

Table C1.144: SA URB.26 - Ford's Grove Car Park

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

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.27: South Street

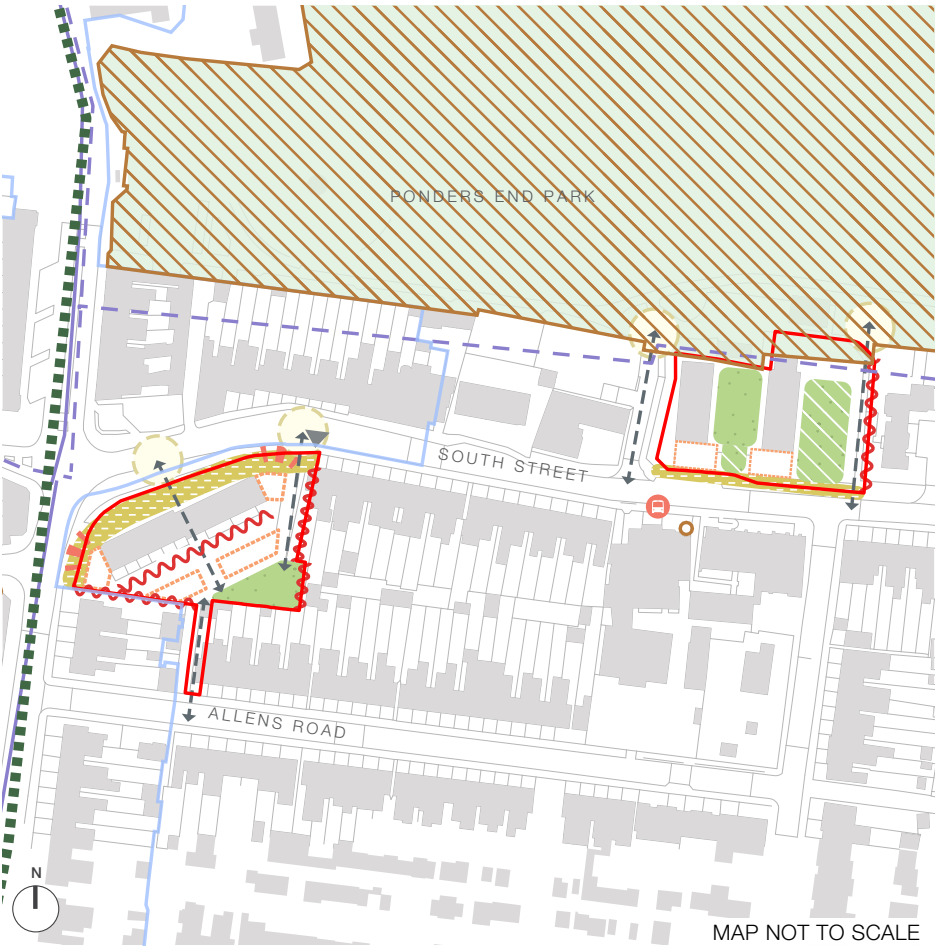


Table C1.145: SA URB.27 - South Street

| SA URB.27: SOUTH STREET | | | |
|---|---|------|-----|
| Existing site information | | | |
| Address | South Street, EN3 | | |
| Site Area | 4.77ha | | |
| Existing Use(s) | Residential | | |
| Current Ownership(s) | Single freehold ownership | | |
| Site considerations | | | |
| Flood Zone | No | | |
| PTAL | 3 | | |
| Heritage Considerations | Three heritage assets adjacent to land parcels. | | |
| Impacts on Archaeological Priority Area | None | | |
| Within Protected Viewing corridor? | Yes. View 2 (King's Head Hill) | | |
| Proposal | | | |
| Land Use Requirements | The site should provide new homes | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate Estimated Housing Capacity | 0 | 29 | 0 |

Table C1.146: SA URB.27 - South Street

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

OUTSIDE OF THE PLACEMAKING AREAS (NON-
URBAN AREAS)

