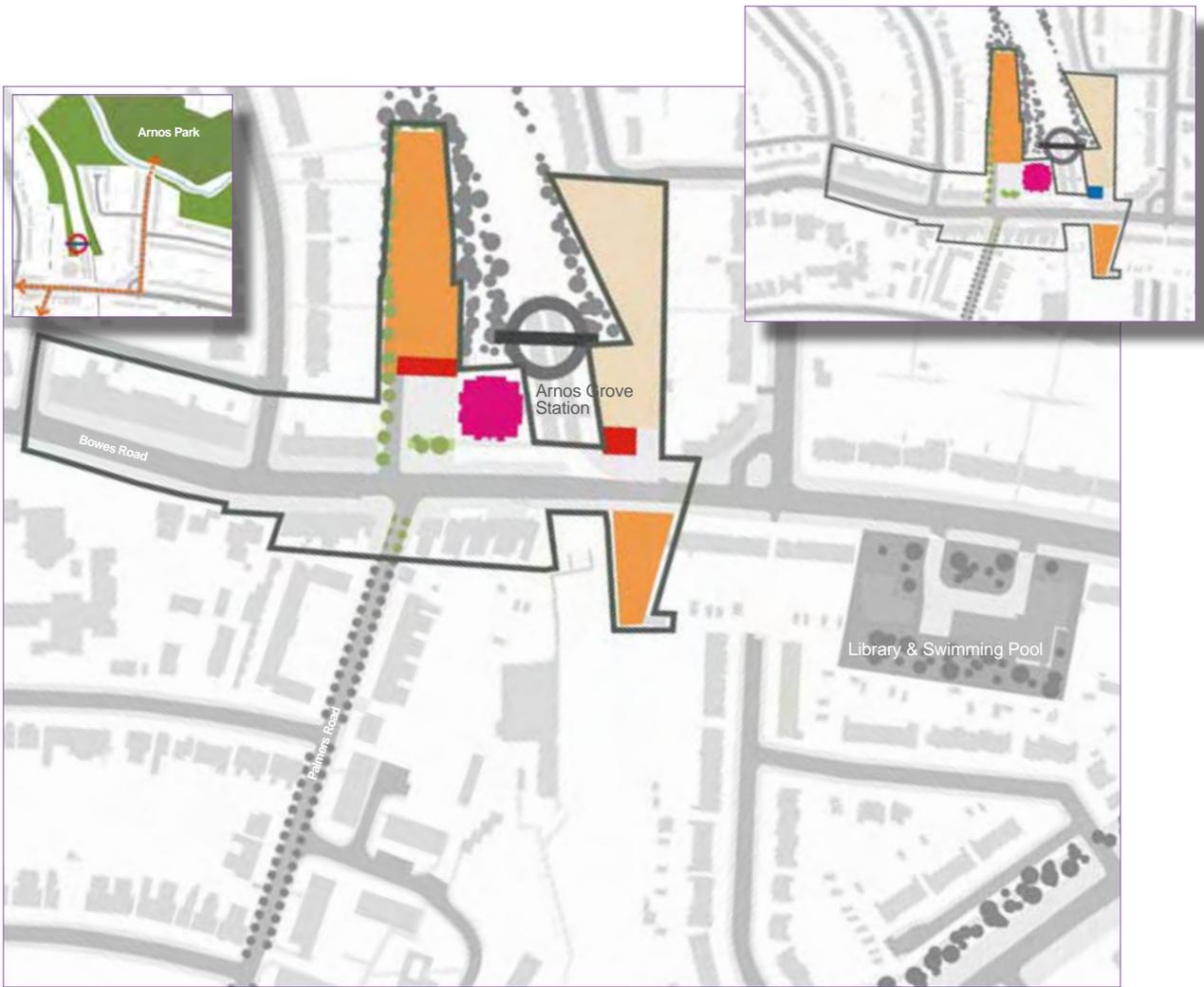


Figure 5.4.1 Ground and upper floor (inset) land uses: Arnos Grove Local Centre and Arnos Grove Station
This diagram show how different land uses on different sites could come forward.

- Existing station car parking spaces could be consolidated to the car park east of the station to allow development on the western car park.
- New housing on part of the station car park and the Arnos Resource Centre site
- New development helps to improve the arrival experience at Arnos Grove Station and complement the proposed station square
- New retail units, such as a café, could front onto the car park to provide an attractive frontage to the station square

- residential
- retail, cafe & restaurants
- station
- employment
- off-street parking
- - - Boroughs boundary
- Regeneration site boundary

REGENERATION SITE 6: ARNOS GROVE LOCAL CENTRE AND STATION



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Figure 5.4.2 Building heights: Arnos Grove Local Centre and Arnos Grove Station

This diagram shows how high buildings could be in different places and will be subject to more de+tail design and planning permission, including consideration of heritage and local context.

- In keeping with the local character and to respect the heritage asset of Arnos Grove Station, development in this location should be around 2-3 storeys in height



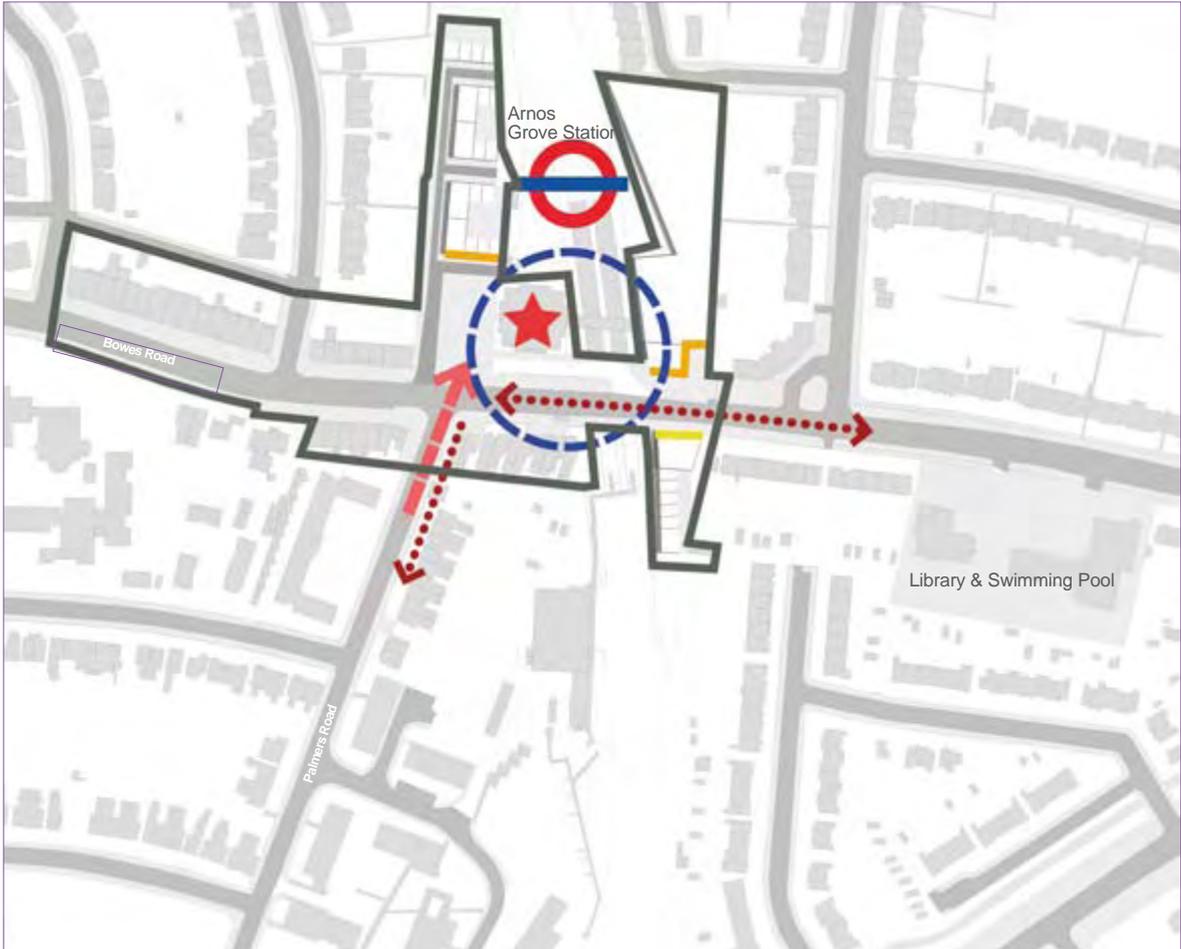


Figure 5.4.3 Urban design framework: Arnos Grove Local Centre and Arnos Grove Station
This diagram shows our urban design ideas.

- Views along Palmers Road promoted to link the station to new development in the south
- Arnos Grove Station will be protected and promoted as a key landmark historic building
- Active ground floor uses promoted within new development along Station Road to make this area feel more vibrant and safer
- Routes along Palmers Road improved to promote walking and cycling

- → Improved walking route
- New active uses at ground floor level
- New residential frontage
- Gateway
- Landmark
- → Views
- Regeneration site boundary

REGENERATION SITE 6: ARNOS GROVE LOCAL CENTRE AND STATION



Regeneration Site 6 Arnos Grove Local Centre and Arnos Grove Station

■ Regeneration Site 6

■ Other Regeneration Sites



Examples of new public squares that could be suited to the station area



Figure 5.4.4 Public realm: Arnos Grove Local Centre and Arnos Grove Station
This plan shows the ideas for streets and public spaces.

- Improved paving, lighting, planting and signage should be provided along Boves Road to celebrate this area as a key local gateway and shopping area
- New signage and tree plantings will promote connections to Arnos Park
- A high quality station square should create an inviting entrance to New Southgate.
- Local bus services should be accessible from the proposed square, but not dominate the area in front of the station
- Existing trees north of Arnos Grove Station should be retained

- • • local green network
- streetscape improvement
- new station square
- landscape improvement
- private open spaces/gardens
- existing trees
- Regeneration site boundary

REGENERATION SITE 7: BOWES ROAD LIBRARY AND CLINIC, ARNOS POOL

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

5.7.1 Arnos Pool will be retained as a valuable community facility in the area. We will consider opportunities to expand the sports and leisure uses on the site to complement the swimming pool.

5.7.2 Subject to funding, the library will remain where it is and if it does we will aim to improve access to the building for disabled people. We will also explore the option of alternative uses on the site through the preparation of a conservation management plan (a plan to consider the future use and management in light of its status as a Grade II Listed Building) and in further consultation with local residents and stakeholders.

5.7.3 The doctor's surgery will remain where it is and, if required, we will consider expanding the surgery. If a larger site for a doctor's surgery is needed there could be an opportunity to build a new facility on the Coppicewood Lodge Care Home site.

5.7.4 Figure 5.5.1 shows the mix of uses on the site.

PRINCIPLE B: AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

5.7.5 Heights of new development should respect the historic buildings. Figure 5.5.2 sets how building heights could work across the area.

5.7.6 Bowes Road Library, Arnos Pool and Bowes Road Clinic are Grade II listed buildings. Any public realm improvements in this area will need to improve the setting of these buildings as a group. Figure 5.5.3 illustrates this point.

5.7.7 The open space in front of the library, pool and clinic should be improved to create a focal point for the buildings that enhances their setting and appearance.

5.7.8 Better signage and other public realm interventions should be considered between Arnos Grove station and Arnos Swimming Pool, Bowes Library and Clinic to improve access to, and links between, these important facilities.

5.7.9 Contributions to public realm improvements will be sought as part of development in this area.

5.7.10 Figure 5.5.4 indicates where public realm improvements could take place.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.7.11 Parking restrictions will be explored to prevent commuter parking in the grounds of the buildings.

5.7.12 Figure 5.5.4 shows the indicative street connections to the surrounding area.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.7.14 See Section 6 for more specific guidance.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.7.13 See Section 6 for more specific guidance.



Landscape improvements around Bowes Road Library would boost the area

REGENERATION SITE 7: BOWES ROAD LIBRARY AND CLINIC, ARNOS POOL



Regeneration Site 7 Bowes Road Library and Clinic, Arnos Pool

■ Regeneration Site 7

■ Other Regeneration Sites



Examples of landscape approaches to civic buildings

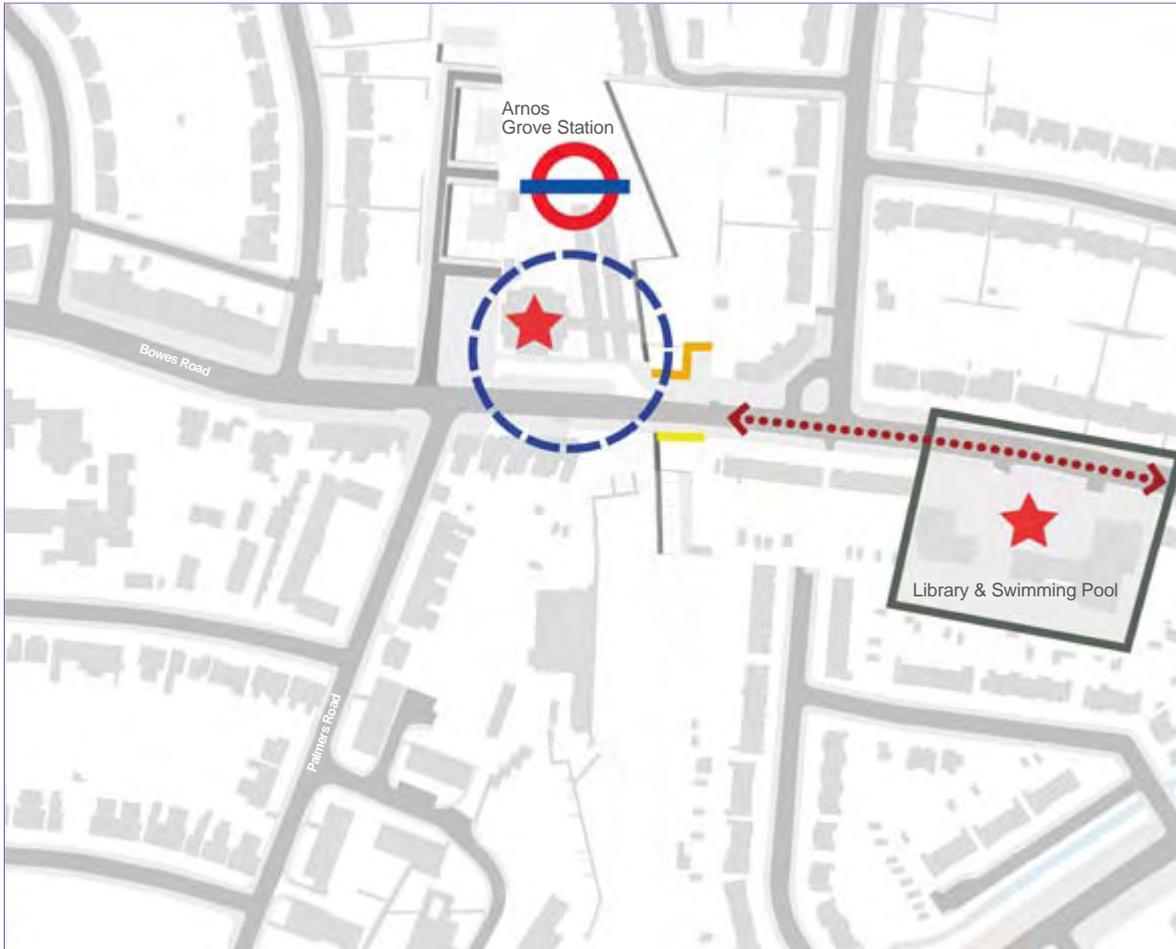


Figure 5.5.1 Ground and upper floor (inset) land uses: Bowes Road Library and Clinic, Arnos Pool
This diagram show how different land uses on different sites could come forward.

- Heights of any new development on the site would need to respect the historic significance of the existing buildings
 - The library, swimming pool and health clinic are valuable community facilities
 - Subject to funding, the library will stay in the same place and, if it remains, the Council will aim to improve access to the library for people who are disabled or people with prams or buggies.
 - The Council will also explore the option of alternative uses on the site, including residential development, through the preparation of a Conservation Management Plan (a plan to consider the future use and management in light of its status as a Grade II Listed Building) and in further consultation with local residents and stakeholders.
- The doctor's surgery will remain where it is and could be expanded if possible. If the site cannot accommodate expansion the Coppicewood Lodge Care Home site will be considered.

 existing community facilities to be improved
 regeneration site boundary

REGENERATION SITE 7: BOWES ROAD LIBRARY AND CLINIC, ARNOS POOL



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Figure 5.5.3 Urban design framework: Boves Road Library and Clinic, Arnos Pool
This diagram shows our urban design ideas.

- Boves Road Library, Arnos Pool and Boves Road Clinic will be protected and promoted landmark historic buildings
- Routes along Boves Road improved to promote walking and cycling links to Arnos Park, Arnos Grove station and the rest of New Southgate

- > Improved walking route
- new active uses at ground floor level
- new residential frontage
- ⊙ gateway
- ★ landmark
- ▬ Regeneration site boundary



Figure 5.5.4 Public realm: Boves Road Library and Clinic, Arnos Pool

This diagram show how different land uses on different sites could come forward.

- Improved paving, lighting, tree plantings and signage should be provided along Boves Road to strengthen links to Arnos Grove station and the wider neighbourhood
- New signage and tree plantings should promote connections through to Arnos Park

- local green network
- streetscape improvement
- new station square
- private open spaces/gardens
- improvement to setting of community facilities
- existing trees
- regeneration site boundary

REGENERATION SITE 8: COPPICWOOD LODGE CARE HOME

5.8.1 The care home is due to be closed in around 2012 as the accommodation is no longer suitable for care home residents and they will be moved to more modern premises. Redevelopment of this site would allow new housing to be provided and a new pedestrian route to be created between Bowes Road and Grove Road. This would create a more direct route between New Southgate and Arnos Grove stations.

PRINCIPLE A: MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

5.8.2 A residential-led mixed-use development of new homes is promoted with the option of new community facilities on this site.

5.8.3 Community space could be provided along a new pedestrian connection from Grove Road to Bowes Road. Uses could

include sports provision, as well as other potential uses such as a health centre, and community café.

5.8.4 If a new community facility is proposed it should address the current lack of community facilities and needs as a result of new housing.

5.8.5 Non-residential uses at ground level fronting onto Bowes Road are encouraged to complement the existing shops and create active uses at street level.