SA RUR.01: Land Opposite Enfield Crematorium

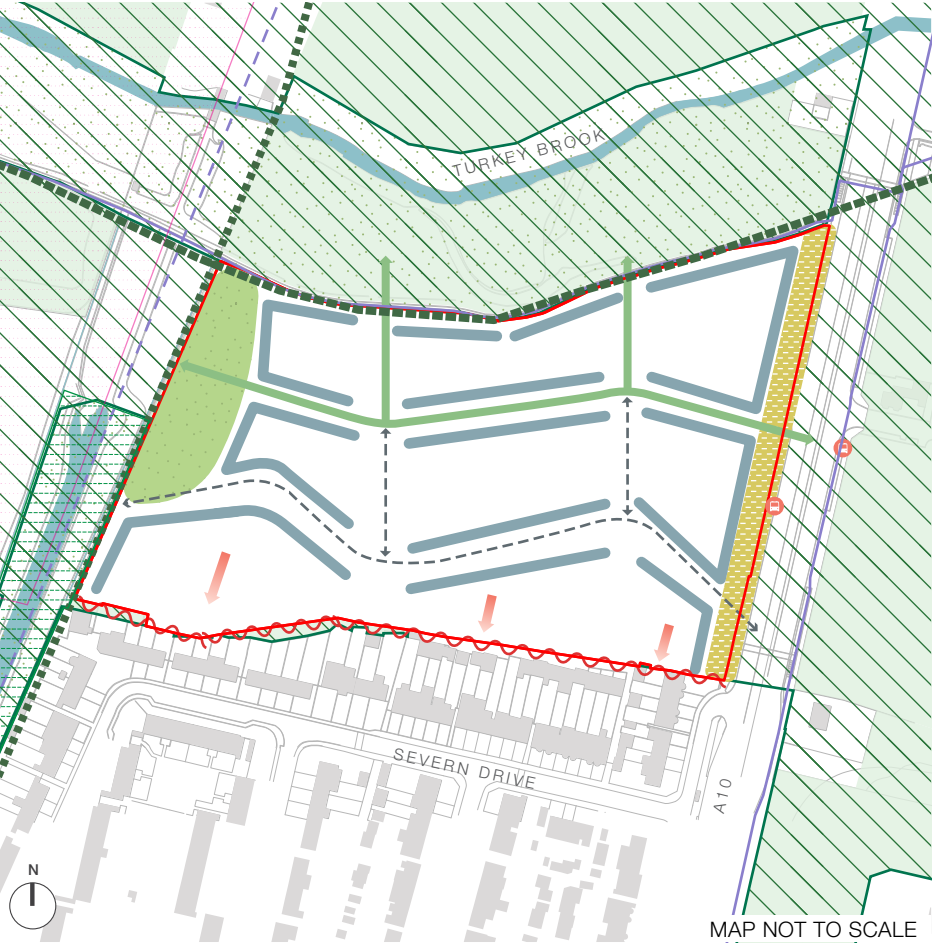


Table C1.147: SA RUR.01 - Land Opposite Enfield Crematorium

| SA RUR.01: LAND OPPOSITE ENFIELD CREMATORIUM | | | |
|--|---|------|-----|
| Existing site information | | | |
| Address | Land opposite Enfield Crematorium (aka The Dell). Great Cambridge Road, EN1 4DS | | |
| Site Area | 4.07ha | | |
| Existing Use(s) | Vacant scrubland | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | The site should provide new homes | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate Estimated Housing Capacity | 0 | 0 | 291 |

Table C1.148: SA RUR.01 - Land Opposite Enfield Crematorium

| SA RUR.01: LAND OPPOSITE ENFIELD CREMATORIUM | |
|--|--|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways along the A10 to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards upgrade or extend Turkey Brook wetlands</p> <p>III. should provide community uses.</p> <p>*The Environment Agency has noted that the site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must deliver and enable improved east-west pedestrian and cycle connections towards the New River and Green Link, and onwards to a new open space fronting the river.</p> <p>B. must contribute towards improved north-south connections along the Turkey Brook and Enfield Green Loop.</p> <p>C. must set-back building frontages by 15m along the A10 to provide streetscape improvements and maximise tree planting (green buffer).</p> <p>D. must incorporate a new publicly accessible open space of approximately 0.5ha facing the New River including biodiversity enhancements.</p> <p>E. must create green biodiversity corridors along key routes and maximise retention of existing high value trees.</p> <p>F. should enhance views toward the New River and Turkey Brook.</p> <p>G. must create active frontages along the A10, the Enfield Green Loop, the New River and main east-west residential route.</p> <p>H. should provide a mix of typologies. Courtyard blocks, mansion blocks and terrace housing are considered the most appropriate. Terrace housing should be used along the southern edge to secure existing rear gardens boundary through a back-to-back approach.</p> <p>I. must decrease building height towards the south of the site to address the existing lower properties. Tall buildings are not considered acceptable for this site.</p> <p>J. should locate non-residential uses (church/community) along the A10.</p> <p>K. should consider long views from Forty Hill Conservation Area and demonstrate how design proposals respond to this to avoid harm.</p> <p>L. must carefully consider design solutions to minimise overlooking into the existing rear gardens of properties along Severn Drive.</p> <p>M. should locate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from the A10.</p> |

OUTSIDE OF THE PLACEMAKING AREAS (NON-URBAN AREAS)

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



Table C1.149: SA RUR.02 - Land between Camlet Way and Crescent Way

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

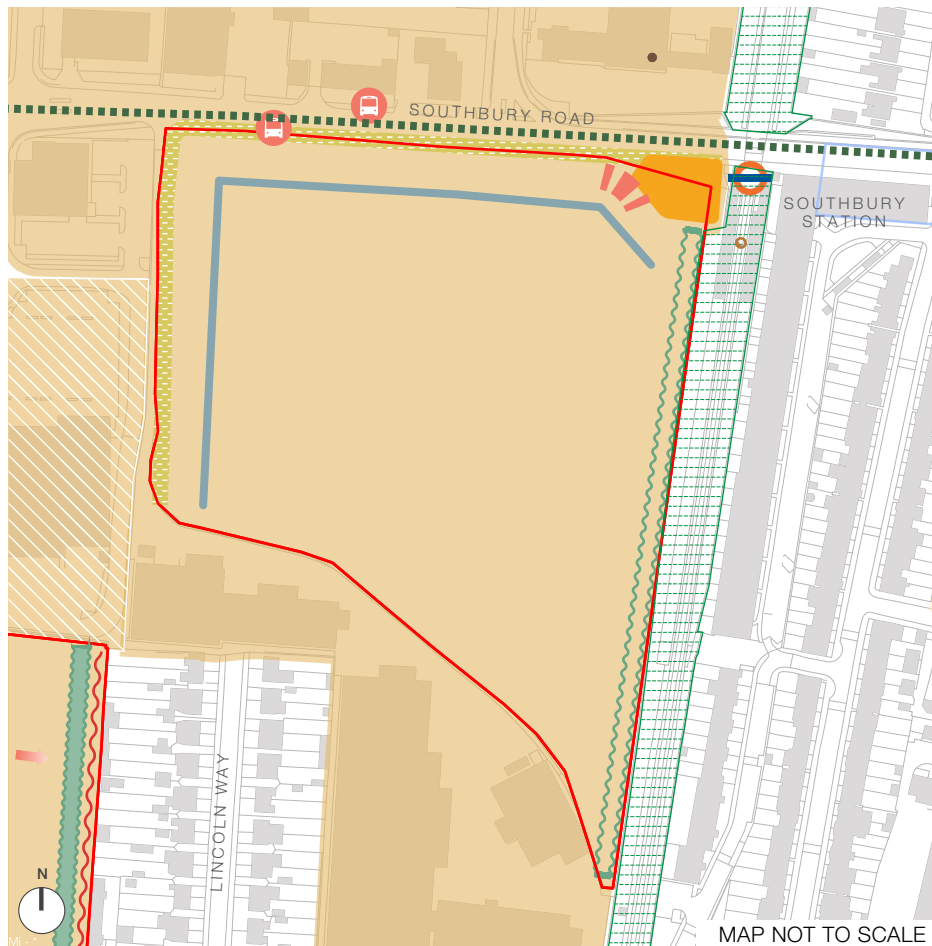
Table C1.150: SA RUR.02 - Land between Camlet Way and Crescent Way