5.8.6 The new pedestrian route would link with the existing cluster of community facilities in the area, allow Grove Road open space to become a major focal point after public realm improvements and enable a more direct route between New Southgate and Arnos Grove stations to be created. This section identifies the detailed principles that should be met in this area.

5.8.7 Figure 5.6.1 sets out an example showing how this land use mix could be achieved on the site.



New community focus for Grove Road Open Space

PRINCIPLE B: AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

5.8.8 Development facing Bowes Road and the proposed link from Grove Road should provide active uses at ground level.

5.8.9 A landmark development is sought facing Bowes Road. The design of the building should aim to attract people to the new connection and facilities as well as Grove Road open space. Figure 5.6.2 sets out how building heights could work across the area.

5.8.10 Betstyle Circus roundabout is also a gateway to the borough and planting, public art and signage are encouraged to promote the area.

5.8.11 Figure 5.6.3 sets out an example showing where active frontages will be encouraged between New Southgate and Arnos Grove stations.

5.8.12 A public square is sought on Grove Road Open Space, which would help to act as a focal point for the community. This should complement a link along the High Road to other open spaces in the area: High Road open space and Millennium Green.

5.8.13 Streetscape improvements to Grove Road, Woodland Road and new links through to Bowes Road and Friern Barnet Road could include high quality paving, lighting, de-cluttering and cycling facilities.

5.8.14 Contributions to the public square and improvements to Grove Road, Woodland Road and new links through to Bowes Road and Friern Barnet Road will be sought as part of development in this area.

5.8.15 Figure 5.6.4 sets out indicative areas where public realm should take place on the site.

PRINCIPLE C: A WELL CONNECTED NEIGHBOURHOOD

5.8.16 A pedestrian route along Woodland Road and through the new community square on Grove Road should be provided. This route should also have signage and landscaping.

PRINCIPLE D: A CLEAN AND GREEN NEIGHBOURHOOD

5.8.17 See Section 6 for more specific guidance.

PRINCIPLE E: A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, WITH LESS ANTI-SOCIAL BEHAVIOUR

5.8.18 A community hub will be encouraged on this site if required in light of existing and new facilities proposed in the area, including at Arnos Pool and Clinic, and in the Ladderswood redevelopment. Enfield Council will work with its partners to establish a strategy and business plan for the facility and work to bring forward this site. The site has the potential to include a doctor's surgery, sports facilities and/ or a community café.

REGENERATION SITE 8: COPPICWOOD LODGE CARE HOME



Regeneration Site 8 Coppicewood Lodge Care Home

- Regeneration Site 8
- Other Regeneration Sites



Examples of high quality residential housing

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Figure 5.6.1 Ground and upper floor (inset) land uses: Copicewood Lodge Care Home
This diagram show how different land uses on different sites could come forward.

- Development here could be residential with the opportunity to include a community hub should there be an identified need for new community facilities in the area. This could include a doctor's surgery, sport uses and a community café
- Proposed community space would front onto a new and improved pedestrian connection between New Southgate station and Bowes Road

- community
- residential
- retail, cafe & restaurants
- Borough boundary
- Regeneration site boundary

REGENERATION SITE 8: COPPICWOOD LODGE CARE HOME



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Figure 5.6.2 Building heights: Copicewood Lodge Care Home

This diagram shows how high buildings could be in different places and will be subject to more detail design and planning permission, including consideration of heritage and local context.

- This development should be up to 5 storeys in height to provide prominence along Boves Road and onto Grove Road open space
- Existing development along Boves Road is mostly 3-4 storeys and this height will provide a clear landmark without creating an overly dominant structure



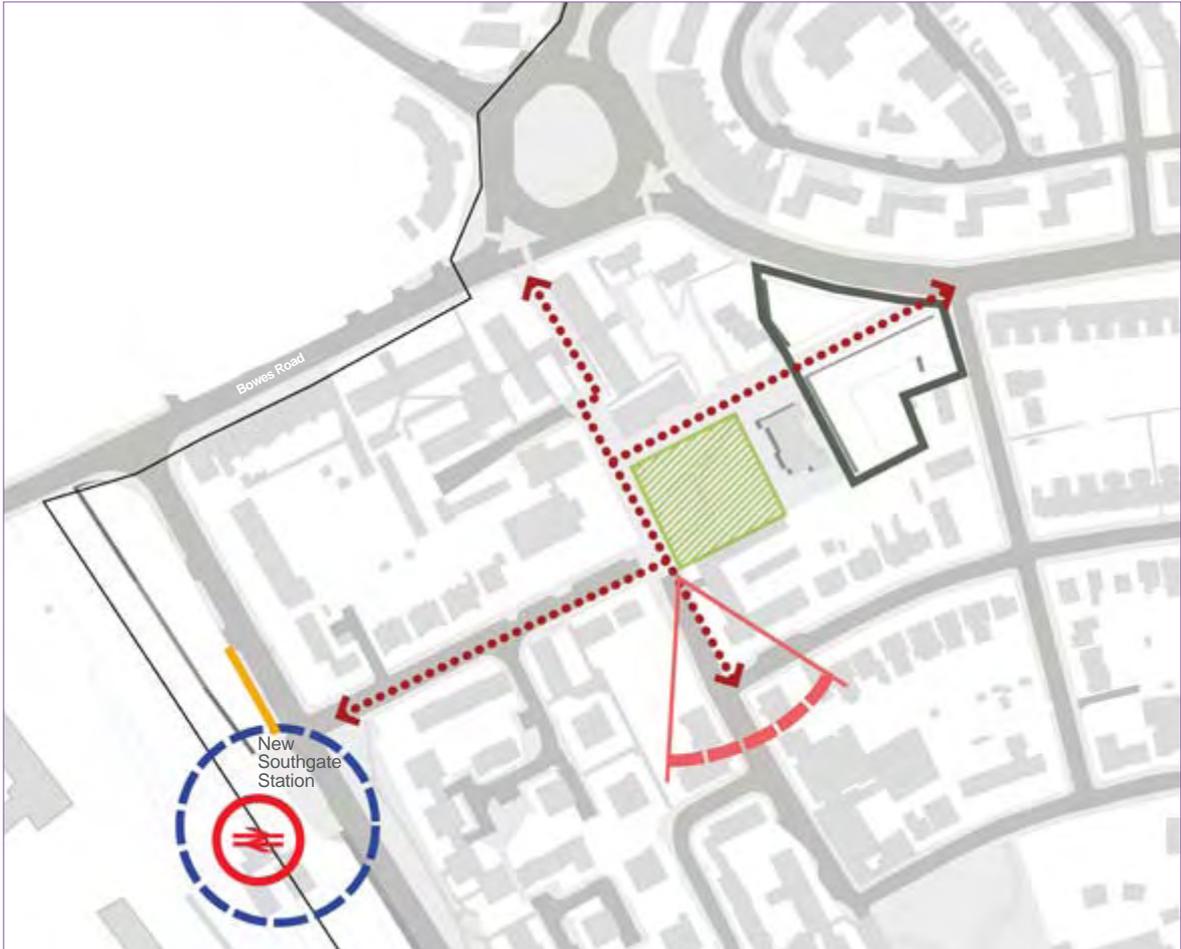


Figure 5.6.3 Urban design framework: Copicewood Lodge Care Home
This diagram shows our urban design ideas.

- Development could open up the routes between New Southgate and Arnos Grove stations. New development fronting the pedestrian route should encourage activity through active uses or front gardens.
- Ground floor development fronting Bowes Road should have an active frontage to make the street more attractive and vibrant
- Betstyle Circus to the north of the site is promoted as a gateway to the area and should be improved accordingly. This could include new plantings, signage.

- Improved walking route
- Improved open spaces
- New active uses at ground floor level
- New residential frontage
- Gateway
- Landmark
- Views
- Panoramic view to Alexandra Palace
- Borough boundary
- Regeneration site boundary

REGENERATION SITE 8: COPPICWOOD LODGE CARE HOME



Regeneration Site 8 Coppicwood Lodge Care Home

- Regeneration Site 8
- Other Regeneration Sites



Examples of community spaces, walking routes and play areas



Figure 5.6.4 Public realm: Copicewood Lodge Care Home
This plan shows the ideas for streets and public spaces.

- An improved square should be created at Grove Road Open Space to help to act as a focal point for the community
- Streetscape improvements to key routes include quality paving and de-cluttering of avoidable street furniture

- • • local green network
- streetscape improvement
- ▨ neighbourhood square
- new station square
- high road facilities improvement
- existing trees
- - - Borough boundary
- Regeneration site boundary

IMPROVEMENT AREAS

5.9.1 As well as Regeneration Sites, the New Southgate Masterplan also includes Improvement Areas. These sites will not have as much change or redevelopment as the Regeneration Sites, there are opportunities to make things better and we will work with local residents to improve them.

High Road Estate

5.9.2 Public realm improvements to help improve pedestrian links from High Road to Friern Barnet Road.

Highview Estate

5.9.3 Public realm improvements to reduce anti-social behaviour and make the estate more attractive. Improvements to green spaces.

5.9.4 The potential to redevelop Highview in the future will be explored in more detail by the Council, in consultation with residents on the estate.

5.9.5 Floodlights for the enclosed sports area (the cage) will be sought.

Red Brick Estate

5.9.6 Public realm improvements to improve pedestrian routes and safety through the area and to improve the links to New Southgate station.

5.9.7 Public realm improvement outside of the High Road shops.



High Road estate needs more walking routes



Highview Gardens estate would benefit from better quality green spaces

Millennium Green, High Road Open Space and Grove Road Open Space.

5.9.8 These valuable open spaces will be improved through redevelopment of nearby sites but also as stand- alone projects with the help of the local community. Improved lighting and management of these open spaces is crucial, details of open space management is contained within the Enfield Parks and Open Space Strategy (2010).



Improvements on Red Brick estate will aim to increase safety



High Road Open Space should have better natural surveillance

5.9.9 Millennium Green is a well designed natural space, which needs improved access and better natural surveillance. This should be created by new development at the Ladderswood Estate and the Western Gateway. Improvements must encourage an increase in pedestrian and cycle movement to surrounding areas and make the space feel safer. The role of the Green is a natural space for relaxation, appreciation of nature and for local ecology and biodiversity. There may also be opportunities to work with local schools to enhance the space.

5.9.10 High Road Open Space should benefit from an improved pedestrian route, connecting the Ladderswood Estate to the High Road. Improved lighting, planting, picnic benches and playspace for younger children are required. There are limited sport facilities in New Southgate. Facilities include grass pitches at Arnos Park, Arnos Swimming Pool, and various grass, synthetic turf and indoor facilities at Broomfield School (available for community club use outside of school hours). There are no sports facilities within the heart of New Southgate though and therefore improvements at High Road Open Space could include some sports uses. The role of this space should be to provide a significant increase in play space for different ages in the middle of New Southgate.

5.9.11 Grove Road Open Space could form a new neighbourhood square, as part of the new connection between the two stations. This would complement any new community facilities on the surrounding sites, if these are developed in the future. This will be an improved place for sitting, socialising and celebrating community activities. New paving, lighting and landscaping should be considered in this location. Grove Road open space will have a future role as a more formal community space for sitting and relaxing, surrounded by community facilities.



Section 6:

Guidance for all developments

Masterplan Principle A:

MEET THE NEEDS OF EXISTING RESIDENTS, AND PROVIDE FOR NEW RESIDENTS

This section refers to the policies in the Enfield Core Strategy that the design guidance relates to. Development must also conform with relevant saved UDP policies, LDF policies, the London Plan and national planning policy:

- Core Strategy Policy 3: Affordable housing
- Core Strategy Policy 4: Housing quality
- Core Strategy Policy 5: Housing types
- Core Strategy Policy 15: Locally significant industrial sites
- Core Strategy Policy 17: Town Centres
- Core Strategy Policy 19: Offices
- Core Strategy Policy 45: New Southgate

DG 1: A mix of different uses will be encouraged across all Regeneration Sites

6.A.1 A mix of uses across the Regeneration Sites, including different uses between ground and upper floors where relevant, will support a vibrant and active community and improve the local economy. Appropriate uses on the different regeneration sites are set out in this section, in the specific policies for each of the Regeneration Sites, and in the development schedule (see Section 4). Figure 6.1 sets out an example showing how this land use mix should be achieved across ground floor uses in masterplan area. Appropriate uses on upper floors are set out in Figure 6.2.



Residential with active ground floor uses will be supported in certain areas

DG 2: Commercial development of light industrial units and workspace (B1 uses) will be encouraged as part of mixed-use development within the Western Gateway and in the Ladderswood redevelopment. Part of the New Southgate Industrial Estate land will be released as part of the Ladderswood Estate redevelopment but around 3000 square metres of B1 space will be reprovided on Ladderswood. These uses should be located and designed to minimise the impact on nearby residential properties.

6.A.2 Part of the New Southgate Industrial Estate will be released as part of the Ladderswood redevelopment (See Figure 6.1). New employment floorspace will be provided in the Ladderswood redevelopment as well as additional commercial floorspace on the Western Gateway site. Where industrial estate tenants are not able to move into reprovided space on Ladderswood we will work with the tenants to find them premises in alternative locations.

6.A.3 The future strategy for the New Southgate Industrial Estate, as set out in the Core Strategy, is that it should be partially redeveloped for residential uses to the northern side of Station Road. The plans set out in the masterplan comply with the findings in the Enfield Employment Land Study (ELS, 2006), which informed the Enfield Core Strategy. The ELS considers that partial change of land use here could be appropriate, provided that it is used to assist with the retention of employment land in the remaining area. The masterplan seeks to re-provide the same (plus an additional) number of jobs on the Industrial Estate site.

6.A.4 Commercial space (B1 uses) will continue to be located to the south of the Ladderswood site within the remaining part of the New Southgate Industrial Estate, nearest the junction of Station Road and the North Circular Road.

6.A.5 Figure 6.1 shows the boundary of the New Southgate Industrial Estate, which is designated as a Locally Significant Industrial Site (LSIS). The masterplan proposes residential development on part of this site in line with Core Strategy Policy 45. Therefore the remaining designated industrial land is shown in Figure 6.1.

6.A.6 The masterplan proposes mixed-use residential-led development in the Western Gateway and land to the north of Station Road. This comprises 300sq.m of community space (Class D1), 6,520sq.m of employment space (Class B1), and 1,015sq.m of flexible space (variable uses including retail). This could provide approximately 270 jobs to the area, a significant increase from the estimated 150 Full-Time Equivalent jobs currently employed in the New Southgate Industrial Estate. Across New Southgate as a whole it is estimated that the proposals could generate approximately 350 jobs in the neighbourhood. The rationale for these assumptions is set out in Appendix B.

FACTBOX: Employment uses (B1)

Use classes are placed on a building to make sure only certain types of activity can take place within it.

B1 uses include offices, research and development and light industrial space.

B2 is general industrial space, which includes most other industry not included in B1 or B8.

B8 is storage and distribution, which includes wholesale warehouses and distribution centres.

DG 3: Community uses (D1/D2 uses) will be encouraged toward the south and the centre of the site, on the Ladderswood Estate and next to Bowes Road with good access to public transport links. Community uses are encouraged in clusters of community buildings, where possible.

6.A.7 There is a need to identify space for youth provision, community meetings, and training and health facilities. Community consultation has indicated that the preference for the location of such a space should be in the north of the masterplan area, close to Bowes Road and public transport links. Figure 6.2 shows the location of community uses.



Figure 6.1: New Southgate Industrial Area

FACTBOX Shops and retail uses (A1-A4):

Use classes are placed on a building to make sure only certain types of activity can take place within it.

A1 uses are shops, which include most places involved in the retail sale of goods to the public, it also includes places that sell cold food (e.g. sandwiches).

A2 uses are financial and professional services, which includes things like banks and estate agents.

A3 uses are restaurants and cafes, where they sell food for consumption on the premises.

A4 uses are drinking establishments, such as pubs and wine bars.

A5 uses are hot food takeaways like chip shops.

DG 4: Retail (A1-A4 land uses) will be protected and promoted at Arnos Grove and New Southgate local centres. New hot food takeaways (A5 uses) will be resisted to help ensure that there are enough shops open throughout the day

6.A.8 New retail development (A1-A4 uses) should be focused on the two existing Local Centres of Arnos Grove and New Southgate. Development here should not be of a scale to compete with neighbouring centres higher in the Core Strategy's town centre hierarchy (Core Strategy Policy 17). A small amount of A1-A4 uses may be acceptable within the Western Gateway Regeneration Site or as part of the Ladderswood redevelopment to serve the day to day needs of nearby existing and new residents and workers provided that they do not compete with the retail offer in Arnos Grove and New Southgate local centres. This is also the case on development to the north of New Southgate Station. Figure 6.2 shows where retail uses are acceptable on the site.

6.A.9 The possibility of a new Post Office service (in an existing or new shop) will be explored with the Post Office and convenience stores in the area.

6.A.10 The shops along High Road should be retained provided there is evidence of demand, in accordance with the Core Strategy. If these units are no longer required for retail then conversion to commercial (Class B1) or community (Class D1/D2) use is acceptable provided that the use is sensitive to the residential character of the area in relation to use, noise and traffic and a need for the facility can be demonstrated.



A mix of housing and flats will be encouraged

FACTBOX: Housing uses (C3)

Use classes are placed on a building to make sure only certain types of activity can take place within it.

C3 is for houses which are for individuals and families.

There are also use classes for hotels (C1) and residential institutions (C2), such as hospitals and nursing homes, which are not included within proposals.

6.A.11 Our approach to retail in New Southgate is based on the need to protect the designated Local Centres of New Southgate and Arnos Grove and increase their vitality and range of retail uses. This approach is set out in the Core Strategy: Core Policies 17 and 18. Core Policy 18 sets out the need for additional comparison and convenience floorspace in the borough and where this should be focused. The policy does not identify a need for additional convenience floorspace. In relation to additional comparison floorspace, Core Policy 18 sets out where this should be delivered (in designated town centres).

6.A.12 Where it can be demonstrated through the sequential test that retail development cannot be accommodated in or on the edge of the Borough's centres, appropriate development could be directed to existing retail parks, as part of a mixed-use development, if it can be demonstrated following an impact assessment that there will not be a negative impact on a) the vitality and viability of existing centres, b) planned investment in centres, and c) that the development increases the overall sustainability and accessibility of the retail park in question.