| SA RUR.02: LAND BETWEEN CAMLET WAY AND CRESCENT WAY | |
|---|---|
| Proposal | |
| Infrastructure requirements | <p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. should contribute towards Salmons Brook Walking route (Hadley Wood to Meridian Water with new links to Green Loop)</p> <p>Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network and strongly advises early engagement. Historic England has advised that the site is potentially important as unlike adjacent land it has not been contaminated with green waste and would need pre-determination archaeological fieldwork.</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must deliver improvements to north-south pedestrian and cycle connections within the site, with access points from Camlet Way and Crescent West, a new pedestrian bridge over the Monken Mead Brook, and an improved connection to the station.</p> <p>B. must improve east-west pedestrian and cycle connectivity along the Monken Mead Brook, together with biodiversity enhancements along this route.</p> <p>C. must retain the area north of the Monken Mead Brook as open space.</p> <p>D. must maximise retention of existing high value trees and hedgerows creating green corridors linked to the surrounding Green Belt and SINC.</p> <p>E. should provide a new publicly accessible open space fronting the brook and the new footbridge.</p> <p>F. should work with the existing topography and capitalise on long views from higher points within the site, towards the open countryside.</p> <p>G. must create active frontages along the north-south residential connection, the Monken Mead Brook, and to frame a new access point from Crescent West.</p> <p>H. should comprise typologies that are sympathetic towards the Hadley Wood Conservation Area. Mansion blocks and houses are considered the most appropriate.</p> <p>I. should comprise of a large proportion of family homes.</p> <p>J. must not deliver buildings higher than 18m. Height must decrease toward the southern and eastern boundary to address the the lower existing buildings.</p> <p>K. must minimise overlooking into existing rear gardens of properties along Camlet Way and Crescent West</p> <p>L. must carefully consider impact on adjacent Monken Hadley Conservation Area (within the London Borough of Barnet).</p> <p>M. should minimise residential parking to promote active travel given proximity to the railway station and local parade. Where required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting.</p> <p>N. should accommodate areas to enable adequate servicing of residential uses within the site boundary, with vehicular access from Camlet Way and Crescent West.</p> <p>O. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> |

C1.2 INDUSTRIAL SITE ALLOCATIONS

SOUTHBURY

SA 2.2: Heritage House



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

Table C1.151: SA 2.2 - Heritage House

| SA 2.2: HERITAGE HOUSE | | | |
|--|--|------------|-----------|
| Existing site information | | | |
| Address | Heritage House, 345 Southbury Road EN1 1TW | | |
| Site Area | 4.6 ha | | |
| Existing Use(s) | Storage and distribution facility | | |
| Current Ownership(s) | Single Ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 3 - 4 | | |
| Heritage Considerations | In close proximity to Grade II factory and locally listed station. | | |
| Impacts on Archaeological Priority Area | Partly in APA | | |
| Within Protected Viewing corridor? | Within '2. King's Head Hill' and '9. Approach to Enfield Town' important local views. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should deliver a minimum of 19,726 sqm of net additional employment floorspace (use classes Egiii, B2 or B8) . Innovative multi-storey employment development, to optimise the capacity of the site, is encouraged. | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Non-residential capacity (Class E) | 2,040sqm workspace for SME | - | - |
| Approximate Estimated Industrial capacity | Minimum of 20,080 sqm net additional employment (industrial/ logistics) floorspace.* | - | - |

Table C1.152: SA 2.2 - Heritage House

| SA 2.2: HERITAGE HOUSE | |
|-----------------------------|--|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. must contribute towards improvements to active travel, including but not limited to enhancements to pedestrian and cycle connectivity II. should contribute towards delivery of streetscape improvements, urban greening and tree planting |
| Design Principles | Development on the site: A. must contribute to the placemaking objectives for Southbury. B. must safeguard the settings of nearby heritage assets, including Ripaults Factory and Southbury Station. C. should maximise potential for the incorporation of SME units D. could building heights of up to 39m suitable for industrial intensification. E. must create an active frontage along Southbury Road. F. should facilitate the delivery of a cycle route along Southbury Road G. must deliver an uplift in greening along Southbury Road, to support the vision for a ‘grey to green’ corridor. H. must reduce on-site car parking to promote active travel. I. should utilise roof space to deliver green roofs and/or PVs. |

SOUTHBURY

SA2.7: Crown Road Lorry Park, Crown Road

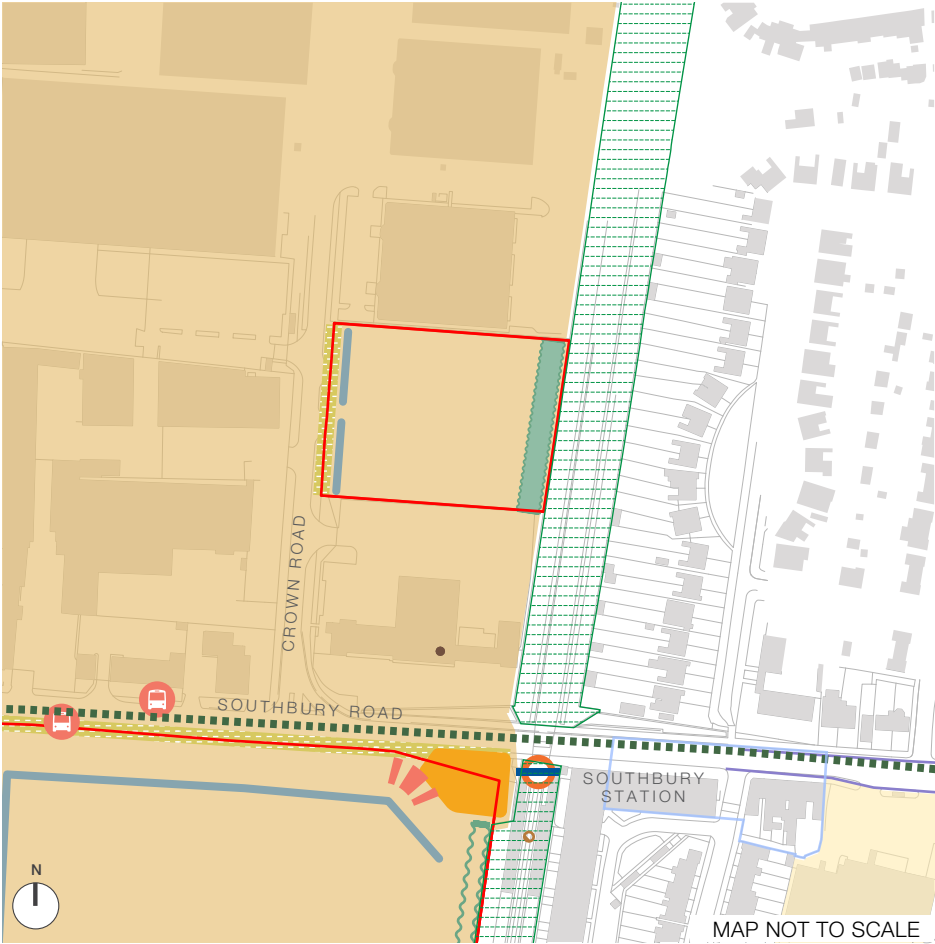


Table C1.153: SA2.7 - Crown Road Lorry Park, Crown Road

| SA2.7: CROWN ROAD LORRY PARK | | | |
|---|--|-----------|-----|
| Existing site information | | | |
| Address | Crown Road Lorry Park, Crown Road, Enfield EN1 1TH | | |
| Site Area | 0.7 ha | | |
| Existing Use(s) | Lorry park and car compound | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 2 | | |
| Heritage Considerations | Within immediate setting of Grade II Listed Building. Within the setting and wider setting of designated heritage assets | | |
| Impacts on Archaeological Priority Area | Potentially within APA. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment should provide an additional 4,530 sq m of employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate Estimated Industrial capacity | - | 8,213 sqm | - |