DG 5: Residential development (C3 land use) will be supported on all of the Regeneration Sites and should usually be delivered as part of a mixed-use development. On some sites the residential use may be ancillary to other uses such as community space.

6.A.13 Across Enfield there is a significant level of demand for housing and the provision of high quality private and affordable dwellings in appropriate locations will help to meet some of this demand. New Southgate is mainly a residential neighbourhood and it is therefore appropriate that all Regeneration Sites include an element of new housing. Mixed-use development is sought in certain locations to provide a range of activities on the ground floor and maximise community facilities. Specific policies for each of the Regeneration Sites are set out in Section 5 and the mix of different land uses proposed on each site is detailed in the development schedule (Section 4). Figures 6.2 and 6.3 set out how residential development could be achieved on the site.

6.A.14 We will work with developers to consider ways to discourage the sale of units for buy-to-let to help reduce the rate of population turnover in the area and strengthen the community. We can have more control of this on sites that are owned by the council as we can write this into an agreement with the developer of the site. The developers should make sure that their sales and marketing for the new homes discouraged buy-to-let purchasers. Where the council does not own the site then a requirement should be included in the Section 106 agreement to prevent sub-letting of leases.

6.A.15 The potential for Grove Road Christian Centre to be redeveloped will be explored in the future.

DG 6: A mix of house types and tenures will be sought across the masterplan area. Family housing will be encouraged.

6.A.16 Unless otherwise stated and subject to viability testing on individual sites, a tenure split of 60% market and 40% affordable housing will be sought across the masterplan area for residential development capable of accommodating ten or more dwellings. Unless otherwise stated and subject to viability testing on individual sites, the Council will aim for an affordable housing tenure split of 70% social rented and 30% intermediate provision across the masterplan area. For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing.

6.A.17 The size and mix of housing should reflect the need for larger family units required by Core Strategy Policy 5, which should include houses and maisonettes.

6.A.18 The mix of intermediate housing sizes will be determined on a site-by-site basis and subject to the financial viability of bringing sites forward for development and the Council will work with developers and other partners to agree an appropriate mix.

6.A.19 As well as family housing we will also encourage housing that meet an identified need such as housing for vulnerable groups including affordable sheltered housing for people with disabilities. The location of this type of housing should be close to local amenities and services and have good public transport links.

6.A.20 All new residential developments should include at least 10% wheelchair accessible units each with a dedicated car parking space. All units should be built to Lifetime Homes Standards and meet the standards set out in Enfield's Wheelchair Design Guide.

6.A.21 Single aspect units will be discouraged. On sites where dual aspects units are impossible or unfavourable the design should demonstrate that adequate daylight will be provided. This is particularly relevant where taller buildings are proposed.

FACTBOX: Market and affordable housing

Market housing

- Housing that is bought privately on the open market.

Affordable housing - social rented

- Completely owned and managed by the Council or a Housing Association
- Rent is cheaper than on the private market
- Typically eligible if a private home costs more than 25% of gross household income

Affordable housing - Intermediate

- Partly owned and managed by the Council or a Housing Association
- Rent levels are higher than social rented housing, but below market prices
- Includes the Homebuy scheme. Part of the house is bought (usually 25% or more) and part is rented



Figure 6.2 Ground floor land-use plan This diagram show how different land uses on different sites could come forward.

- Offices and light industrial within Western Gateway and Ladderswood as part of residential-led redevelopment
- Community uses along Bowes Road, High Road and Station Road to complement existing community facilities including Bowes Road Library, Amos Pool and local schools
- Retail uses encouraged along Bowes Road and adjacent to New Southgate Station to complement the stations

- community
- residential
- retail, cafe & restaurants
- station
- employment
- safeguard employment land
- existing community facilities to be improved
- CHP
- retail / community
- off-street parking
- Borough boundary
- Safeguarded employment land

DG 7: The conversion of houses into flats will be resisted.

6.A.22 In parts of Enfield there has been a significant increase in the level of housing in the private sector rental market when compared to other forms of housing tenure, which is leading to an increase in the number of houses being converted into flats. In some cases the limited experience of some property owners combined with poor standards of property management is contributing to a decline in the quality of the environment.

6.A.23 The conversion of houses into flats can also result in a high population turnover. Enfield Observatory's Migration Study identifies a high rate of pupil mobility (the proportion of a school's population that entered and/or left other than at the school year start/end) at Garfield Primary School, which is a good indicator of population turnover. For the period 2006/7, the school had a pupil mobility rate of 42.8%, which is 2.5 times the Borough average rate.

6.A.24 Unlike the development of new homes, the conversion of houses into flats is often completed without the provision of additional parking spaces, which also increases pressure for on-street parking and adds to traffic congestion on local streets.

DG 8: All new residential development should provide adequate communal and private open space and children's play and informal recreation space in line with the London Plan standards

6.A.25 It is important that new homes have enough private and communal amenity space.

6.A.26 The Mayor's Supplementary Planning Guidance (2008) - Providing for Children and Young People's Play and Informal Recreation, sets out criteria and standards for playspace in new development. Developments must meet the standards set out in the SPD. Open space must meet the standards in the London Plan or relevant local standards, if available.



A modern employment offer in New Southgate

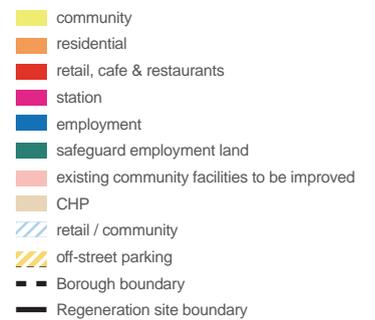
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Figure 6.3 Upper floor land-use plan

This diagram show how different land uses on different sites could come forward.

- Mixed-use development promoted where possible, providing residential above retail, employment or community uses



Masterplan Principle B:

AN ATTRACTIVE SAFE NEIGHBOURHOOD WITH CLEAN STREETS AND GOOD QUALITY WELL-USED OPEN SPACES

This section refers to the following policies in the Enfield Core Strategy. Development must also conform with relevant saved UDP policies, LDF policies, the London Plan and national planning policy:

- Core Strategy Policy 9: Supporting community cohesion
- Core Strategy Policy 11: Recreation, Leisure, Culture and Arts
- Core Strategy Policy 26: Public transport
- Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment
- Core Strategy Policy 31: Built and landscape heritage
- Core Strategy Policy 34: Parks, playing fields and other open spaces
- Core Strategy Policy 45: New Southgate

DG 9: All development should improve the identity of the area as a residential neighbourhood with good access to the wider area, local services for the community, excellent public transport links and a network of open spaces and green infrastructure accessible to all ages. This includes the redevelopment of the Western Gateway (including the removal of the gasholder) and the Ladderswood Estate to better integrate these areas into the neighbourhood.

6.B.1 All new development should address the need for improved walking, cycling and public transport connections, and green infrastructure. Figure 6.6 sets out the improvements to movement and connections needed.

6.B.2 Many of the regeneration sites contain poor quality buildings. The development of Regeneration Sites should create frontages to key routes and roads, creating gateways and landmarks in appropriate locations. The scale and massing of development should be in context with existing development in New Southgate. Specific policies for each of the Regeneration Sites are set out in Section 5.

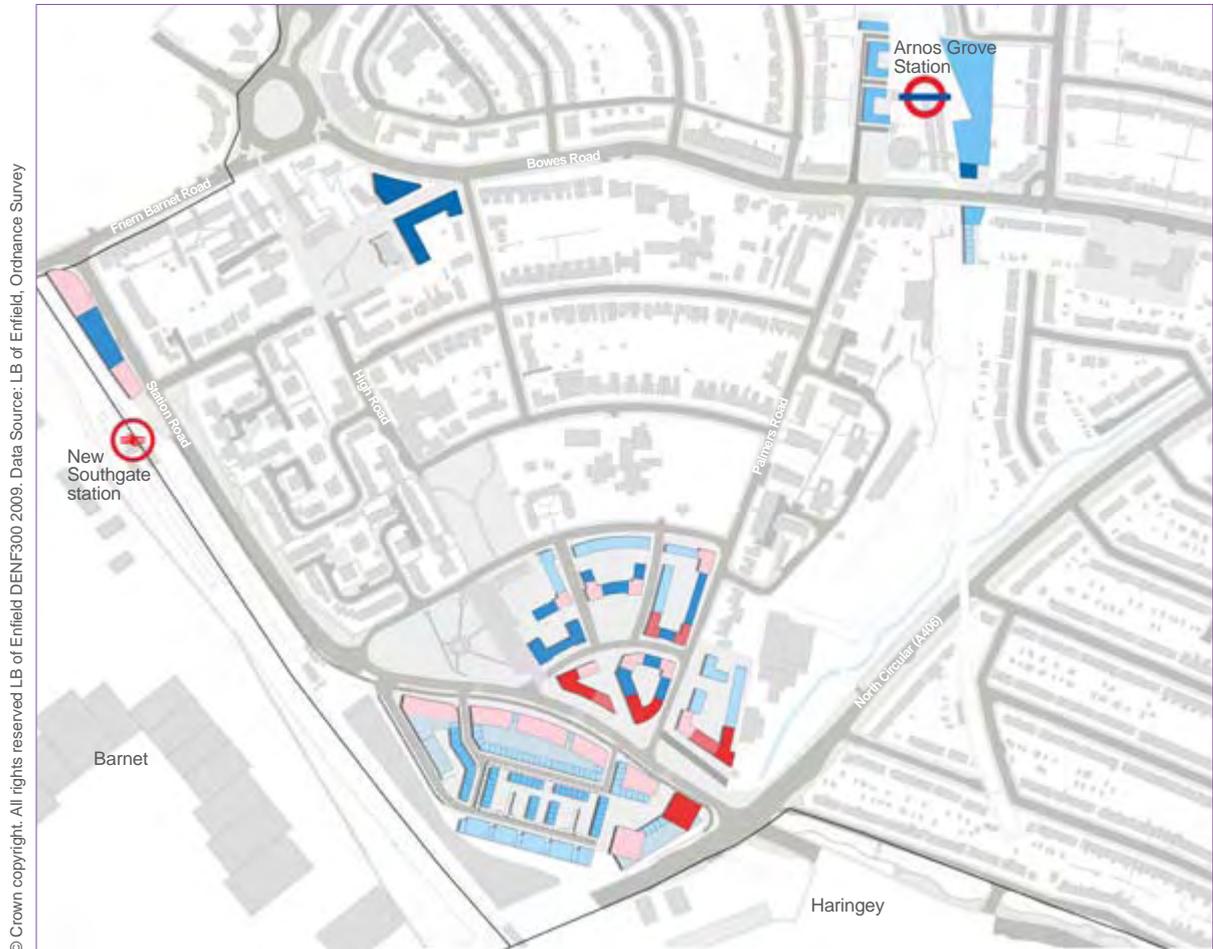


Figure 6.4 Building heights

This diagram shows how high buildings could be in different places and will be subject to more detail design and planning permission, including consideration of heritage and local context.

- Taller buildings concentrated to the south east to act as a gateway to Enfield.
- Building heights respect the heritage and local context of the area as a residential neighbourhood
- Development at Western Gateway should not exceed 6 storeys, except where landmarks would create visible beacons of regeneration. This also responds to the height of the Ladderswood scheme



DG 10: Public realm improvements will be encouraged to the local centres at New Southgate and Arnos Grove, including the stations and along key existing and new streets and paths, including High Road (including the open Space and through the High Road Estate), Palmers Road, the A406 tunnel, Station Road, Bowes Road and on the Red Brick and High View Estates. These should help to promote an attractive, safe, inclusive and sustainable neighbourhood, with focal points for the local community created.

6.B.3 Core Strategy Policy 30 of the Enfield Core Strategy states that all developments and interventions in the public realm must be high quality and design-led, having special regard to their context. Public realm improvements should include, where possible, new high quality paving, lighting, signage, tree planting or thinning and de-cluttering of street furniture and signage in key areas across the masterplan area.

6.B.4 The narrowing of Station Road around the Western Gateway, the opening up of Palmers Road to pedestrian, cycle and bus traffic and the improvements to the pedestrian connection along the High Road (including along the High Road Open Space and through the High Road Estate) will all require public realm improvements.

6.B.5 On the Red Brick Estate the Council will work with local residents to help establish new pedestrian routes through the area to reduce anti-social behaviour and improve links to New Southgate Station.

6.B.6 On the High View Estate the Council will work with local residents to identify how the public realm can be improved to reduce anti-social behaviour and create a greener more attractive environment.

6.B.7 The pedestrian environment through the North Circular (A406) tunnel at the southwest of the site will be improved where possible. This could include improved lighting and public art.

6.B.8 Specific public realm priorities for each of the identified Regeneration Sites are set out in Section 5. The interventions will be funded through contributions from development of related Regeneration Sites. A palette of materials will need to be developed and agreed with the Council, to provide a coherent feel throughout the masterplan area. Figure 6.6 shows where the public realm could be improved.

6.B.9 Increased enforcement against anti-social behaviour, including irresponsible dog owners, is needed and the Council will identify an appropriate strategy to implement this.

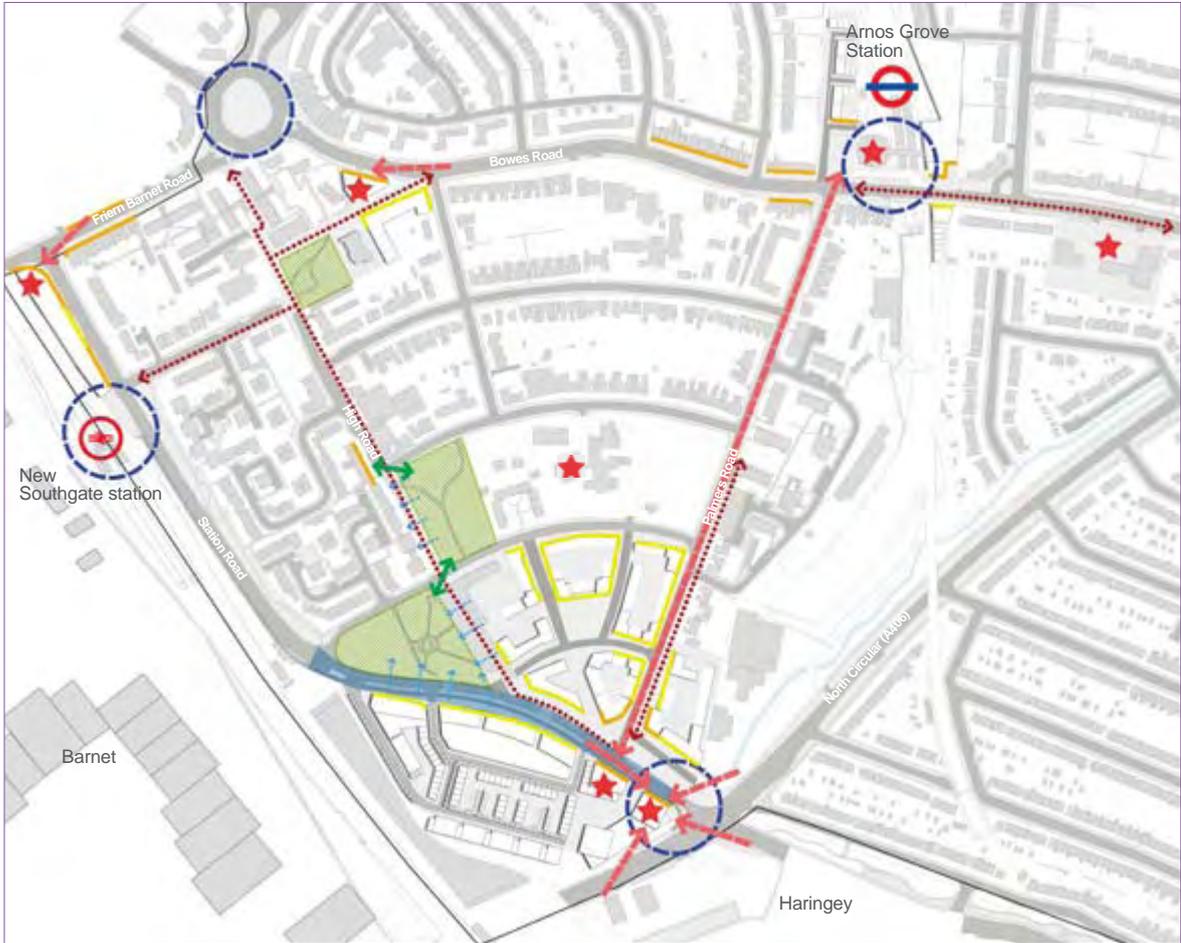


Figure 6.5 Urban design framework
This diagram shows our urban design ideas.

- Improved pedestrian routes from south to north
- Protected views to Alexandra Palace and between Palmers road and Western Gateway
- Increased overlooking of Millennium Green and High Road Open Space to improve safety
- Welcoming gateways to New Southgate encouraged at Betstyle Circus, Arnos Grove Station, New Southgate Station and Western Gateway
- New landmark development at both ends of Station Road and on Coppicewood Lodge Care Home site
- Building frontages to the street will be active where possible
- Improved access and links between Millennium Green and High Road Open Space

- Improved overlooking
- Improved walking route
- Local linkage
- Improved open spaces
- Narrowed road
- New active uses at ground floor level
- New residential frontage
- Gateway
- Landmark
- Views
- Panoramic view to Alexandra Palace
- Regeneration site boundary

DG 11: The scale and massing of development should be in context with existing development in New Southgate, drawing on the area's history and enhancing its local character. Taller buildings will be concentrated to the south east of the study area, near the junction of the North Circular Road and Station Road. Development in this location should act as a gateway to the borough and provide landmark development of exemplar design and construction.

6.B.10 Buildings in the area are generally 2-3 storeys in height. The housing estates are higher at 4 storeys, with some tower blocks going up to 15 storeys. Higher development of 4-5 storeys is located to the north along Bowes Road and Friern Barnet Road. Historic landmarks like church spires and older buildings are concentrated along the High Road and to the north of the study area. Arnos Grove Station and Bowes Road Library, Arnos Pool and Bowes Road clinic are Grade II listed buildings and significant local landmarks.

6.B.11 As mentioned previously New Southgate is in the south-western corner of Enfield on the border with Barnet and Haringey with the North Circular Road (A406) passing along the southern border of the area. There is potential to maximise the potential of appropriate regeneration sites by providing taller buildings in proximity to the A406 and Station Road to act as local landmark buildings. Taller buildings will only be permitted in these locations where they are acceptable in terms of design and impact on the surrounding built form and community. Buildings should remain sensitive to the residential character of the area and must not exceed building heights identified in the plan. Taller buildings may not be as appropriate to house families in given they are likely to be smaller units with less private garden space than family homes.

6.B.12 The local historic environment should be reflected in high quality design.

6.B.13 The North Circular Road Area Action Plan promotes the development of prominent, distinctive and well-designed landmark buildings in certain parts of New Southgate, and states they could be taller than those around them. Specific sites are the gasholder and on the New Southgate Industrial Estate at the northern corner of Station Road and North Circular Road.

6.B.14 The London Plan sets out appropriate density ranges for different areas in London according to their public transport access and setting. All development must comply with the appropriate density range. Figure 6.4 shows the preferred building heights of development within the neighbourhood.

DG 12: Important local views, from High Road to Alexandra Palace and from Palmers Road to the Western Gateway site should be maximised through the creation of new routes and the redevelopment of regeneration sites.

6.B.15 The view from High Road to Alexandra Palace is valued by local residents, the palace is a recognised landmark. The gasholder is visible from the open space outside Arnos Grove station. Redevelopment of the gasholder site should create a new landmark that can be seen along Palmers Road from the underground station.

6.B.16 Developments and public realm improvements should not hide these views and, where possible, should enhance them. Enfield Council will refuse developments that are overly intrusive, unsightly or prominent to the detriment of the view as a whole. Key views are shown in Figure 6.5.

DG 13: The local network of open spaces including Arnos Park, Millennium Green, High Road Open Space and Grove Road Open Space, should be strengthened through improvements to existing spaces, the creation of new spaces where appropriate, new walking and cycling routes and better signage. The open spaces should provide access to all ages.

6.B.17 The local community have said that improving open space in New Southgate in terms of quality, quantity and access is crucial to increasing local community satisfaction, improving the health and well-being of the community, and encouraging people to relax and play in the area by providing and promoting opportunities for leisure and recreation.

6.B.18 New open space will be required as part of development in the Western Gateway. Improvements to existing open spaces in Grove Road, Millennium Green and High Road will be sought in relation to development on regeneration sites. Signage to open space outside of the masterplan area will be sought, including (but not limited to) Arnos Park and Broomfield Park. Figure 6.6 shows the potential to improve open spaces alongside the public realm.

6.B.19 Figure 6.5 proposes a new green corridor in New Southgate which would be a walking and cycle route linking open spaces, including trees, planting, lighting and signage to support biodiversity and its movement. This will link the three open spaces, with emphasis on improving High Road open space with a more inviting pedestrian route that connects the Ladderswood Estate to the High Road and other green spaces.

6.B.20 Specific policies for each Regeneration Sites are set out in Section 5.

DG 14: Important listed buildings, Arnos Grove Station and Bowes Road Library and Clinic, and their settings, will be enhanced through any redevelopment, public realm improvements and street furniture decluttering. A new station square will be sought at Arnos Grove station.

6.B.21 The New Southgate masterplan will build on existing heritage and identity and use the opportunities provided by historic buildings to inspire high quality, imaginatively designed developments. The listed buildings around Arnos Grove are a key part of the story. Development in these areas will need to enhance the setting of these unique assets. More detail is set out in the Site Specific Design Guidance section in Section 5 and in Figure 6.6.

6.B.22 The proposals are based on an understanding of the historic environment and heritage assets in the area.



Figure 6.6 Public realm
This diagram shows proposed new or improved open spaces.

- Existing trees protected along Station Road and fronting the A406
- New Station squares promoted at the stations
- Streetscape improvements includes quality paving and street de-cluttering
- High Road open space enhanced as a play area for young people
- Grove Road open space converted into a community square
- New private/semi-private open space provided through courtyards, gardens and balconies
- Millennium Green retained and improved ecological and nature conservation role

- local green network
- streetscape improvement
- tunnel streetscape improvement
- neighbourhood square
- new station square
- landscape improvements
- improved community space
- improvement to Millennium Green
- High Road facilities improvement
- private open spaces/gardens
- existing trees
- Borough boundary

NEW SOUTHGATE SHOPS AND STATION

6.B.23 This sketch shows an impression of how improvements around New Southgate Station could look. The proposals show a more inviting gateway to the neighbourhood with improved seating, planting and cycle facilities, as well as a new pedestrian crossing linking across to Woodland Road. Opportunities for retail space fronting onto a new public square and new housing are also shown.



New Southgate station area is currently car dominated and uninviting



New southgate local centre and station proposals

Masterplan Principle C: A WELL CONNECTED NEIGHBOURHOOD

This section refers to the following policies in the Enfield Core Strategy. Development must also conform with relevant saved UDP policies, LDF policies, the London Plan and national planning policy:

- Core Strategy Policy 24: The road network
- Core Strategy Policy 25: Pedestrians and cyclists
- Core Strategy Policy 26: Public transport
- Core Strategy Policy 44: North Circular Area
- Core Strategy Policy 45: New Southgate

DG 15: Vehicle access will be provided into and through the area, primarily on Bowes Road, Station Road and Friern Barnet Road, to encourage walking and cycling by creating less through-traffic. New links will be created and traffic priorities changed on local access roads such as Palmers Road, High Road and Springfield Road.

6.C.1 It is important to make sure that the masterplan does not create delays for vehicles travelling along the North Circular Road. TfL are currently implementing a scheme (A406 NCR Bounds Green to Green Lane Safety and Environmental Improvement Scheme) to improve conditions for pedestrians, cyclists and public transport users. The Masterplan will integrate with TfLs plans for the North Circular.

6.C.2 Station Road and Bowes Road are important connections. While we need to maintain traffic movement on these roads

it is also important to make sure that the roads encourage pedestrian and cyclists. Station Road should be narrowed to allow people to get across to the Western Gateway site.

6.C.3 To support the masterplan an estimate of vehicle trip generation from the different regeneration sites is set out in Appendix D. This indicates that the new developments proposed in the plan could result in up to 199 additional vehicle trips in the morning peak time and up to 127 additional trips in the evening peak time. The masterplan aims to reduce vehicle trips by encouraging other modes of transport such as walking, cycling, public transport and car sharing.

6.C.4 Individual development proposals will require a full assessment of existing and future vehicle trips, distribution and impact in order to assess the impact of the proposals on the highway network and the ability of the network to accommodate this impact. A detailed Transport Assessment is required to accompany all planning applications.

6.C.5 Local access roads such as Palmers Road, High Road and Springfield Road, should be used largely by residents travelling to and from their homes. These roads should introduce measures, where appropriate, to reduce vehicle speeds and improve road safety.

6.C.6 Creating shared surface roads (where everyone use the same space) along the southern section of Palmers Road and within the Ladderswood Estate should place pedestrians, cyclists and public transport users at the top of the road user hierarchy. Designs in this area should therefore promote pedestrians, cyclists and public transport users above private vehicles. Roads should be level with the pavement and made of the same materials. Pedestrians and cyclists sharing the space with cars should encourage drivers to drive slowly and cautiously through these areas.

6.C.7 The approach to freight, deliveries, servicing of employment areas and construction traffic should conform with TfL objectives.

6.C.8 Figure 6.7 shows an example of how movement and connections could work in New Southgate.

DG 16: Station Road could be narrowed, subject to testing of the impact on the road network and junctions and further consultation with residents. Palmers Road and High Road could be re-opened to pedestrians and cyclists. Access to key locations, such as New Southgate local centre, the Western Gateway site, Arnos Park and Broomfield Park will also be improved.

6.C.9 The narrowing of Station Road will aim to reduce the road to one lane in either direction to help stop this road continuing to act as a barrier between the Western Gateway site and the wider Masterplan area. This narrowing of the road should help pedestrians crossing the road. See Appendix D for more details on this.

6.C.10 The introduction of new or improved pedestrian routes and the development of new housing and employment sites create a need and opportunity to provide new or relocated pedestrian crossing points. Figure 6.7 shows an example of where pedestrian crossing points could go.

6.C.11 Greenways are safe, attractive routes that lead to key locations such a parks, schools and stations. Some routes in the masterplan area are proposed to become Greenways (see Figure 6.6). Development should complement the Greenways routes and, where relevant, make a financial contribution to their implementation.

DG 17: Palmers Road should create a direct connection between the Western Gateway site and Arnos Grove station

6.C.12 The southern section of Palmers Road should provide a shared surface for pedestrians, cyclists and buses. Private vehicle access should be blocked by a bus gate, so that only buses can drive down this road. This should prevent rat running vehicles, whilst improving access for route 382 buses. Vehicle access for the Industrial Estate should be maintained south of the bus gate. This bus gate could be a radio controlled bollard, which goes up and down as required. However, other technologies or solutions could also be identified through discussions with TfL.

Figure 6.7 shows an example of the area's road layout and traffic movements.

Narrowed Station Road, Ladderswood and Western Gateway proposals

6.C.13 This artist's impression of what a narrowed Station Road could look like, with new development at the Ladderswood Estate and the Western Gateway site. The proposals hope to ensure that development in this part of New Southgate adds a new sense of activity, interest and community to the area.



Narrowed Station Road, Ladderswood and Western Gateway proposals

DG 18: Car parking for customers will be considered for local shopping parades at Arnos Grove and New Southgate as part of a review of controlled parking zones in the area.

6.C.15 Car parking for local shops is an important part of passing trade and will be retained to support the viability of these local businesses.

DG 19: Traffic calming measures will be supported to prevent or reduce rat running on local streets and in order to improve the local environment and road safety for pedestrians and cyclists. Traffic calming around local schools will be implemented where required.

6.C.16 Traffic calming measures should be considered on Palmers Road to help prevent rat-runs through the area.

6.C.17 Traffic calming measures should be provided on Upper Park Road to reduce vehicle speeds outside Garfield Primary School and to help prevent rat running. This is supported by the A406 Bounds Green to Green Lane Accident and Environmental Improvement Scheme proposals.

6.C.18 Figure 6.7 shows an example of potential traffic movements.

DG 20: Car parking on all regeneration sites should be minimised to encourage alternative modes of transport and reduce traffic congestion. This will need to take into account the impact on on-street parking and the results of a review of controlled parking zones in the area.

6.C.19 The amount of car parking on regeneration sites should be in conformity with the London Plan standards.

6.C.20 Car club bays allow lower residential car parking and will be encouraged across the regeneration sites.

6.C.21 Electric vehicle charging points to support the use and ownership of electric vehicles should be provided within the key residential proposals in accordance with the London Plan requirements. Electric charging points should be provided for 20% of all the parking spaces provided in a development.



Station Road will be narrowed

6.C.22 Long stay on-street car parking should be prevented in areas not controlled by resident parking measures. Short stay on street car parking should help to support local shops without encouraging commuter parking.

6.C.23 A detailed review of car parking will be required after the Masterplan is adopted. The study should identify the number of cars parked in the area during various times of the day and the purpose of this parking i.e. commuter or residential. This will help to identify the level of parking in the area associated with New Southgate Station which may need to be re-provided as part of proposals to narrow Station Road, to ensure that the masterplan proposals do not have an unacceptable impact on local residential parking. Investigation into a Controlled Parking Zone in this area would form part of this work. Cross border impacts will also need to be assessed.

- Station Road narrowed in Western Gateway to one lane in either direction to help pedestrians cross the road and reduce vehicle speeds. Sufficient space for queuing and turning vehicles would be provided
- Palmers Road opened to buses through to Station Road but not private vehicles
- Traffic calming measures along Palmers Road and Upper Park Road should discourage rat-running and increase safety
- Improved pedestrian route through Red Brick estate should reduce anti-social behaviour and access to New Southgate Station



Station Road and Western Gateway - current condition



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Figure 6.7 Movement and connections

This diagram shows the street and road plan for New Southgate.

- Improved cycle and pedestrian routes should encourage people to travel sustainably
- Cycle proposals link into a wider network of proposed Sustrans cycle routes
- New connections from High Road through to Bowes Road and Friern Barnet Road
- Palmers Road becomes a more welcoming route between the station and new development
- New or improved pedestrian crossings located along Station Road, Friern Barnet Road and outside stations to make the area safer for those on foot.

- residential shared surface
- improved walking route
- potential sustrans & greenway route
- bus only
- improved cycle route
- narrowed road
- A406 streetscape improvement
- key crossings
- ◀▶ potential new access to industrial estate
- ┌ street section locations
- - - borough boundary

DG 21: New developments and improvements to existing streets and routes should help to provide easy access to bus services, New Southgate station and Arnos Grove station for people of all mobilities.

6.C.24 Bus stops for routes 232, 382 and 221 should be provided on Station Road between the Western Gateway and Ladderswood sites. Bus lay-bys will still need to be provided on Station Road.

6.C.25 High quality bus stops should be provided on the road between the Western Gateway and Ladderswood Estate sites. These stops should incorporate quality passenger facilities such as shelters, seating, real time information and high kerbs to assist access for the mobility impaired. A new bus stop at the southern end of Palmers Road for Route 382 buses should also be considered.

6.C.26 It may be necessary to increase the frequency of bus services in this area once all the new homes have been built. The

feasibility of any such frequency increased should need to be developed with Transport for London during the development phases for the residential development.

6.C.27 Buses should also stop at New Southgate and Arnos Grove stations. The convenient connections by bus to these stations should encourage multi-modal travel.

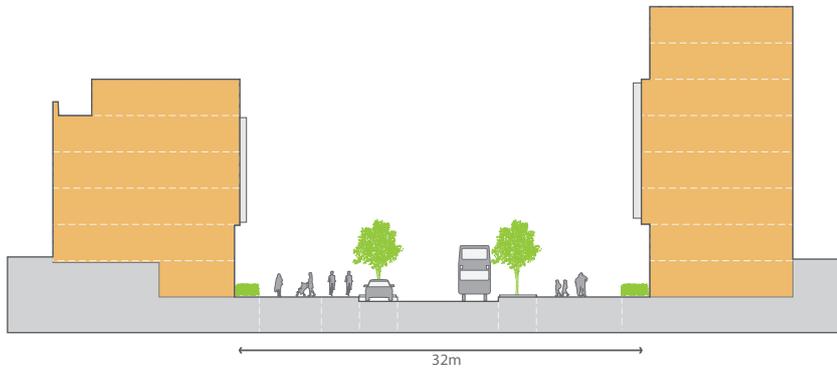
6.C.28 The TfL Business Plan (2009/10-2017/18) includes the upgrade of the Piccadilly Line by 2014, which will deliver more spacious and faster trains as well as new signalling to enable a higher service frequency. The upgrade to the Piccadilly Line is important to the Borough as a whole and is key to improving public transport accessibility to the master plan area. It is therefore essential that the upgrade, including the new signalling equipment at Arnos Grove, is delivered as planned and on time.

6.C.29 Figure 6.7 shows bus stop locations and potential pedestrian and cyclists' routes.

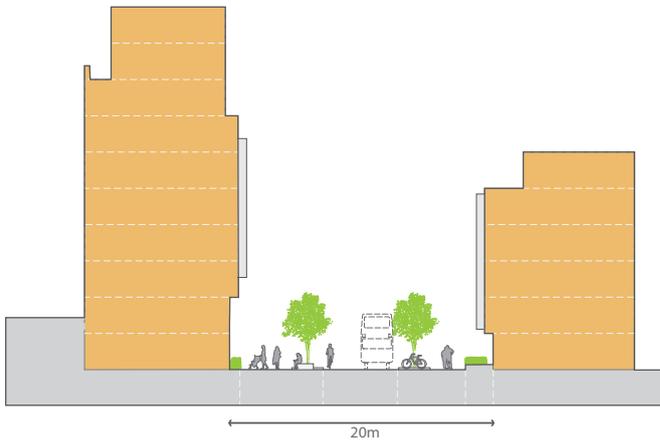


New signage should be put up to help direct people through and around New Southgate

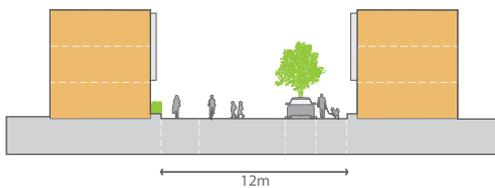
The sections set out an example of how different streets could look.



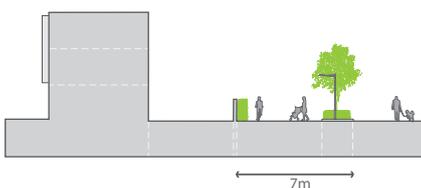
Section 1 illustrates the narrowing of Station Road and the potential for cycle lanes and wider footpaths.



Section 2 shows the proposal to open up Palmers Road to bus traffic, which could create a pedestrian friendly and low traffic environment.



Section 3 shows an example of how the neighbourhood streets on Ladderswood and the Western Gateway might look. This includes a shared surface which is more pedestrian friendly.



Section 4 illustrates the proposed improved pedestrian route adjacent to High Road open space, which improves north-south connections across the masterplan area.

DG 22: Walking and cycling between key origins and destinations in and near the masterplan area will be encouraged by improving existing routes, creating new routes and encouraging adequate and safe cycle parking spaces in new developments and at New Southgate and Arnos Grove stations. Any new cycle routes should connect to the new cycle routes planned on the A406 road.

6.C.30 High quality pedestrian and cyclist routes should encourage people from all residential areas to walk and cycle as often as possible. Cycle routes should form a network through the area and connect with key locations such as stations and shops.

6.C.31 The High Road should be upgraded to improve the north – south pedestrian and cycle connection through the Masterplan area. The upgrade should provide footpaths and crossing facilities as well as signage and landscaping improvements. The approach to signage should be in line with the principles of Legible London.

6.C.32 In order to create a quality pedestrian and cycle connection between New Southgate and Arnos Grove stations, a route along Woodland Road and through the new community square on Grove Road should be provided. This route should also have quality footpaths, cycle facilities, signage and landscaping.

6.C.33 Safe and attractive routes from the masterplan area to Arnos and Broomfield Park will be encouraged as part of the Greenways Cycle Network.

6.C.34 A connection from the improved neighbourhood square at Grove Road open space to Friern Barnet Road should link to the proposed Betstyle Circus pedestrian crossing improvements, forming a link to the areas north of the masterplan area.

6.C.35 A large raised table on Station Road between the two bus stops should encourage and support pedestrian crossing between the Western Gateway and the wider Masterplan area. An additional raised crossing adjacent to Millennium Green should support pedestrian movement in this location.