Table C1.154: SA2.7 - Crown Road Lorry Park, Crown Road

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

SOUTHBURY

SA 2.8: Land and buildings North of Lincoln Road

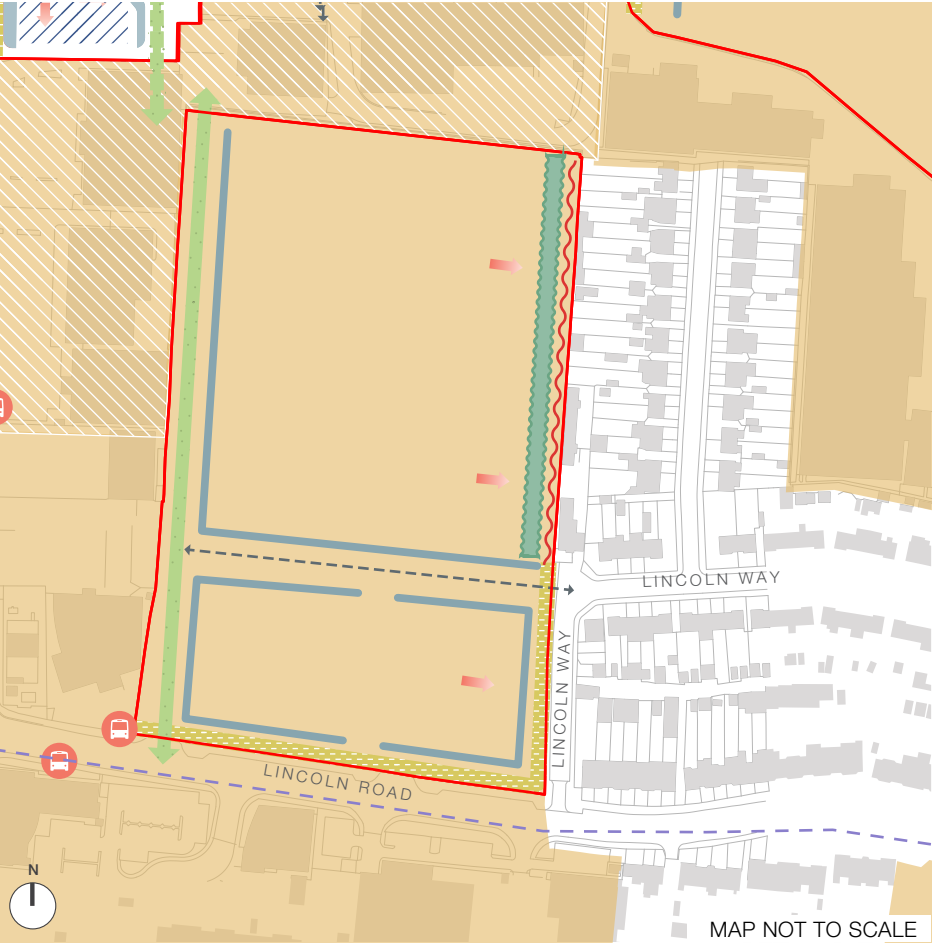


Table C1.155: SA 2.8 - Land and buildings North of Lincoln Road

| SA 2.8: LAND AND BUILDINGS NORTH OF LINCOLN ROAD | | | |
|--|---|------------|-----------|
| Existing site information | | | |
| Address | Land and buildings north of Lincoln Road EN1 1SP | | |
| Site Area | 4.5 ha | | |
| Existing Use(s) | Workshops, storage and trade counters | | |
| Current Ownership(s) | Single Ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Adjacent to APA | | |
| Within Protected Viewing corridor? | Within ‘2. King’s Head Hill’ important local view. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should deliver a minimum of 26,328 sqm of net additional employment floorspace (use classes Egiii, B2 or B8). | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Industrial capacity | Minimum of 26,328 sqm net additional employment (industrial/ logistics) floorspace. | | |

Table C1.156: SA 2.8 - Land and buildings North of Lincoln Road

| SA 2.8: LAND AND BUILDINGS NORTH OF LINCOLN ROAD | |
|--|---|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. should contribute towards bus service prioritisation and associated traffic management measures along A1010 II. should contribute towards enhanced pedestrian and cycle connectivity to Southbury Station III. should contribute towards delivery of streetscape improvements, urban greening and tree planting |
| Design Principles | Development on the site: A. should orient active frontages to Lincoln Road B. should seek to deliver multilevel intensified development, with a focus on the needs of logistics occupiers. C. could consider heights of up to 39m for industrial intensification. D. must decrease building heights towards the east of the site to address the existing lower properties. E. must safeguard the amenity of residents living at Lincoln Way. F. must minimise overlooking into existing rear gardens of properties along the eastern site edge G. should utilise roof space to deliver green roofs and/or PVs. |

MERIDIAN WATER

SA 5.7: Ravenside Retail Park

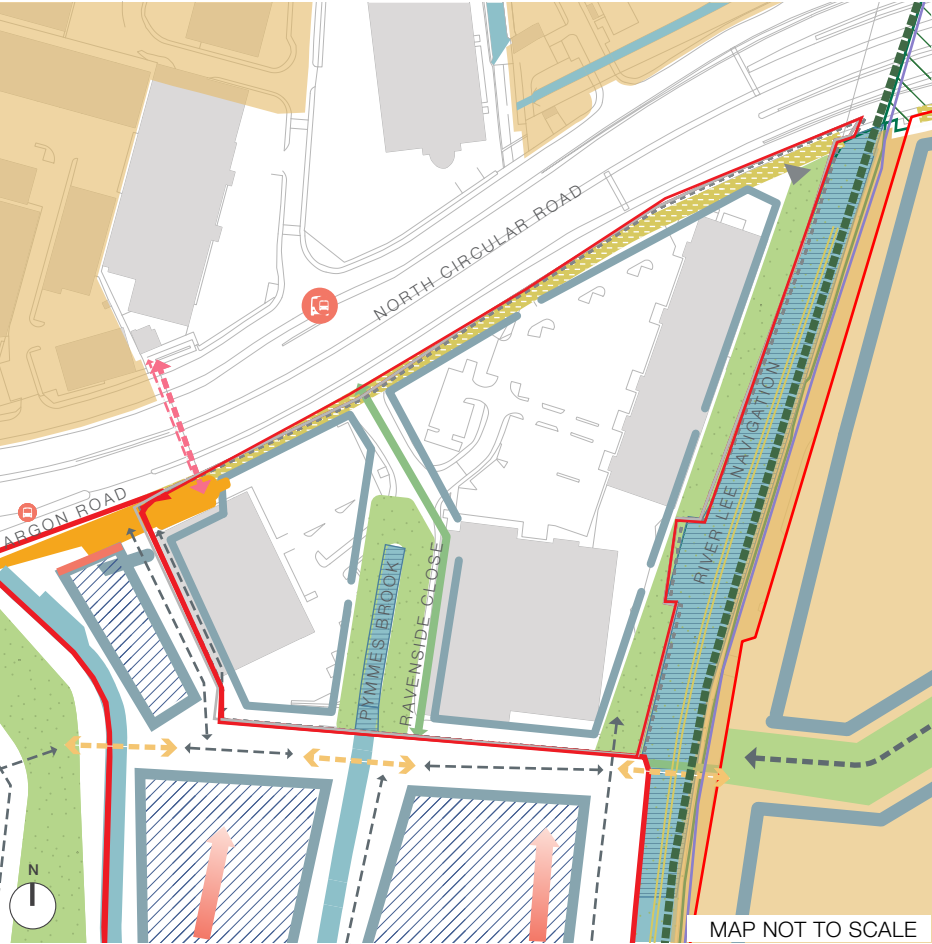


Table C1.157: SA 5.7 - Ravenside Retail Park

| SA 5.7: RAVENSIDE RETAIL PARK | | | |
|---|---|-------------------------|-----|
| Existing site information | | | |
| Address | Ravenside Retail Park, Meridian Water | | |
| Site Area | 3.7ha | | |
| Existing Use(s) | Retail Park | | |
| Site considerations | | | |
| Flood Zone | 1 - 3 | | |
| PTAL | 1 - 2 | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should: I. Seek to provide a multi-story industrial and logistics hub, working with stakeholders to deliver an innovative industry-leading scheme. II. Deliver a minimum of 21,700 sqm of new industrial/ logistics floorspace. | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate Estimated Industrial capacity | | approximately 21,700sqm | |