6.C.36 A cycle path should be provided along the western side of Station Road from New Southgate station to the A406. This route should connect cyclists from the station to the proposed TfL cycle route along the northern side of the North Circular.

6.C.37 Palmers Road should also be suitable for cycling and should form a cycle route between Arnos Grove station and the North Circular cycle path.

6.C.38 Increased cycle parking at the stations is required. Cycle parking should meet the standards in the London Plan. Public cycle parking should be provided at stations and outside retail stores.

6.C.39 Figure 6.7 shows where new pedestrian and cyclists' routes could be placed.

DG 23: All new development proposals will require Transport Assessments and Travel Plans to be submitted with planning applications including an assessment of the impact of car parking levels on on-street parking. Travel plans should make provision for monitoring arrangements. Transport Assessments for major developments should provide audits of the pedestrian environment.

- Financial help with cycle purchase and maintenance
- Promotional material and maps
- Discounted ticketing

6.C.43 Site specific travel plans should be developed with residents of the development sites.

6.C.40 Transport Assessments must consider journeys across boroughs and show that new development will not have a negative impact on these journeys.

6.C.41 Workplace travel plans should be implemented at large employment sites such as the sites within the Western Gateway. Residential travel plans should be developed for residential developments.

6.C.42 Typical measures implemented within employment and residential travel plans include:

- On site facilities such as secure cycle parking, showers, changing facilities
- Car clubs and car share schemes
- Cycle buddy schemes



Cycle spaces should be accessible

Masterplan Principle D: A CLEAN AND GREEN NEIGHBOURHOOD

This section refers to the following policies in the Enfield Core Strategy. Development must also conform with relevant saved UDP policies, LDF policies, the London Plan and national planning policy:

- Core Strategy Policy 20: Suitable energy use and energy infrastructure
- Core Strategy Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
- Core Strategy Policy 28: Managing flood risk through development
- Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment
- Core Strategy Policy 32: Pollution
- Core Strategy Policy 34: Parks, playing fields and other open spaces
- Core Strategy Policy 36: Biodiversity
- Core Strategy Policy 45: New Southgate

DG 24: A Combined Heat and Power plant is required as part of the Ladderswood redevelopment. This should have the ability to connect to new development on the Western Gateway site. It should also have the ability to link to a district heating network.

6.D.1 The London Plan states that, where possible, new development should be linked to an existing or new Combined Heat and Power (CHP) system as part of a site-wide approach that connects different uses and/or groups of buildings. A CHP plant produces heat, usually in the form of steam, and power, usually in the form of electricity.

6.D.2 A waste management facility is proposed nearby in Haringey, the Pinkham Way site and we will work with the North London Waste Authority to explore the potential to link the Pinkham Way waste site with the CHP plant and connections.

6.D.3 Detailed design of re-development in the Western Gateway and Ladderswood estate should identify the appropriate scale, nature and location of the CHP plant.

DG 25: Public realm improvements and enforcement will reduce fly tipping and other environmental crimes. Litter bins and rubbish collection facilities for both businesses and houses will be improved particularly around Arnos Grove and New Southgate shops.

6.D.4 Litter and fly-tipping are serious problems for many residents, who want New Southgate to be a cleaner place to live. Areas that are known to be suffering in particular include: Palmers Road, Tash Place, Station Road, Woodland Road and Highview Gardens. These issues should be resolved where possible through public realm improvements and high quality redevelopment.

DG 26: Improve biodiversity in New Southgate through new spaces on redevelopment sites and improvements to existing green spaces.

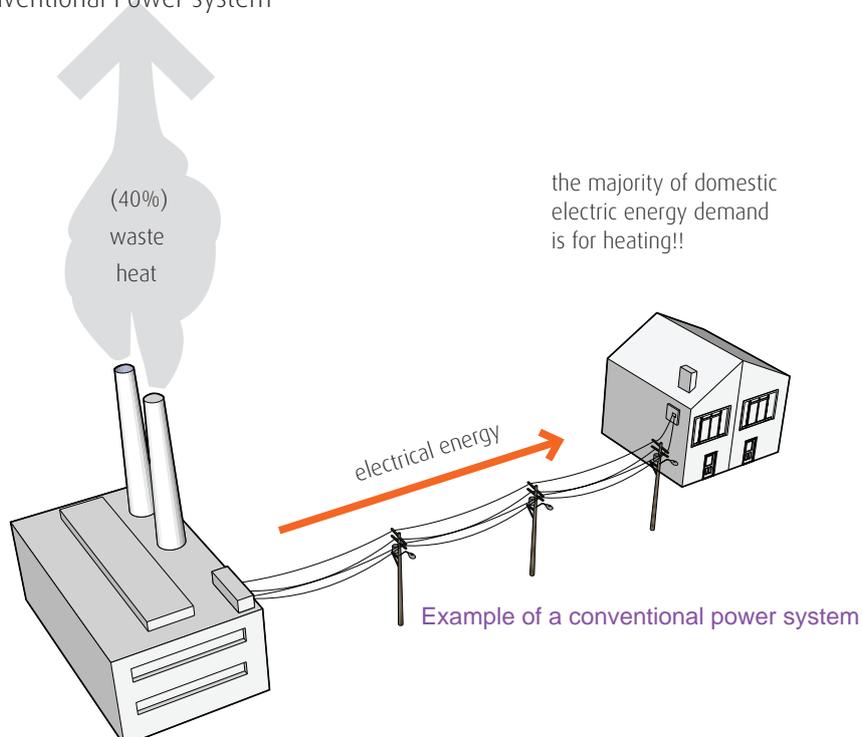
6.D.5 The Enfield Biodiversity Action Plan states that there are two Sites of Importance for Nature Conservation (SINC) near New Southgate; Arnos Park and Broomfield Park. Despite this part of New Southgate is classified as an area that is deficient in access to nature.

6.D.6 The Plan also identifies Millennium Green, High Road open space, Grove Road open space and land next to roads as areas for biodiversity enhancement. This can be achieved through appropriate management and developers will be expected to make a contribution to the biodiversity enhancement of these spaces. Millennium Green is of particular biodiversity value. Hedgerows, street trees and grass verges should be used to enhance the street scene throughout New Southgate and landscaping should consist of native species of plants and trees, be wildlife friendly and should link to existing landscape networks.

6.D.7 The provision of living roofs, green roofs, and living/green walls in developments is required as well as wildlife enhancements. At least 30% of new homes built in the area should have green roofs. Rooftop allotments could also be provided as part of green roofs to further enhance biodiversity.

6.D.8 Trees are part of the character of the area and have significant landscape and ecological value. All new development will need to be informed by an up to date tree survey (BS5837) and development should maximise opportunities to integrate existing and new trees in the design of the scheme. Developments will be expected to provide new trees including those with large canopies to maximise shade and contribute to climate change. The number of trees should be increased to improve the screening effect and create more wildlife habitat. This approach is recommended along Station Road. Open spaces can be improved through the planting of mixed native hedges to create screens and habitat for nesting birds and other wildlife.

Conventional Power system



6.D.9 Ecological and water quality improvements to Bounds Green Brook should seek to enhance the area and utilise the Blue Ribbon Network. The brook should provide a useful function as a wildlife corridor and sustainable urban drainage site, in accordance with London Plan policy 4C.3. Developers will be expected to demonstrate how their scheme contributes to this objective.

6.D.10 Figure 6.6 proposes a local green network within New Southgate. This ecological corridor could come forward as a walking route linking new and improved open spaces, including trees, planting and signage to support biodiversity and its movement.



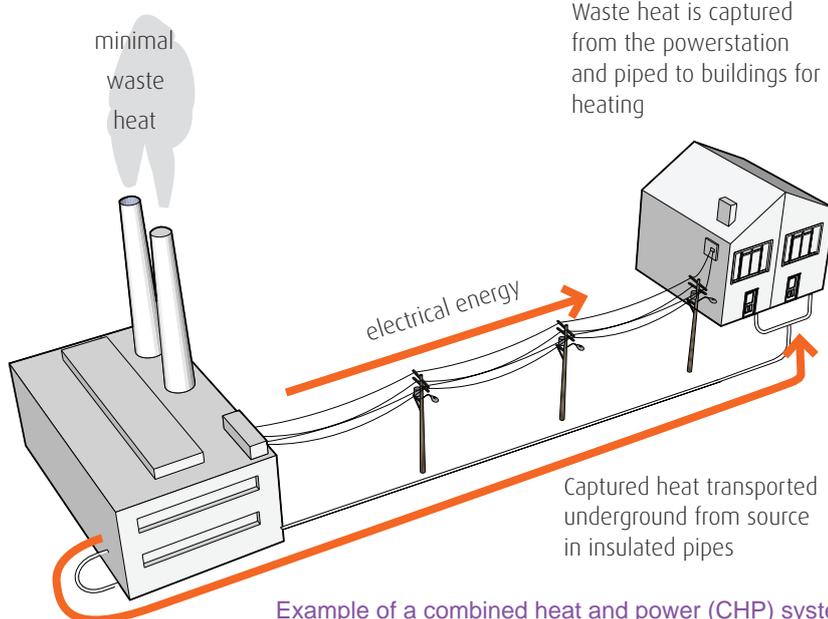
Sustainable Urban Drainage will need to be considered in the detailed design of future developments

DG 27: All development should achieve the highest possible standards of sustainable design and construction

6.D.11 Policy 4A.3 of the London Plan states that development should meet the highest standards of sustainable design and construction and sets out specific criteria for consideration. All development in the masterplan area should adhere to the requirements of this policy. Particular aspects of sustainable design and construction principles include (but are not limited to): minimising carbon emissions through design, combined heat and power and renewable energy provision; sustainable waste management including support for local integrated recycling schemes; manage flood risk; reduce adverse noise impacts, and biodiversity enhancements.

6.D.12 Development and public realm improvements should seek to reduce the current levels of impermeable surfaces throughout as an alternative to other drainage options.

Combined Heat and Power



Example of a combined heat and power (CHP) system

DG 28: All development should contribute to improved air quality

6.D.13 The Enfield Air Quality Action Plan promotes the provision of sustainable means of getting children to and from school, and endorses improvements to the A406 North Circular Road to help reduce congestion levels and improve air quality.

6.D.14 All developments should reduce the need to travel by private vehicle as stated in Policy 4A.19 of the London Plan. Development in close proximity of the A406 should be orientated away from the road to minimise the effect of vehicle pollutants. Existing trees should be retained and new trees planted along the north edge of the A406 (as shown in Figure 4.2) to help improve local air quality.

6.D.15 The North Circular Area Action Plan: sets out ways of reducing air pollution through the design of new development. This should be referred to by developers.

DG 29: All development should reduce the impact of noise, particularly from the A406 North Circular.

6.D.16 Policy 4A.20 of the London Plan encourages design that minimises the adverse impacts of noise in the vicinity of development proposals. Development in close proximity of the A406 should be orientated away from the road to minimise the effect of noise pollution. Existing trees should be retained and new trees planted along the north edge of the A406 to help reduce noise levels.

DG 30: Developments should exceed the Code for Sustainable Homes Level 3 or Building Research Establishment Environmental Assessment Method (BREEAM): Very Good.

6.D.17 Excellence in sustainability will be required for all new homes. New housing should take account of the design and construction policies set out in the London Plan and should exceed the Code for Sustainable Homes Level 3 as well as conforming to Building Regulations.



Green roofs should support biodiversity and improve water management

DG 31: All development sites will require a flood risk assessment to be undertaken, which will need to consider a surface water strategy to make sure water does not collect in areas and lead to flooding.

6.D.18 Sustainable Urban Drainage Systems (SUDS) must be considered on regeneration sites. Elements such as Green Roofs, permeable paving and possible water recycling should be incorporated into the masterplan to reduce flood risk.



Excellence in sustainability

Masterplan Principle E:

A SAFER NEIGHBOURHOOD WITH IMPROVED SERVICES AND OPPORTUNITIES FOR ALL RESIDENTS, AND LESS ANTI-SOCIAL BEHAVIOUR

This section refers to the following policies in the Enfield Core Strategy. Development must also conform with relevant saved UDP policies, LDF policies, the London Plan and national planning policy:

- Core Strategy Policy 7: Health and Social Care facilities and the wider determinants of health
- Core Strategy Policy 8: Education
- Core Strategy Policy 9: Supporting community cohesion
- Core Strategy Policy 11: Recreation, Leisure, Culture and Arts
- Core Strategy Policy 13: Promoting economic prosperity
- Core Strategy Policy 16: Taking part in economic success and improving skills
- Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment
- Core Strategy Policy 45: New Southgate

DG 32: New community, leisure and recreation facilities will be sought to improve the health, lives and prospects of local people. Where appropriate, new leisure and recreation facilities should capitalise on the excellent network of open spaces in the area. This includes Millennium Green, Arnos Park, Grove Road and High Road Open Spaces.

6.E.1 There are currently no youth facilities in the masterplan area and some existing facilities are poor quality. The nearest youth facility is currently in Southgate and there may be an opportunity to provide a dedicated facility for local people. A new youth facility should be provided on Ladderswood as well as on the Coppicewood Lodge Care

Home site if required. We will also seek improvement to open spaces and sports facilities in the area as part of the masterplan.

6.E.2 The Arnos swimming pool will remain where it is. Subject to funding, Bowes Road Library will also stay in the same place and, if it remains, we will aim to improve access to the library for people who are disabled or people with prams or buggies. We want to create new sports and leisure on this site to link in with the swimming pool.

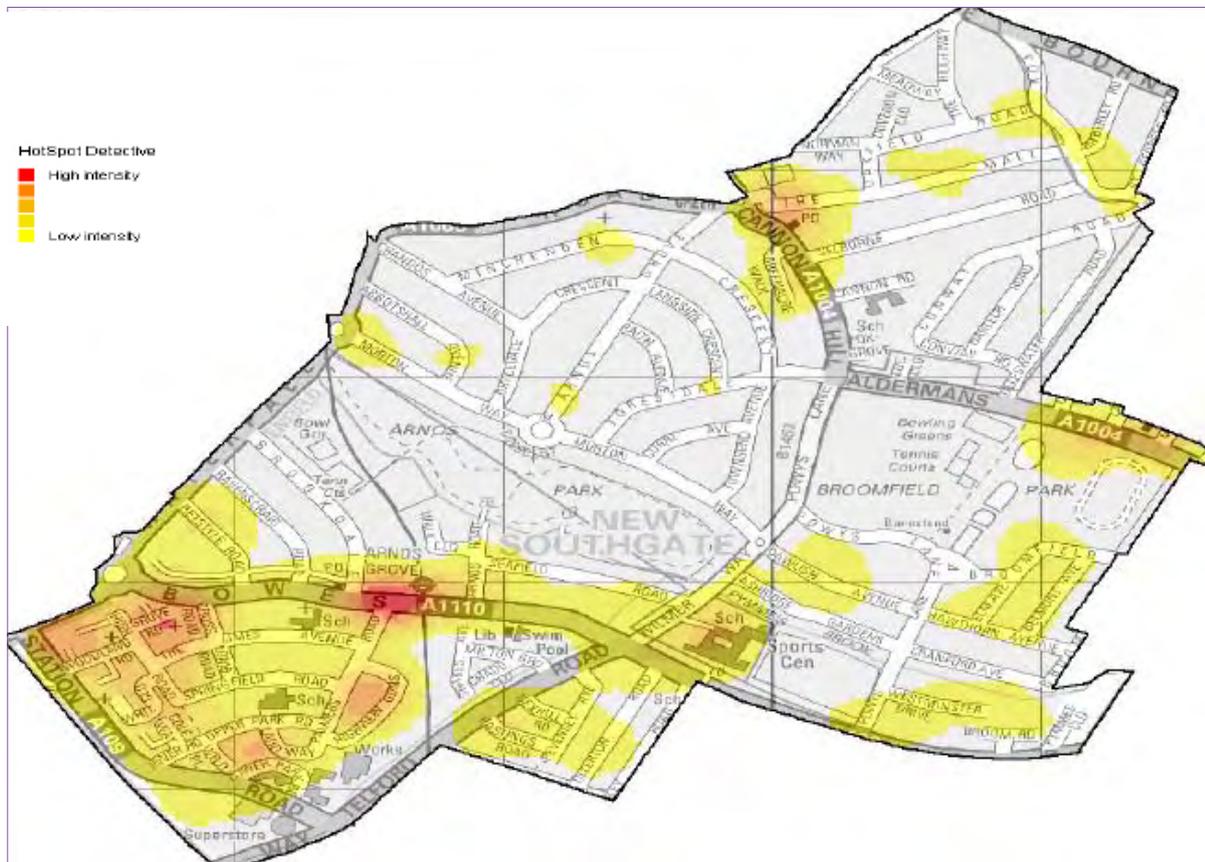
6.E.3 The doctor's surgery will also remain but we will consider options to expand the surgery on-site. If this can't be done there could be an option to build a larger surgery on a different site, the Coppicewood Lodge Care home (as part of a residential –led scheme), once residents in the home are relocated.

DG 33: The use of existing and new open spaces for community food growing opportunities will be encouraged.

6.E.4 Open space for community food growth will help to improve existing open spaces and create a healthier population. We are currently preparing a Food Strategy which should be referred to for guidance once complete. Green roofs could also include rooftop allotments.

DG 34: Improvements to public streets and spaces in existing and emerging crime hotspots will be required as part of new development, including Arnos Grove Station, Woodland Road, Grove Road, Ladderswood Estate, Red Brick Estate, High Road Open Space and Highview Gardens Estate

6.E.5 Public realm and development improvements in these areas will be sought as a priority that adhere to principles set out in “By Design: Urban Design in the Planning System: Towards a Better Practice” and “Secured by Design”.



Local crime hotspot areas, 2008/9.

Source: Crime and anti-social behaviour profile, Southgate Green Ward: Enfield Council

DG 35: Improvements to Garfield School including access for disabled and mobility impaired people will be encouraged. If required, due to the increased demand for school places generated by the new housing in the area, there is potential to expand Garfield Primary School from 2 to 3 forms of entry.

6.E.6 Refurbishment of parts of the facility will be required to ensure that it meets accessibility standards defined in the Disability Discrimination Act.

6.E.7 New development must take into account the additional need for school places.

6.E.8 We need to consider the need for additional school places due to the growing population. The schools in New Southgate will need to be considered specifically because of the Ladderswood regeneration and other Regeneration Sites in this masterplan, which will increase the amount of housing in the area. It may be necessary to provide additional primary school places which could potentially be accommodated through the maximising of space in existing schools. Contributions to school places will be sought from development through Section 106 agreements or the Community Infrastructure Levy (CIL).

DG 36: The use of school buildings in the evenings and weekends for community uses, such as meeting, sports, leisure and recreation, will be sought.

6.E.9 Garfield Primary School occupies a central location within New Southgate and has the potential to perform an important community role by allowing general public use of certain facilities outside of school hours.

DG 37: A permanent location for the existing job broker will be sought, which should be located near other community uses where possible.

6.E.10 According to the Employment indicator of the Indices of Multiple Deprivation (2007), the masterplan area is in the 11-20% most deprived areas in the country and fares significantly worse than the surrounding area.

6.E.11 There are currently proposals to locate a job brokerage service in a temporary facility within the Ladderswood Estate and if this is successful a permanent location will be sought across the masterplan area.



A community IT facility may be possible as part of the current school building



Section 7: Delivery and Implementation

7.1 The masterplan will be accompanied by a Delivery Strategy which will set out when and how each of the projects identified in New Southgate will happen. For more information visit www.enfield.gov.uk/placeshaping

FINANCIAL VIABILITY OF REGENERATION SITES

7.2 Before we selected the masterplan land uses for different sites an extensive feasibility process was undertaken which assessed three potential master planning options. The land use approach in the masterplan was developed based on this viability assessment and on policy requirements of LBE.

WESTERN GATEWAY SITE

7.3 The property market review undertaken to inform the masterplan highlighted that a mix of apartments, town houses and retail and employment land uses should be considered. Not only does this promote a diverse and sustainable community but it is also considered favourable from a planning policy, commercial and marketing perspective. It was noted that existing retail at both Arnos Grove and New Southgate are important to the area's vitality and as such the masterplan should ensure it does not negatively impact on these areas, while still providing necessary services for new developments.

7.4 The Council's commitment to deliver the redevelopment of Ladderswood means that we have taken a long-term approach to the redevelopment of the Western Gateway. This will have several advantages including allowing the market to absorb the

private housing units created through the Ladderswood development, the benefit the improved physical environment established by the Ladderswood development to increase sales values, and allow the recovery of the property market. The end result has therefore been to establish a residential-led scheme which optimises development on the site whilst still creating an attractive living environment. In particular, careful consideration has been given to the mix of apartments/maisonettes and town houses in order that a balanced and sustainable community can be created and that some of the demand for more family housing can be met.

7.5 The Western Gateway is well located for a residential development of this nature which is close to local amenities and has excellent public transport links to tube and rail. In addition, this redevelopment is intended to integrate with the redevelopment of the Ladderswood Estate, which is already in the advance stages of procurement, and in doing so, creates a new and larger residential community that can benefit from shared services and sustainable energy technologies (e.g. combined heat and power).

7.6 The Council is the freeholder of the Homebase site, National Grid own the gasholder and Topps Tiles. The site is subject to occupational leasehold interests on the Homebase site. The ability of landowners to achieve vacant possession and bring sites forward for redevelopment will be based on the:

- The landuse mix driven by a commercial imperative to maximise land and investment values

- The outcome of negotiation with tenants (which could be linked to their trading performance from the unit or the ability of landowners to relocate tenants within the wider portfolio)

7.7 The masterplan has been prepared so the site can be delivered in 3 phases based on the land ownership's across the site. Taking into account the viability of the gasholder site and the fact that it does not have any leasehold interests, this could form the first phase of development. In addition the redevelopment of this site as a first phase delivers significant urban design benefits as it effectively encloses and separates the remainder of the site from the A406 (North Circular).

7.8 The site's location, along with future projected stabilisation in the residential property market and the potential timeframes involved for remediation the site (which is uncertain but could be in the order of 1-2 years as an estimate), we consider that this could be an attractive and deliverable development opportunity.

7.9 On the remainder of the Western Gateway there are costs relating to the acquisition and extinguishment of the lease on Homebase. The proposed development will need to generate a land value which equates to the existing use value (and potential tenant disturbance costs) of the existing commercial property on site. This is recognised by the Council as a key issue and it has therefore been important to generate a scheme which not only creates an attractive environment to live but which also optimises site utilisation and development density. As the regeneration process moves forwards it will be important that the Council maintains an active dialogue with the land owners.

7.10 A key element of bringing forward the Western Gateway is addressing the issues of Station Road as a barrier. The masterplan proposes narrowing the road between the site and Ladderswood Estate. This will require further feasibility work to ensure this does not have an adverse impact on traffic.

LADDERSWOOD ESTATE

7.11 The Ladderswood Estate redevelopment is being delivered by the council in partnership with a development partner. We are in the process of selecting a development partner to work with us and hope to have selected a partner in early 2011. Following this, the development partner will need to submit a planning application to rebuild the estate. Building is likely to start in 2012 and finish in around 2015. Once the planning application has been approved, we will have a clear idea of how the different phases of new homes will be built. To allow the existing properties to be demolished we will need to acquire the leasehold interests for all properties affected. We hope to do this through negotiation but if this fails we will need to use Compulsory Purchase Powers.

OTHER MASTERPLAN SITES

7.12 The masterplan also includes smaller regeneration sites, some of which are owned by the Council. These sites provide opportunities for mixed use development including new housing, local services and community facilities along with environmental and public realm improvements.

7.13 These sites have all been subject to viability assessments to inform the proposed land uses. The results vary dependent on the scale of development and the costs linked to achieving vacant possession, but the viability testing indicates that those sites selected to come forward in the final masterplan should be viable. In terms of deliverability and contribution to regeneration, the Council will prioritise the release of sites under its direct control – this could act as a stimulus for wider development activity. The timing of the redevelopment of the remaining sites will largely be dictated by market forces. However the Council will remain in regular contact with the private landowners so that a coordinated approach can be taken.

PHASING OF MASTERPLAN REGENERATION SITES

7.14 An indicative phasing plan for the masterplan is set out below which illustrates when each site could be delivered. For each site planning permission has to be obtained before development can start:

PHASING PLAN

Regeneration site	Phase	Timeframe	Delivery risk
1. Ladderswood Estate	1	2-4 years	Selection of development partner already started. Leaseholder buy-outs on-going. Commercial leases.
2. Western Gateway: Gasholder	2	2-4yrs	Extent of remediation required due to former gas works on the site and ability to agree a purchase with the landowner
3. Western Gateway: Topps Tiles	3	4-6yrs	Remediation required. Trading performance of Topps Tiles
4. Western Gateway: Homebase	4	8-10yrs	Remediation required. Trading performance of Homebase along with the landowner's view of existing use value.
5. New Southgate Station and Friern Barnet Road shops	2A, at same time as phase 2	2-4yrs	Agreement with landowners on the proposals and agreement of landowners to bring forward a joint development proposal
6. Arnos Grove local centre and Arnos Grove station	3A, at the same time as phase 3	4-6yrs	Landowners' ability to bring forward proposals with land owners. Impact of redevelopment of station on commuter car parking on local streets. Agreement with English Heritage given Listed status
7. Bowes Road Library and Clinic, Arnos Pool	2B, at the same times as phase 2	2-4 years	Council funding for library Agreement with English Heritage given Listed status
8. Coppicewood Lodge Care Home	4A Undertaken in tandem with phase 3	8-10yrs	Availability of a care home relocation site.

PUBLIC REALM AND ENVIRONMENTAL IMPROVEMENTS

7.15 The Delivery Strategy will provide more information about how different environmental and public realm improvements, such as improvements to open spaces, will be funded. Developers will be required to contribute towards these improvements through Section 106 developer contributions:

FACTBOX:

Section 106 (S106) Developer Contributions

Section 106 of the Town and Country Planning Act 1990 sets out the ability for local authorities, including Enfield Council to charge a levy on development. The principle behind the levy is that new development can cause an increase in population, which leads to an increase in demand for public facilities, such as roads, libraries, schools and parks. New development therefore should make a fair contribution to these local requirements.

Things like improvements in education, health, public realm, the historic environment, and open space that could all come forward as part of the proposals in the masterplan will all need to have significant funding through Section 106.

We are currently preparing a Section 106 SPD which will set out our approach to securing S106 contributions in all new developments. This will be available for consultation in 2011 with adoption scheduled for 2012.

In the future Section 106 will be supplemented by the Community Infrastructure Levy. More information will be included in the Section 106 SPD.

SECTION 106 PRIORITIES

7.16 The public realm works in the masterplan include a range of improvements to landscaping, street furniture and the physical environment in general. These have been set out below and are priorities for S106 funding from developers:

Contributions to fund new school places
New public square outside Arnos Grove station
Take the High Road: The creation of a green link along High Road including improvements to green spaces along it, opening up the road to the north to create direct access onto Friern Barnet Road and safety and public realm improvements to the route and Red Brick Estate.
Improved lighting, flower planting, signage and paving at Arnos Grove shops and Bowes Road
Improvements to Bowes Road Library/Arnos Pool and Bowes Clinic (including the buildings and their setting)
Better station entrance, safety and car parking improvements at New Southgate Station
Improved lighting, signage, customer parking and paving at New Southgate shops and near Betstyle Circus roundabout
The use of green spaces for community food growing (like an orchard or vegetable plot)
A new community square at Grove Road Open Space
Improvement to the High Road Open Space, like playspace for young children, flower planting, benches and lighting
A better and safer walking route along the High Road and High Road Open Space
Millennium Green safety, access and biodiversity improvements to the space. Improvements to lighting, pathways, CCTV and the creation and implementation of a management plan
New open space on the gasholder site
Safety improvements for Arnos Grove Station, Red Brick Estate, High View Estate, Grove Road, Ladderswood Estate and Woodland Road

7.17 There are also a number of transport and movement projects recommended in the masterplan which are priorities for Section 106 funding. These are:

Direct pedestrian and cycle routes opened up from High Road to Friern Barnet Road and down to Station Road,, Palmers Road to Station Road and through the Red Brick Estate to New Southgate Station
Buses able to turn onto Palmers Road from Station Road
New Southgate Station: Provide more car parking for people who use the station
Review of parking including the controlled parking zone on local streets
Narrowing of Station Road to make it easier to cross the road and create more of a residential neighbourhood at the south of the masterplan area
Improve the accessibility of New Southgate and Arnos Grove Station for people who are mobility impaired

7.18 In order to secure funding to assist the financing of these works, the Council will ring fence Section 106 contributions from the masterplan development sites. When doing this a balance will need to be struck between maximising Section 106 funding and enabling development schemes on regeneration sites to be viable and deliverable. Independent site specific viability assessments will need to be undertaken to be followed by a negotiation with the developer in order to agree a final figure for Section 106 contributions.



Appendix A:

Planning policy context

A.1 The Masterplan is a Supplementary Planning Document and forms part of the planning framework for the New Southgate Place Shaping Priority Area and is part of the Local Development Framework.

A.2 This appendix sets out the planning policy context, considering national, regional and local policies to which development in the New Southgate masterplan area should comply with. It then sets out a review of other relevant documents.

NATIONAL PLANNING CONTEXT

- PPS 1 – Delivering Sustainable Development
- Supplement to PPS 1 – Planning and Climate Change
- PPS 3 – Housing
- PPS4 – Planning for Sustainable Economic Growth
- PPS 9 – Biodiversity and Geological Conservation
- PPG 13 – Transport
- PPG 17 – Planning for Open Space, Sport and Recreation
- PPS 22 – Renewable Energy
- PPS 23 – Planning and Pollution Control
- PPG 24 – Planning and Noise
- PPS 25 – Development and Flood Risk

REGIONAL PLANNING CONTEXT

- The London Plan (2008)
- The Draft Replacement London Plan (2009)
- The North London Strategic Alliance: North London Sub-Regional Economic Development Implementation Plan (2006)
- The London Plan Sub-Regional Development Framework (SRDF) North London (2006)

LOCAL PLANNING CONTEXT

Core Strategy (2009)

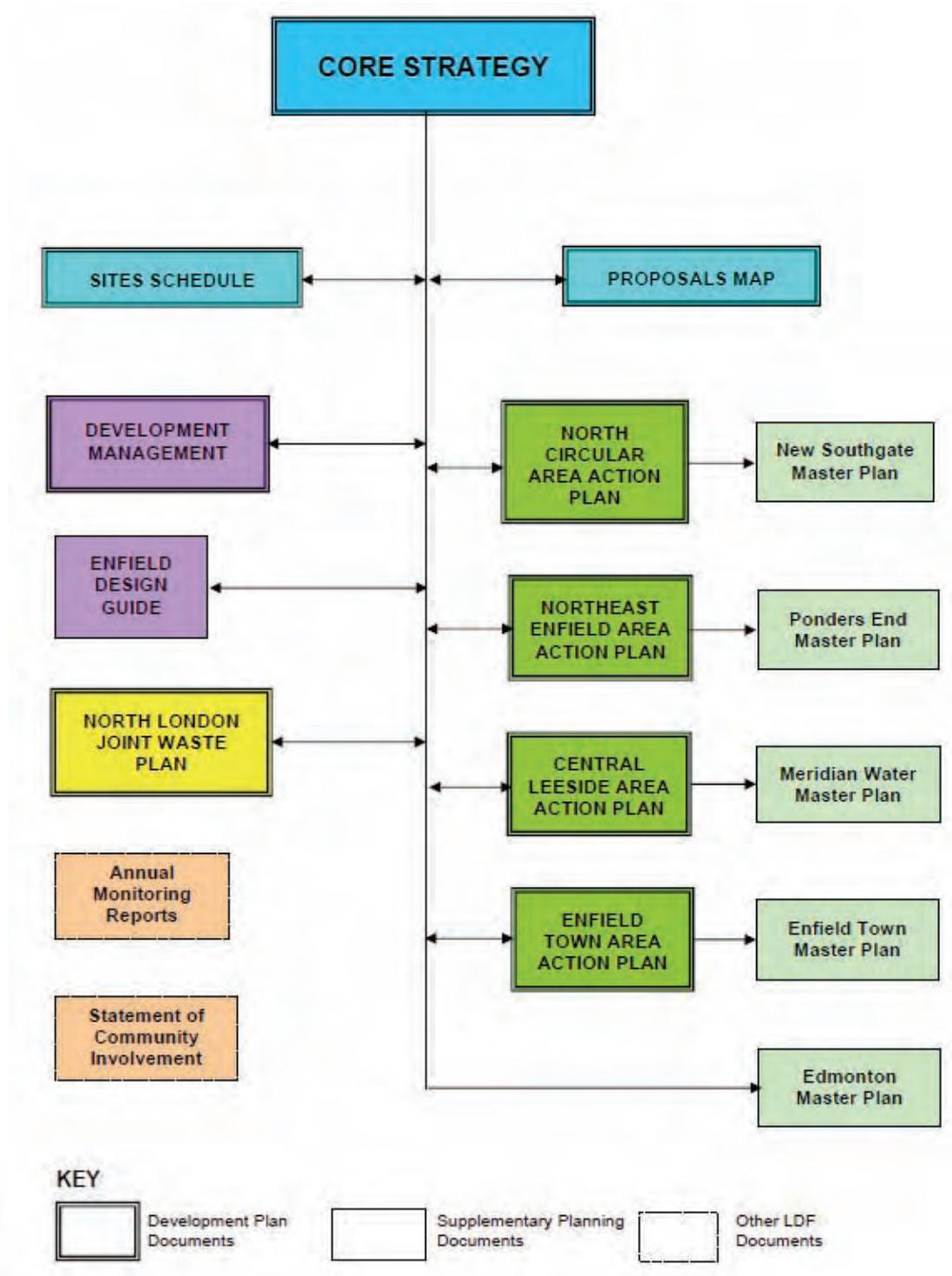


Figure A.1 Enfield LDF: Relationship of component documents

SUMMARY OF CORE STRATEGY POLICIES

A.3 Below is a summary of the relevant Core Strategy policies followed by a table setting out the relationship between the masterplan principles and these policies.

Policy 3: Affordable housing

A.4 The Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings.

A.5 Affordable housing should be delivered on-site unless in exceptional circumstances, for example where on-site affordable housing would not support the aims of creating sustainable communities.

A.6 For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing.

A.7 The Council will aim for a borough-wide affordable housing tenure mix ratio of 70% social rented and 30% intermediate provision.

Policy 4: Housing quality

A.8 Excellence in design quality and sustainability will be required for all new homes. New housing developments should take account of the design and construction policies and sustainable design and construction guidance set out in the London Plan and should seek to exceed the Code for Sustainable Homes Level 3.

A.9 All new homes should be built to Lifetime Homes standards. The Council will seek to achieve a borough-wide target of 10% of all new homes to be suitable or easily adaptable for wheelchair users.

A.10 The Council will facilitate the renewal of the Ladderswood Way, undertaking feasibility studies and work with local residents to identify the most appropriate solution for renewal, taking into account potential for refurbishment and comprehensive redevelopment.

Policy 5: Housing types

A.11 The Council will plan for the following borough-wide housing mix to meet housing need:

Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).

Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

A.12 The Council will seek a range of housing types in the intermediate sector, including affordable homes for families. The mix of intermediate housing sizes will be determined on a site by site basis and the Council will work with developers and other partners.

A.13 The density of residential development proposals should balance the need to ensure the most efficient use of land whilst respecting the quality and character of existing neighbourhoods and accessibility to transport and other infrastructure.

Policy 8: Education

A.14 The Council will contribute to improving the health, lives and prospects of children and young people by supporting and encouraging provision of appropriate public and private sector pre-school, school and community learning facilities to meet projected demand across the Borough.

A.15 New facilities should be provided on sites that offer safe and convenient access by pedestrians, cyclists and public transport users, and schools will be encouraged to allow the use of buildings for other community purposes in the evenings and at weekends.

Policy 9: Supporting community cohesion

A.16 The Council will work with its partners to promote community cohesion by:

- Promoting accessibility whereby all members of the community have access to good quality health care, housing, education and training, employment, open space and other social facilities in locations that best serve the community;
- Contributing towards reducing crime, fear of crime and anti-social behaviour by using design principles that create environments which promote community safety and discourage offending.
- We will require the provision of necessary community facilities to support local need within the delivery of Core Policies 44 and 45.