Table C1.158: SA5.7 - Ravenside Retail Park

| SA5.7: RAVENSIDE RETAIL PARK | |
|------------------------------|---|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from industrial areas</p> <p>II. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations</p> <p>III. should contribute towards delivery of streetscape improvements, urban greening and tree planting</p> <p>IV. should successfully address any highways impacts and mitigate flood risk</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must demonstrate how the relationship between the site, the North Circular, SA5.2 (Meridian Water Phase 2) and any emerging design proposals within the place making area have been carefully considered and responded to.</p> <p>B. should provide stacked industrial uses to make efficient use of available land.</p> <p>C. must provide streetscape improvements along Argon Road and Ravenside Close and promote pedestrian and vehicular links with the adjacent site allocation to the south.</p> <p>D. should provide naturalisation of the River Lee Navigation and naturalisation/deculverting of the Pymmes Brook.</p> <p>E. should create a new open space fronting the pedestrian bridge over the North Circular Road.</p> <p>F. must reinforce the building line along Argon Road and Ravenside Close by avoiding deep building setbacks and the need for fences.</p> <p>G. must set the building line back along the River Lee Navigation by a minimum of 10m and along the Pymmes Brook by a minimum of 7m to create a linear open space which facilitates north-south pedestrian and cycle connections.</p> <p>H. must create active frontages and high levels of visual permeability at street level along Argon Road, Ravenside Close, Pymmes Brook and the River Lee Navigation.</p> <p>I. must locate yard and loading spaces away from the street and river edge and locate them toward the middle and rear of the site.</p> <p>J. should provide tall buildings of no more than 45m in height.</p> <p>K. should allow sufficient space for safe highways access to minimise impact on public highway, with specific consideration to the types of vehicles likely to be accessing the site.</p> <p>L. should provide limited parking to promote active travel.</p> <p>M. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> |

MERIDIAN WATER

SA 5.8: Kenninghall Metals and Waste

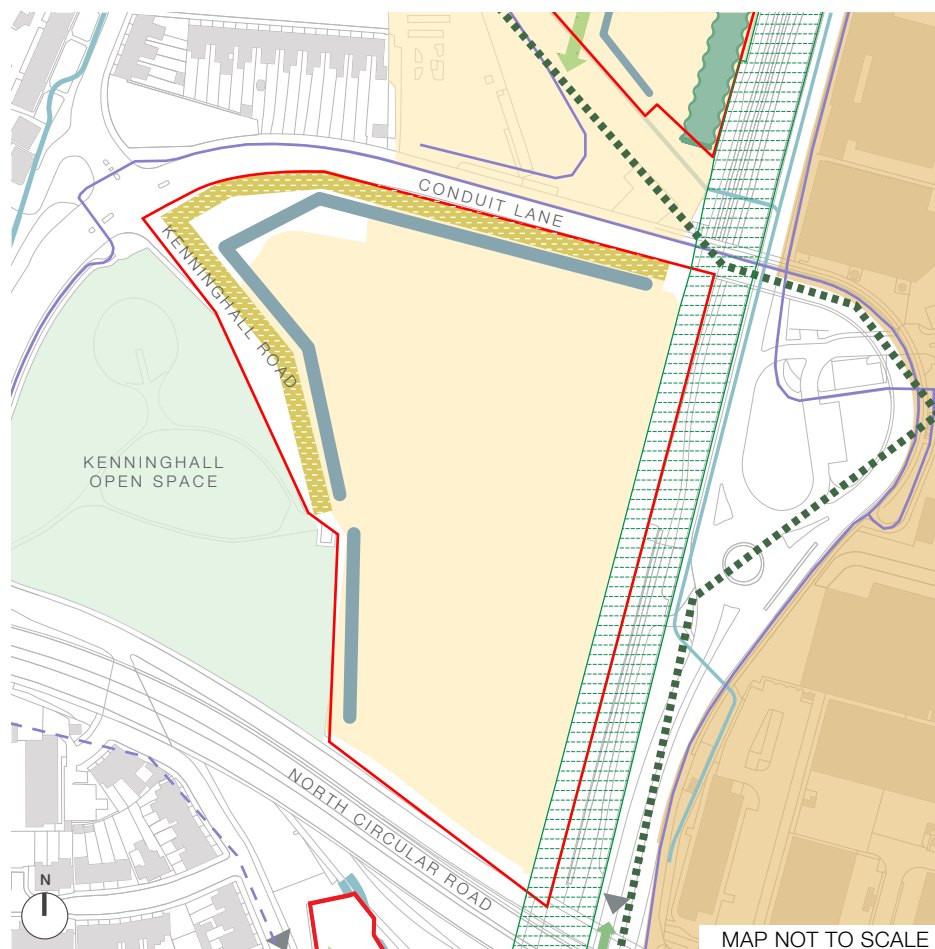


Table C1.159: SA 5.8 - Kenninghall Metals and Waste

| SA 5.8: KENNINGHALL METALS AND WASTE | | | |
|---|--|---|---|
| Existing site information | | | |
| Address | Kenninghall Metals and Waste, N18 2PD | | |
| Site Area | 3.4 ha | | |
| Existing Use(s) | Motor trades, scrap works and metal recycling.. | | |
| Current Ownership(s) | Multiple ownerships | | |
| Site considerations | | | |
| Flood Zone | 3 | | |
| PTAL | 2 | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Within APA | | |
| Within Protected Viewing corridor? | Partially within ‘11. Meridian Water’ important local view. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should optimise employment floorspace, delivering net additional employment floorspace (use classes Egiii, B2 or B8) in a phased approach in line with Policy E11 ‘Meridian Hinterlands.’ The existing waste site should be managed in line with the North London Waste Plan. | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Industrial capacity | | Net additional employment (industrial/ logistics) floorspace. (Quantum TBC) | Net additional employment (industrial/ logistics) floorspace. (Quantum TBC) |