Policy 11: Recreation, Leisure, Culture and Arts

A.17 The Council will seek to protect existing assets and provision, and promote and encourage the increased use of recreation, leisure, culture and arts facilities in the Borough by:

- Resisting the loss of existing recreation, leisure, heritage, culture and arts facilities;

- Exploring how more flexible use of existing school, college and community facilities and open spaces can be made for sport and physical activity and as arts and cultural venues;
- Addressing the identified need for sports halls provision - particularly in the south west of the Borough, and undertaking a facility audit and review of long term leisure facility needs by 2011;
- Identifying the need for new recreation, leisure, culture and arts facilities in the place shaping priority areas and setting out arrangements for delivery, including the reconfiguration of existing facilities in appropriate area action plans and masterplans.

Policy 13: Promoting economic prosperity

A.18 The Council will protect and improve Enfield's employment offer helping to facilitate the creation of a minimum of 6,000 new jobs from 2010-2026. Approximately 2,000 are expected to be created in town centres and Place Shaping Priority Areas.

Policy 15: Locally significant industrial sites

A.19 The Council will safeguard Locally Significant Industrial Sites (LSISs) for a range of industrial uses only where they continue to meet demand and the needs of modern industry and businesses. Where sites are designated as LSISs and are no longer suitable for industrial uses or have been identified through the Council's place shaping programme as opportunities to contribute to wider regeneration benefits, a progressive release of land will be achieved.

Policy 16: Taking part in economic success and improving skills

A.20 The Council is committed to tackling worklessness, creating new jobs in the Borough and working to ensure that local residents are able to access existing and new jobs. The Council will work with its partners to concentrate available resources into the Borough's place shaping priority areas in order to reach hard-to-serve populations and target the most disadvantaged areas.

Policy 17: Town Centres

A.21 Enfield's Local Centres will continue to be supported in providing core local shopping facilities and services (such as convenience store, post office, pharmacy and newsagent) for their respective local communities; largely catering for a catchment area within walking distance. Local shopping parades to support the regeneration of place shaping priority areas will be considered as part of comprehensive masterplans.

Policy 19: Offices

A.22 The Council will: promote mixed use development with office uses in strategic growth areas that are subject to a comprehensive masterplan, where it is demonstrated that higher value uses, such as residential, are required in order to make office development viable;

A.23 Support proposals for the provision of suitable space for small businesses, such as small managed workspace, with flexible lease terms and fixed costs for an all-inclusive service.

Policy 20: Sustainable energy use and energy infrastructure

A.24 The Council will require all new developments, and where possible via a retrofitting process in existing developments to address the causes and impacts of climate change by: minimising energy use; supplying energy efficiently; and using energy generated from renewable sources in line with London Plan and national policy.

A.25 The Council will set local standards and targets, based on an understanding of local potential and opportunities for renewable or low carbon energy and existing or planned decentralised energy infrastructure. Where opportunities are identified, development will be required to contribute towards realising these opportunities.

Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure

A.26 The Council will work with developers, residents and water supply and sewerage companies to ensure that Enfield's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner.

Policy 24: The road network

A.27 The Council working with partners will seek to deliver improvements to the road network to contribute to Enfield's economic regeneration and development, support businesses, improve safety and environmental quality, reduce congestion, and provide additional capacity where needed.

Policy 25: Pedestrians and cyclists

A.28 The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes.

Policy 26: Public transport

A.29 The Council, working with its partners, will seek to secure a comprehensive, safe, accessible, welcoming and efficient public transport network, capable of supporting the development proposals for the Borough and providing attractive alternative travel options.

A.30 The Council will, working with its partners, improve public transport interchanges to facilitate better integration between modes including provision for taxis, and cycle parking and storage, particularly at New Southgate

Policy 28: Managing flood risk through development

A.31 The Council will take a risk-based approach to development and flood risk, directing development to areas of lowest risk in accordance with Planning Policy Statement 25: Development and Flood Risk. Sustainable Drainage Systems (SUDS) will be required in all developments, irrespective of the flood risk at individual development sites.

Policy 30: Maintaining and improving the quality of the built and open environment

A.32 All developments and interventions in the public realm must be high quality and design-led, having special regard to their context. They should help to deliver Core Policy 9 by promoting attractive, safe, accessible, inclusive and sustainable neighbourhoods, connecting and supporting communities and reinforcing local distinctiveness. Tailored design

standards and guidance will be prepared to guide development in areas of significant change, such as New Southgate and the North Circular Road Area.

Policy 31: Built and landscape heritage

A.33 The Council will implement national and regional policies and work with partners (including land owners, agencies, public organisations and the community) to pro-actively preserve and enhance all of the Borough's heritage assets.

Policy 32: Pollution

A.34 The Council will work with its partners to minimise air, water, noise and light pollution and to address the risks arising from contaminated land and hazardous substances.

Policy 34: Parks, playing fields and other open spaces

A.35 The Council will protect and enhance existing open space and seek opportunities to improve the provision of good quality and accessible open space in the Borough by:

- Requiring improvements to open space provision through increasing the access to, quantity and quality of publicly accessible open spaces and supporting the community use of non-public open spaces.
- Requiring the provision of new and improved play spaces to address existing deficiencies and to meet future needs.

Policy 36: Biodiversity

A.36 The Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at the national, London or local level as being of importance for nature conservation.

Policy 44: North Circular Area

A.37 The Council will promote environmental and housing improvements and new investment in the North Circular area.

A.38 Along the North Circular Road itself, both refurbishment and redevelopment options for vacant, derelict and poorly maintained properties in the ownership of Transport for London will be considered, depending on the current condition of housing, suitability of the site for redevelopment and viability.

A.39 Council will support the provision of community space/facilities in the area.

A.40 The Council will continue to plan positively for further improvements to the road junctions beyond those currently planned by Transport for London.

Policy 45: New Southgate

A.41 This policy is detailed in full in Section 1.

LOCAL PLANNING CONTEXT

- The North Circular Area Action Plan (AAP)
- Enfield's Future: A Sustainable Community Strategy for Enfield 2007-2017
- The Enfield Cultural Strategy (2002): Enriching Enfield
- The Enfield Housing Strategy 2005-10
- The Housing Needs Survey 2005
- A study of town centres (NLP, 2006)
- The Enfield Open Space and Sports Assessment (2006)
- The Parks and Open Spaces Strategy – 2010
- Biodiversity Action Plan- 2010
- The Ladderswood Estate Final Report (2008)
- An Economic Vision for the Upper Lea Valley
- Shaping Enfield's Future the Borough's Place Shaping Strategy

Core Strategy policy	Masterplan Principle A	Masterplan Principle B	Masterplan Principle C	Masterplan Principle D	Masterplan Principle E
Policy 3: Affordable housing	✓				
Policy 4: Housing quality	✓				
Policy 5: Housing types	✓				
Policy 8: Education					✓
Policy 9: Supporting community cohesion		✓			✓
Policy 11: Recreation, Leisure, Culture and Arts		✓			✓
Policy 13: Promoting economic prosperity					✓
Policy 15: Locally significant industrial sites	✓				
Policy 16: Taking part in economic success and improving skills					✓
Policy 17: Town Centres	✓				
Policy 19: Offices	✓				
Policy 20: Suitable energy use and energy infrastructure				✓	
Policy 24: The road network			✓		
Policy 25: Pedestrians and cyclists			✓		
Policy 26: Public transport		✓	✓		
Policy 28: Managing flood risk through development				✓	
Policy 30: Maintaining and improving the quality of the built and open environment		✓		✓	✓
Policy 31: Built and landscape heritage		✓			
Policy 32: Pollution				✓	
Policy 34: Parks, playing fields and other open spaces		✓		✓	
Policy 36: Biodiversity				✓	
Policy 44: North Circular Area			✓		
Policy 45: New Southgate	✓	✓	✓	✓	✓

Figure A.2: Enfield Core Strategy policies referred to by Masterplan principles

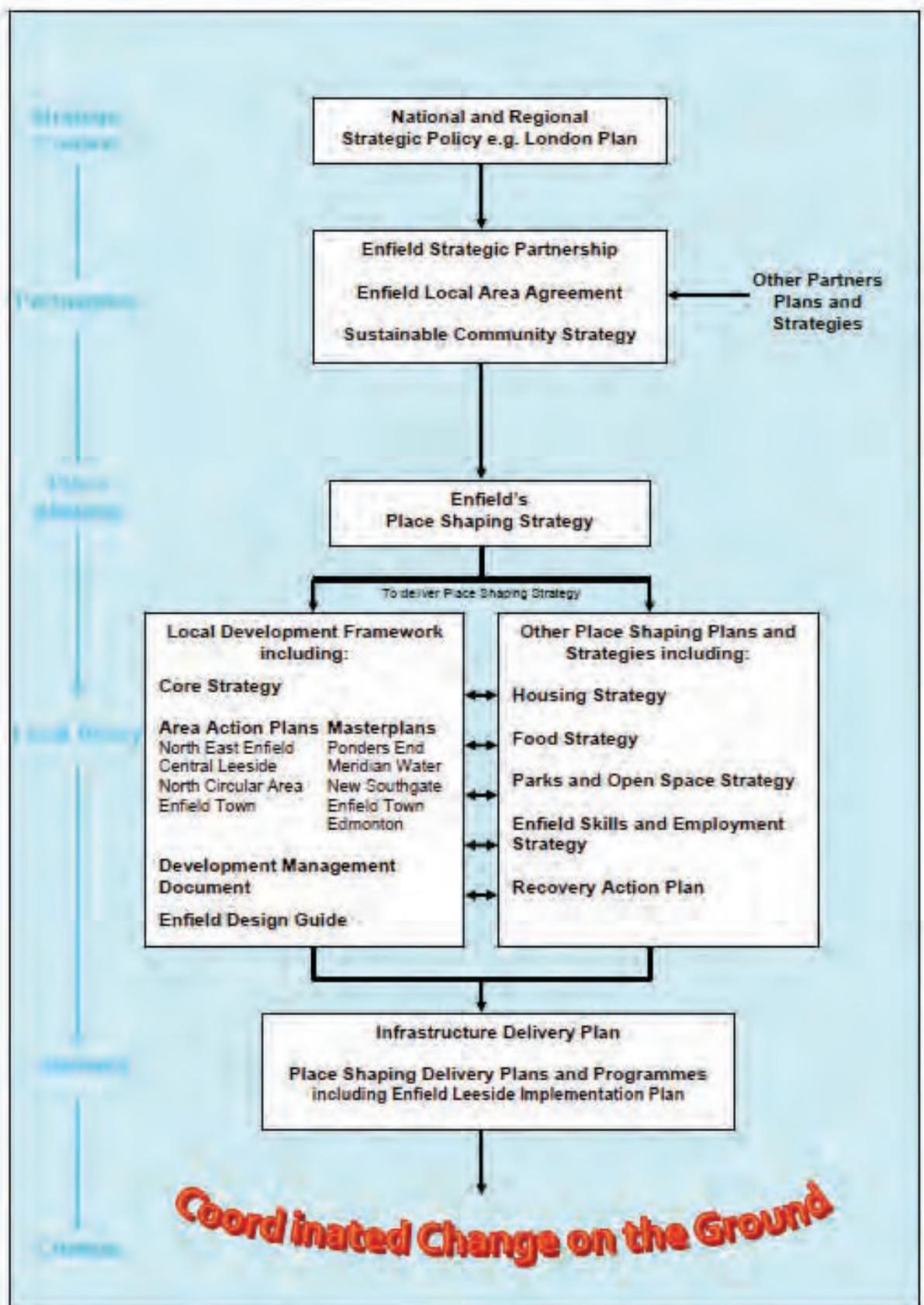


Figure A.2 Enfield's place shaping strategy



Appendix B:

Job growth estimations

NUMBER OF JOBS THAT COULD BE CREATED

B.1 Tables B1 and B2 estimate the current and potential employment situations in New Southgate. They highlight that the masterplan could significantly increase the amount of jobs in the study area, from approximately 200 jobs up to approximately 510 jobs. These calculations are based on guidance set out in 'Employment Densities' (English Partnerships, 2001).

Table B1: Existing commercial employment in New Southgate (estimated)

Tenant	Land-use	Area (GIA approx, sq.m)	Employment density	Total employed
Homebase	Retail warehousing	4,126	1 FTE per 90 sq.m	45
Topps Tiles	Retail warehousing	462	1 FTE per 90 sq.m	5
New Southgate Industrial Estate	General industrial	3,976	1 FTE per 27 sq.m	147
TOTAL				197

Table B2: Future commercial employment in New Southgate (estimated)

Tenant	Community jobs (D1)	Shop, restaurant, café and service jobs (A1 - A4)	Employment jobs (B1)	Flexible space jobs (as defined in site specific guidance)	Total jobs (estimated)
Employment density	1 FTE per 90 sq.m	1 FTE per 20 sq.m	1 FTE per 27 sq.m	1 FTE per 27 sq.m / 1 FTE per 90 sq.m	
1. Ladderswood Estate	3		111		114
2. Western Gateway – Gasholder				6 to 19	6 to 19
3. Western Gateway – Homebase			130	6 to 19	136 to 149
4. Western Gateway – Topps Tiles					0
5. New Southgate Station and Friern Barnet Road shops		40			40
6. Arnos Grove Local Centre and Arnos Grove Station					0
7. Coppicewood Lodge Care Home	12	20			32
TOTAL	16	60	241	19 to 63	328 to 354



Appendix C:

Masterplan Evidence Base

C.1 This section of the report summarises the key findings and conclusions identified in the New Southgate Baseline Report. A full copy of the Baseline Report is on the Enfield Council website.

URBAN DESIGN ANALYSIS

The New Southgate area benefits from:

- good accessibility and strong transport links to wider London;
- an historic street structure and a collection of historic buildings and landmarks;
- a high degree of green infrastructure - including the Millennium Green, Bounds Green Brook and a series of tree-lined streets;
- a mix of local uses including shops, schools and community facilities
- strong visibility from the North Circular - a key landmark location.
- However the area also suffers from:
- lack of connection and severe barriers to movement to surrounding areas;
- a poor quality environment - poor quality buildings, car dominated, large areas of poor layout and permeability and a lack of legibility; the North Circular Road - traffic levels and associated noise and pollution.

C.2 The area is split in two with the southern areas of the study area containing predominantly the negative attributes.

HISTORIC DEVELOPMENT

1867

- The area is known as Colney Hatch Park, named after the adjacent Lunatic Asylum and station (opened 1850 and 1851);
- The High Road and Bowes Road provide the primary routes through the area;
- Other streets such as Palmers Road, Springfield Road and The Avenue are already established;
- The area is predominantly residential;
- The focus for the neighbourhood is to the north around the present day roundabout and on Friern Barnet Road.

1912

- The area is now known as New Southgate due to negative associations with the neighbouring asylum;
- Higher density housing has been developed to the east of the railway line;
- The gas works have been established to south of the residential area
- The area within the study area boundary is now almost fully developed;
- The High Road forms a second focus for the residential neighbourhood.

1967

- Major development of transport infrastructure occurs in the 1920's and 30's. Piccadilly Line and Arnos Grove station open in 1932 and North Circular Road is built in 1929.
- Major housing development has taken place and New Southgate is now part of the London urban area;
- Ladderswood and High View estates have been developed;
- The present alignment of Station Road is not yet established.

PLANNING CONTEXT AND DOCUMENT REVIEW

- New Southgate should become “a calm, clean and safe area to live, work and play, incorporating an accessible network of green spaces; attractive and safe pedestrian environments; rejuvenated and new residential neighbourhoods well supported by social infrastructure and community facilities; and vibrant retail areas, providing strong support for a strong and active community” (Core Strategy: Preferred Option).
- A key element to place shaping is not only to transform the physical environment, but also to seek to improve the health and wellbeing of local communities (Shaping Enfield's Future).
- Southgate Green ward is expected to experience the greatest need for affordable housing of all Enfield wards as a proportion existing households during the period 2005-10. (Enfield Housing Needs Survey).
- Existing small local centres, such as New Southgate, should be maintained to ensure they provide basic food and grocery shopping facilities supported by a limited choice and range of comparison shops selling lower order goods (bought on a regular basis) and a range of non-retail uses and community uses (A Study of Town Centres).
- There are no Conservation Areas or Listed Buildings in New Southgate. There is a small cluster of Grade II Listed Buildings outside the study area along Bowes Road, including Arnos Grove underground station, Bowes Road Library and Arnos Swimming Pool (Heritage Strategy).
- Enfield Gateway is considered suitable for continued employment use, potentially incorporating new residential units. (North Circular AAP: Preferred Option, with input from Enfield Council).
- Part of New Southgate Industrial Estate should be redeveloped for a mix of uses to enhance the renewal of Ladderswood Estate (North Circular AAP: Preferred Option).
- A purpose built community and youth centre with some local shops and services would be appropriate in line with the redevelopment of the Ladderswood Estate (North Circular AAP: Preferred Option).
- Land around New Southgate Station should accommodate new family-sized residential units, with an opportunity for commercial uses at ground level (North Circular AAP: Preferred Option).
- Opportunities for biodiversity enhancement in the New Southgate Masterplan could include: ecological enhancement of existing open spaces; the enhancement of highways land for biodiversity, particularly adjacent to the north circular road; robust design guidelines for biodiversity enhancements (Enfield Biodiversity Action Plan, Draft 2010)
- New Southgate and the wider area suffers from the effects of the North Circular, which has led to poor environmental conditions and limited access to the green environment. Improvements to open spaces and areas in-between will benefit and

encourage cyclists and pedestrians to use sustainable modes of transport. This will be key to improving the health and wellbeing of residents by providing some respite from the effects of the North Circular Road. (Parks and Open Spaces Strategy).

- It may be more beneficial to focus regeneration at Highview Gardens Estate on modernisation and refurbishment rather than redevelopment (Ladderswood Estate Final Report).