Table C1.160: SA 5.8 - Kenninghall Metals and Waste

| SA 5.8: KENNINGHALL METALS AND WASTE | |
|--------------------------------------|--|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from this site II. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations III. should contribute towards delivery of streetscape improvements, urban greening and tree planting |
| Design Principles | Development on the site: A. must seek to deliver an enclosed waste management facility, in line with Policy 5 of the North London Waste Plan. B. should provide intensified employment floorspace on upper floors, with suitable access and servicing arrangements. C. should provide an active frontage to Kenninghall open space, with activities oriented to ensure surveillance and safety of the open space. D. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk. |

Appendix C

OUTSIDE OF THE PLACEMAKING AREAS

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

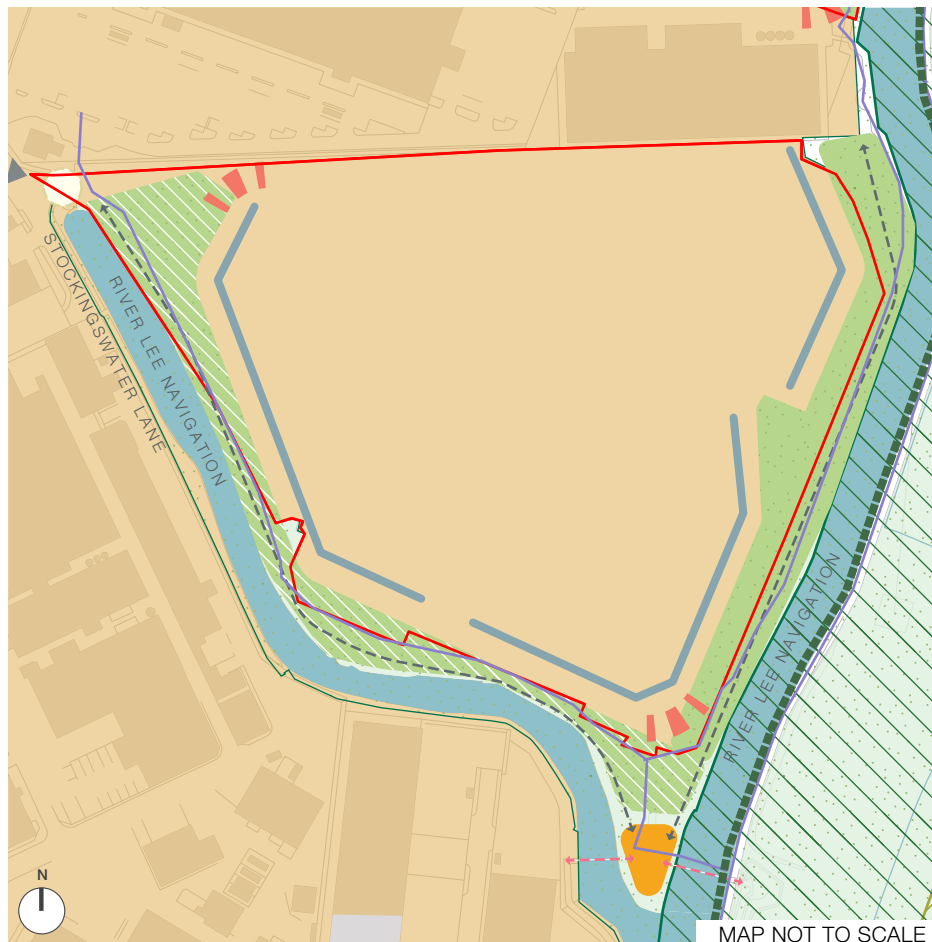


Table C1.161: SA URB.28 - Land and Buildings South East of Stockingswater Lane

| SA URB.28: LAND AND BUILDINGS SOUTH EAST OF STOCKINGSWATER LANE | | | |
|---|---|---|-----------|
| Existing site information | | | |
| Address | Land and buildings to the south east of Stockingswater Lane, Brimsdown EN3 7PZ | | |
| Site Area | 5.72 ha | | |
| Existing Use(s) | Industrial B8 | | |
| Current Ownership(s) | Single Ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b to 0 | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Within the APA | | |
| Within Protected Viewing corridor? | Within '9. Approach to Enfield Town' important local views. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should deliver a minimum of 80,753 sqm of net additional employment floorspace (use classes Egiii, B2 or B8). Innovative multistorey development, to optimise the capacity of the site, is encouraged. | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate estimated Industrial capacity | | Minimum of 80,753 sqm net additional employment (industrial/ logistics) floorspace. | |

Table C1.162: SA URB.28 - Land and Buildings South East of Stockingswater Lane

| SA URB.28: LAND AND BUILDINGS SOUTH EAST OF STOCKINGSWATER LANE | |
|---|---|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards the delivery of the Green Loop to improve connectivity along the river corridor to existing routes</p> <p>II. should contribute towards Brimsdown Station accessibility and facility improvements</p> <p>III. contribute towards open space enhancements along the River Lee Navigation</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must maximise the development potential of the site. Multistorey solutions that provide an uplift in floorspace will be supported.</p> <p>B. should create active frontages along Stockingswater Lane and also along the River Lee Navigation.</p> <p>C. must incorporate greening across the site, including connections to the natural habitats of the River Lee and open space improvements to Mossops Creek Park with additional tree planting and biodiversity enhancements that positively contribute to the existing Site of Metropolitan Importance for Nature Conservation (SMINC)</p> <p>D. must facilitate access to the existing pedestrian river bridge and create a new public space at its landing within the site</p> <p>E. should facilitate the delivery of the Enfield Green Loop.</p> <p>F. must maximise retention of existing high value trees.</p> <p>G. should deliver/contribute to pedestrian and cycle connections, including to and from Brimsdown Station.</p> <p>H. should provide limited parking to promote active travel.</p> <p>I. should utilise roof space to deliver green roofs and/or PVs.</p> |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