SOCIAL WELFARE AND COMMUNITIES

- There are 2,804 residents in New Southgate, living in 1,162 dwellings. There are also 77 businesses in the area.
- New Southgate is in the top 11-20% most deprived areas in the country, and is significantly more deprived than the areas surrounding it- need to show an IMD map here
- There is a high population turnover. The effect of a changing population is important and the masterplan should ensure the needs of people not entrenched in the community are taken into account.
- There are lower proportions of younger (aged under 16) and older (aged over 44) residents in New Southgate. The needs of the working age population should be adequately addressed, rather than focussing solely on new facilities for the young and elderly.
- There is a higher proportion of Indian and Black African residents compared to the Borough average. The deviation from the Borough average is more pronounced for school pupils, which indicates that younger families may be more ethnically diverse than the elderly, including a high proportion of Turkish and Greek pupils. Targeted consultation for young people should therefore aim to attract young people from these ethnic groups where possible.
- There are high proportions of residents supporting faiths such as Hindu (3% above Borough average) and Muslim (1% above Borough average). The masterplan should ensure that their views are accounted for through targeted consultation.
- The proportion of residents without a car or van in New Southgate is significantly low relative to Enfield. Access to efficient public transport networks, and good quality and safe walking and cycling networks should therefore be a priority.
- There are high proportions of long term sick and unemployed residents compared to the borough as a whole. The masterplan should aim to improve skills and access to employment for the long-term unemployed. It should also aim to improve the public realm into a safe and accessible environment for the long term sick or disabled.
- Crime levels are particularly high at Arnos Grove underground station, Ladderswood estate, Highview Gardens estate, Red Brick Estate, Woodland Road and Grove Road. The masterplan should therefore focus on these areas (amongst others) and ensure the built environment is improved where possible, to help reduce the tendency for criminal activity.
- There are 2 primary schools in New Southgate, Garfield Primary School and Our Lady of Lourdes Catholic Primary School, which are both performing well. St Paul's Primary school is just outside the area but many children from New Southgate attend this school. Broomfield School is the nearer secondary school, just outside of the masterplan area.
- There are no youth facilities in the area and the nearest is the Alan Pullinger Centre, which is 4 miles from New Southgate, in Southgate.

- The library does not currently conform to the Disability Discrimination Act and steps need to be taken to ensure that more accessible and frequent library provision is provided.
- The area is even more deprived in terms of crime and income, as it is in the 5-10% most deprived areas in the country. T
- In terms of Employment and Living Environment, New Southgate is in the 11-20% most deprived areas in the country.

TRANSPORT AND MOVEMENT

C.3 The existing congestion on the roads is an issue that will need to be addressed by the masterplan to determine the ability of the network to accommodate any additional traffic associated with potential development. In order to improve permeability through the site for pedestrians and cyclists more formal routes with high quality facilities such as signage and cycle parking will need to be considered.

C.4 A key gap in the cycle network will become apparent between the proposed cycle route along the A406 and New Southgate Station once the TfL A406 scheme is implemented. A formal cycle route on Station Road could be considered to address this gap. There have been a significantly high number of accidents within the masterplan site. Although the TfL scheme for the A406 should address the cause of many of these accidents, safety along Station Road and Bowes Road will have to be monitored as part of any development proposals.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

STRENGTHS

- Emerging planning policy context supports masterplan objectives
- Public transport connections
- Pending further information from providers, the utilities network appears to run largely under existing public highways, so should not unduly constrain development options (unless realignment of highway is required).

WEAKNESSES

- North Circular Road
 - Noise
 - Air quality
 - Severance
 - Accidents
- Crime and anti-social behaviour
- High levels of unemployment and long-term sick
- Current employment uses are low density and lower skilled job creators
- Area is relatively unattractive a major office location
- Relative deprivation compared to surrounding areas
- Vehicles use study area as rat run
- Pedestrian and cyclist movement is hampered by lack of permeability and clear routes through study area
- No youth facilities in the area
- Electricity and gas consumption appear high relative to the London average
- Recycling rates are low based on Enfield and national targets

OPPORTUNITIES

- Relatively simply land ownerships
- Land owners keen to explore redevelopment opportunities
- Strategic will to address wider neighbourhood issues caused by existing industrial estate and retail in Western Gateway
- Council commitment to the redevelopment of the Ladderswood Estate
- Market demand for additional residential in the area, with some hopefully short term mortgage issues for borrows (national issue)
- Open spaces are underused assets that can be improved to meet the needs of the local population and new residents
- Proposed TfL public realm improvements to North Circular Road and opportunities for cycle network linkages
- Need for better access to small scale retail
- Policy support for new community facilities in masterplan study area, including relocated Bowes Road Library, community centre and youth centre
- There is potential to increase the biodiversity of the study area
- New development give opportunity to improve energy efficiency of built environment in the area
- Potential development mix and location could allow for Combined Cooling and Heat Plant (CCHP) and renewable energy solutions

THREATS

- Potential loss of accessible and affordable employment space if industrial estate is redeveloped
- Levels of car-parking required by potential increase in development in the area
- Opportunity for new local retail centre could adversely affect existing offer
- High population turnover could result in lack of a stable community
- Potential impact of new development on already congested highway network
- Gas works will have high levels of contamination, which will be costly to remediate, putting extra strain on any proposed scheme's viability
- While there is limited flood risk, there is some risk of flooding from Bounds Green Brook from surface water run off



Appendix D:

Impact of new development on roads and traffic

D.1 As part of the masterplan work we have considered how the new development will affect the road network and traffic congestion. The purpose of the assessment is to estimate the change in vehicle traffic on local roads as a result of the Masterplan proposals and development on the regeneration sites. This work was undertaken based on a previous iteration of the preferred option, and has been used to refine this masterplan. Therefore the information in this appendix should be read as an indication of the impact of new development on roads and traffic only.

D.2 It is a high level assessment and is based on the information available during the preparation of the masterplan. The work contains a number of assumptions which will need to be re-visited during detailed design of any development

schemes, following the adoption of the Masterplan. Detailed designs for individual regeneration sites will require a full assessment of existing and future vehicle trip generation, distribution and impact in order to accurately define the impact of the proposals on the highway network and the ability of the road network to accommodate the impact.

D.3 The trip rates shown in Table D.1 were used to calculate the total trip generation generated by the regeneration sites. The trip rates were obtained from the TRAVL database by examining sites of similar land use, size, PTAL, car parking and location as the Masterplan sites. It should be noted that for some uses the number of sites available within TRAVL is limited. As such, this is a high level indicative assessment:

Table D.1: Trip Rates Utilised from the TRAVL Database

Land Use	AM Peak			PM Peak			
	In	Out	2-Way	In	Out	2-Way	
Retail Warehouse	0.58	0.28	0.86	0.68	0.84	1.53	per 100sq m
Industrial	0.31	0.03	0.34	0.07	0.48	0.56	per employee
Residential (private)	0.03	0.20	0.23	0.13	0.06	0.20	per unit
Residential (affordable)	0.03	0.18	0.22	0.13	0.08	0.21	per unit
Community	0.30	0	0.30	0.07	0.07	0.14	per 100sq m

WESTERN GATEWAY

D.4 The Western Gateway site could accommodate a high number of residential units with some light industrial employment space as well as some retail and community uses. The mix of uses within the site will help to reduce peak hour vehicle trips as different uses will have different arrival and departure patterns. For example, the community use is likely to attract most trips outside of typical peak hours. Retail uses on site will reduce the need for residents to drive. The vehicle trip generation of the existing Western Gateway site has been estimated using the TRAVL trip rates. This estimation is provided below:

D.5 As shown in Table D.2, the existing Western Gateway site could generate up to 80 vehicle trips during the AM peak and 136 vehicle trips during the PM peak. The high PM peak trip rate is due to the Retail Warehouse stores (Homebase and Topps Tiles) attracting a higher number of trips

during the PM peak period. To estimate the change in vehicle trips as a result of the masterplan proposals, the estimated vehicle trip generation of the Western Gateway after redevelopment has been calculated and is set out in Table D.3.

D.6 For the purposes of this comparison the small retail use on the Western Gateway site is not considered to be a trip generating land use. The small retail stores are expected to serve local residents and as such trips to these shops are likely to be walk in or pass-by vehicle trips. By comparing the existing vehicle trip generation with the predicted future trip generation the change in vehicle trips as a result of the development can be established. Table D.4 shows the change in vehicle trips between the existing and proposed Western Gateway development.

D.7 It is evident that the proposed Western Gateway development could result in up to 50 additional vehicle trips during the AM peak hour and 8 additional trips in the PM

Table D.2: Existing Western Gateway Vehicle Trip Generation

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Retail Warehouse	27	13	40	32	39	70
Industrial	36	4	40	9	56	66
Total	63	17	80	41	95	136

Table D.3: Western Gateway Masterplan Development Trip Generation

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Light Industrial	41	5	45	10	63	73
Residential (private)	8	48	57	33	15	48
Residential (affordable)	5	24	29	18	11	29
Community	23	0	23	5	5	11
Total	76	77	154	66	95	161

peak. This amount of additional vehicle trips represents approximately a 3% impact on 2-way vehicle travel along Station Road in the AM peak and less than 1% impact in the PM peak. The change in trips is relatively low due to the comparatively high existing trips of the site compared to the low trip generating residential elements of the proposed scheme.

LADDERSWOOD ESTATE

D.8 The Ladderswood Estate redevelopment includes 239 net additional residential units (in addition to the 161 homes currently on the estate). The additional units are not replacing any existing trip generating land use and therefore all vehicle trips associated with the new units will represent additional trips on the road network. There will also be some element of commercial/light industrial and community use on the Ladderswood Estate site which will also generate new vehicle trips. Table D.5 displays

the estimated vehicle trips expected as a result of the additional 239 units within the Ladderswood Estate.

D.9 The additional residential units within the Ladderswood Estate are expected to bring about 95 additional vehicle trips in the AM peak and 108 additional vehicle trips during the PM peak. These trips represent approximately an 8% impact on 2-way vehicle travel along Station Road in the AM peak a 9% impact in the PM peak.

D.10 3,000sq.m of employment commercial space shown in the masterplan is a re-provision of existing space within the New Southgate Industrial Area. It is therefore not included within the assessment as there is unlikely to be a significant net change in traffic volumes.

D.11 This is a high level assessment, the trip generation and transport impact of the scheme would need to be robustly tested through the relevant transport assessments.

Table D.4: Change In Western Gateway Vehicle Trips from current uses to proposed uses in the masterplan

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Retail Warehouse	-27	-13	-40	-32	-39	-70
Light Industrial	41	5	45	10	63	73
Residential (private)	8	48	57	33	15	48
Residential (affordable)	5	24	29	18	11	29
Community	-14	-4	-18	-4	-51	-55
Total	14	60	74	25	0	25

Table D.5: Ladderswood Estate Predicted Additional Vehicle Trip Generation

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Residential (private)	8	47	56	32	15	47
Residential (affordable)	2	8	10	6	4	9
Community	2	0	2	0	0	1
Total	12	55	67	39	19	58

WIDER MASTERPLAN

D.12 The proposals within the wider Masterplan area include residential, retail and community uses. For the purposes of this assessment it has been assumed that these developments are in-fill and not replacing any existing, trip generating, land uses (although this is not the case for more of the sites as they have another use on them at the moment). As such, this assessment presents a worst case scenario. The predicted additional vehicle trip generation of the wider Masterplan proposals are outlined below Table D.6:

D.13 The proposals for the regeneration sites in the masterplan area (not including the Ladderswood Estate or the Western Gateway site) could result in up to 41 additional vehicle trips in the AM peak hour and 35 vehicle trips in the PM peak hour. Due to these land uses being developed in various locations around the wider Masterplan site the impact of these additional vehicle trips will be spread across the road network as different sites will have different access routes.

OVERALL VEHICLE TRIP GENERATION

D.14 A summary of the additional vehicle trips across the entire Masterplan area is displayed in Table D.7.

D.15 The proposals for the Western Gateway, Ladderswood and the other masterplan regeneration sites could result in up to 227 additional vehicle trips in the AM peak hour and up to 217 additional trips in the PM peak hour. The junction of Station Road and the North Circular Road currently has high levels of vehicle demand, southbound during the AM peak and the northbound arm during the PM peak. Therefore the vehicle trips likely to have the most impact on the operation of this junction are the AM peak outbound trips and the PM peak inbound trips associated with the Western Gateway and Ladderswood Estate proposals as these sites are directly accessed via Station Road.

D.16 In a worst case scenario these trips would total 105 during the AM peak and 68 during the PM peak. However, not all of the trips will be distributed via the Station Road / A406 junction, it is likely that some of these trips will be distributed

Table D.6: Wider Masterplan Vehicle Trip Generation

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Residential (private)	3	20	23	13	6	20
Residential (affordable)	2	12	14	9	6	14
Community	21	0	21	5	5	10
Total	26	32	58	27	17	44

north in the AM peak towards the junction of Station Road and Friern Barnet Road and arrive from the north in the PM peak. If 90% of the trips are distributed through the Station Road / A406 junction the impact at the junction would be less than 2 trips per minute. Detailed traffic distribution analysis will need to be submitted as part of Transport Assessment for all masterplan regeneration sites.

D.17 The junctions mentioned above are currently operating with a Degree of Saturation of between 91% and 93%, this indicates that the junction is currently operating below capacity. The TfL improvement scheme for this junction includes additional lanes on the Station Road arm which will increase the capacity of the junction. Further trip generation, distribution and modelling will be required to assess the impact of the additional trips junction once the TfL scheme is completed.

D.18 As part of the detailed design stages of each regeneration site redevelopment proposal it will be necessary to develop a junction model to test the operation of the junction with additional traffic and the new junction lay out. This junction modelling

would form part of a Transport Assessment to be submitted with planning applications for each regeneration site.. It will also be important to ensure that any highway proposals do not have an unacceptable impact on pedestrian and cycle movement or road safety. A road safety audit is also likely to be required.

D.19 The trip generation assessment is based on trip rates from existing sites that may not have the same provision for alternative modes as those proposed in the New Southgate Masterplan. The masterplan considers a range of measures that aim to reduce vehicle trips by encouraging uptake of alternative modes of transport such as reducing car parking in all new developments, walking, cycling, public transport, car clubs or car sharing. This area has excellent public transport links via rail and underground to central London and beyond, therefore the move to more sustainable form of transport is required.

Table D.7: Summary of Forecast Vehicle Trip Generation

Land Use	AM Peak			PM Peak		
	In	Out	2-Way	In	Out	2-Way
Western Gateway	14	60	74	25	0	25
Ladderswood	12	55	67	39	19	58
Wider MP Area	26	32	58	27	17	44
Total	52	147	199	91	36	127



Appendix E:

Glossary

If you require further information on any terms used in this document please also refer to the glossary included in the core strategy which is available on our website at www.enfield.gov.uk

ACTIVE FRONTAGE

A type of use on the ground floor of a building that encourages passing trade throughout the day such as a café or shop or with a shop-front type of window that provides visual interest for a passer-by.

AFFORDABLE HOUSING

Housing, for rent, shared ownership or purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

AREA ACTION PLAN (AAP)

A Development Plan Document which focuses on a location undergoing significant change or in need of conservation. An AAP provides the spatial and planning framework for delivering development in that location.

BUILDING RESEARCH ESTABLISHMENT ENVIRONMENTAL ASSESSMENT METHOD (BREEAM)

A tool for measuring the environmental performance of new and existing buildings. An 'Excellent' is the highest rating.

CAR CLUB

A club which provides shared cars for residents of a particular development which can be accessed and driven by members from designated parking bays.

CODE FOR SUSTAINABLE HOMES

A national standard for sustainable design and construction of new homes launched in December 2006. The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme, developed by the Building Research Establishment (BRE). In February 2008 the Government confirmed a mandatory rating against the Code will be implemented for new homes from 1 May 2008.

COMBINED HEAT AND POWER (CHP)

A power plant (producing electricity) that will also produce heat, usually in the form of steam, which can be used for heating space or water. Also known as 'cogeneration'. Both CHP and CCHP are more efficient than conventional plants because they harness heat that would otherwise be lost as a waste product.

CONTROLLED PARKING ZONES

A controlled parking zone is an area where parking is restricted during the controlled hours of operation. The main aim of the CPZ is to discourage commuter and long stay parking by people from outside the area.

CORE STRATEGY

A Development Plan Document setting out the overall spatial vision and strategic objectives of the borough.

CYCLE BUDDY SCHEME

A programme which provides a 'cycle buddy' to help increase a person's confidence when cycling on the roads.

FLOOD RISK ASSESSMENT

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

IMPROVEMENT AREA

An area identified as needing improvements to enhance the environment and public realm.

LIFETIME HOMES

Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'.

LOCAL DEVELOPMENT FRAMEWORK (LDF)

Term used to describe a folder of documents, which includes all the local planning authority's local development documents.

LONDON PLAN

A Spatial Development Strategy for the capital produced by the Mayor. The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London looking forward 15–20 years.

MASTERPLAN

A planning document which sets out priorities for regenerating an area and identifies sites where development can happen to deliver regeneration.

NORTH CIRCULAR AREA ACTION PLAN

A planning document which provides a framework for delivering regeneration in the area around the North Circular Road (Bounds Green)

PLACE SHAPING PRIORITY AREAS

An area identified by the council as a priority for bringing prosperity through regeneration projects. Place Shaping Priority Areas are New Southgate, Ponders End, Edmonton Green, Enfield Town and Meridian Water.

REGENERATION SITES

Sites within the area identified as having potential for redevelopment in future

STRATEGIC FLOOD RISK ASSESSMENT

An assessment of the location and nature of flood risk, carried out by a Council for its area in consultation with the Environment Agency. The assessment is used to inform Local Development Documents

STAKEHOLDERS

Anyone with an interest in the plan such as a resident, business, community group or landowner.

SUPPLEMENTARY PLANNING DOCUMENT

A planning document that covers a specific theme or site and provides further detail of policies and proposals in other Development Plan Documents.

SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

A way of managing surface water drainage that reduces flooding by allowing rainwater and runoff to infiltrate into permeable material below ground, provide storage if needed, and then control discharge that avoids flooding.

If you are unable to find a term listed in this glossary please view the Core Strategy glossary: https://www.enfield.gov.uk/downloads/file/3329/the_enfield_plan-core_strategy_adopted_november_2010

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry, no matter how small, should be recorded to ensure the integrity of the financial data. This includes not only sales and purchases but also expenses and income. The document provides a detailed explanation of how to categorize these transactions correctly, ensuring they are recorded in the appropriate accounts. It also highlights the need for regular reconciliation to identify any discrepancies early on.

The second part of the document focuses on the importance of budgeting and financial planning. It explains how a well-defined budget can help in controlling costs and maximizing profits. The document provides a step-by-step guide to creating a budget, starting with identifying all sources of income and then listing all expenses. It also discusses various techniques for reducing costs and increasing revenue, such as negotiating better terms with suppliers and offering discounts to loyal customers.

The third part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry, no matter how small, should be recorded to ensure the integrity of the financial data. This includes not only sales and purchases but also expenses and income. The document provides a detailed explanation of how to categorize these transactions correctly, ensuring they are recorded in the appropriate accounts. It also highlights the need for regular reconciliation to identify any discrepancies early on.

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