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



Table C1.163: SA URB.29 - Land to the South of Millmarsh Lane

| SA URB.29: LAND TO THE SOUTH OF MILLMARSH LANE | | | |
|--|---|------------|-----|
| Existing site information | | | |
| Address | Land to the south of Millmarsh Lane, Brimsdown Industrial Estate, | | |
| Site Area | 5.09ha | | |
| Existing Use(s) | Industrial and warehousing | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 0 | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should provide a minimum of 32,500 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate estimated Industrial capacity | | 32,500 sqm | |

Table C1.164: SA URB.29 - Land to the South of Millmarsh Lane

| SA URB.29: LAND TO THE SOUTH OF MILLMARSH LANE | |
|--|--|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas</p> <p>II. should contribute to enhanced pedestrian and cycle connectivity to the River Lea Navigation and Green Loop to the east, and Brimsdown Station to the west</p> <p>III. must explore opportunities for urban greening/tree planting/biodiversity improvements</p> |
| Design Principles | <p>Development on the site:</p> <p>A. should provide stacked industrial uses to make efficient use of available land.</p> <p>B. must maximise the retention of existing high value trees.</p> <p>C. should provide streetscape improvements along Millmarsh Lane to facilitate pedestrian and cycle connections to the River Lee Navigation and the Enfield Green Loop to the east, and Brimsdown Station to the west.</p> <p>D. must reinforce the building line along Millmarsh Lane by avoiding deep building setbacks.</p> <p>E. must set the building line back along the River Lee Navigation to create a linear open space which facilitates pedestrian and cycle connections.</p> <p>F. must create active frontages and high levels of visual permeability at street level along Millmarsh Lane and the River Lee Navigation.</p> <p>G. must locate yard and loading spaces away from the street and river edge and locate them towards the middle and rear of the site.</p> <p>H. should consider the impact on long views from the east of the reservoir when designing building frontages along the river. Articulation, change of material, colour or window arrangement should be considered to add visual interest to this important frontage.</p> <p>I. could consider heights of up to 39m for industrial intensification</p> <p>J. must minimise impacts of overshadowing along the River Lee Navigation path with its massing and built form arrangement.</p> <p>K. should allow sufficient space for safe highways access to minimise impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site.</p> <p>L. should provide limited parking to promote active travel.</p> |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.30: Montagu Industrial Estate

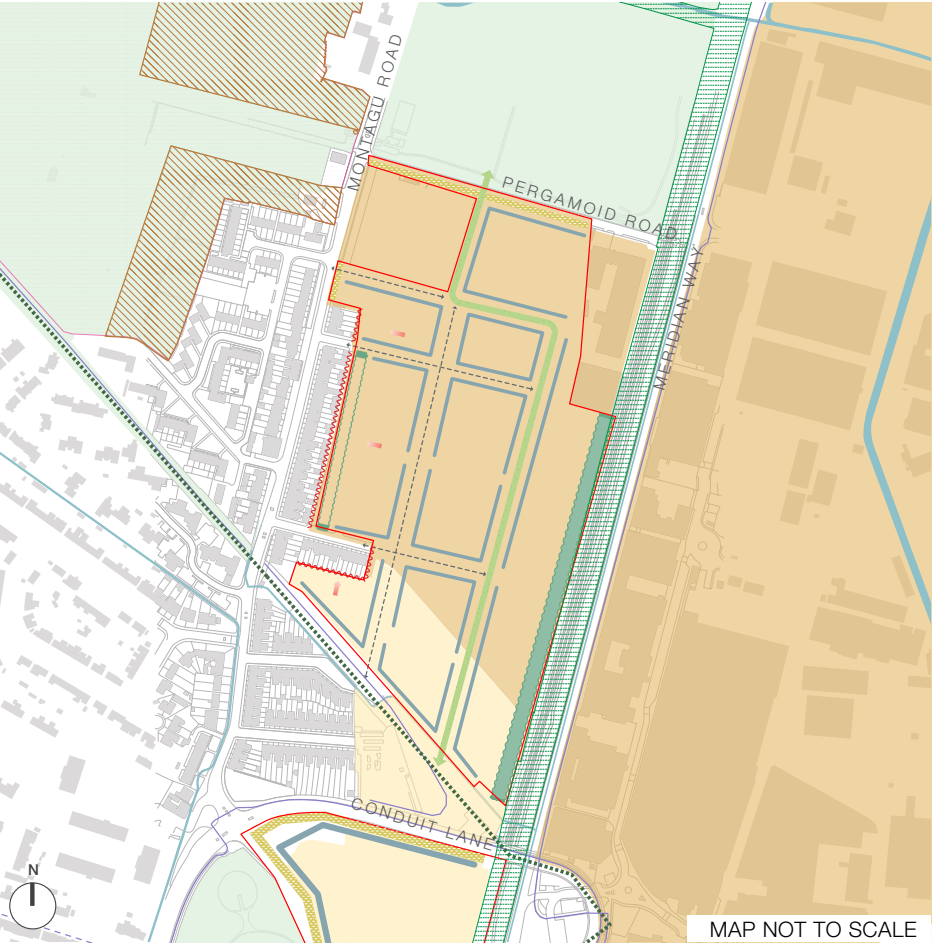


Table C1.165: SA URB.30 - Montagu Industrial Estate

| SA URB.30 MONTAGU INDUSTRIAL ESTATE | | | |
|---|---|------|-----|
| Existing site information | | | |
| Address | Montagu Ind Est, Montagu Road, Edmonton N18 3PP | | |
| Site Area | 5.676 ha | | |
| Existing Use(s) | Industrial estate | | |
| Site considerations | | | |
| Flood Zone | 1 - 3 | | |
| PTAL | 1a | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | Provide a minimum of 38,600 sq m of employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace, to deliver a net increase of 6,615 sqm of employment floorspace | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate Estimated Industrial capacity | 6610 sqm industrial * | | |

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

Table C1.166: SA URB.30 - Montagu Industrial Estate

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

Appendix C

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.31: Snowbirds Food Extension

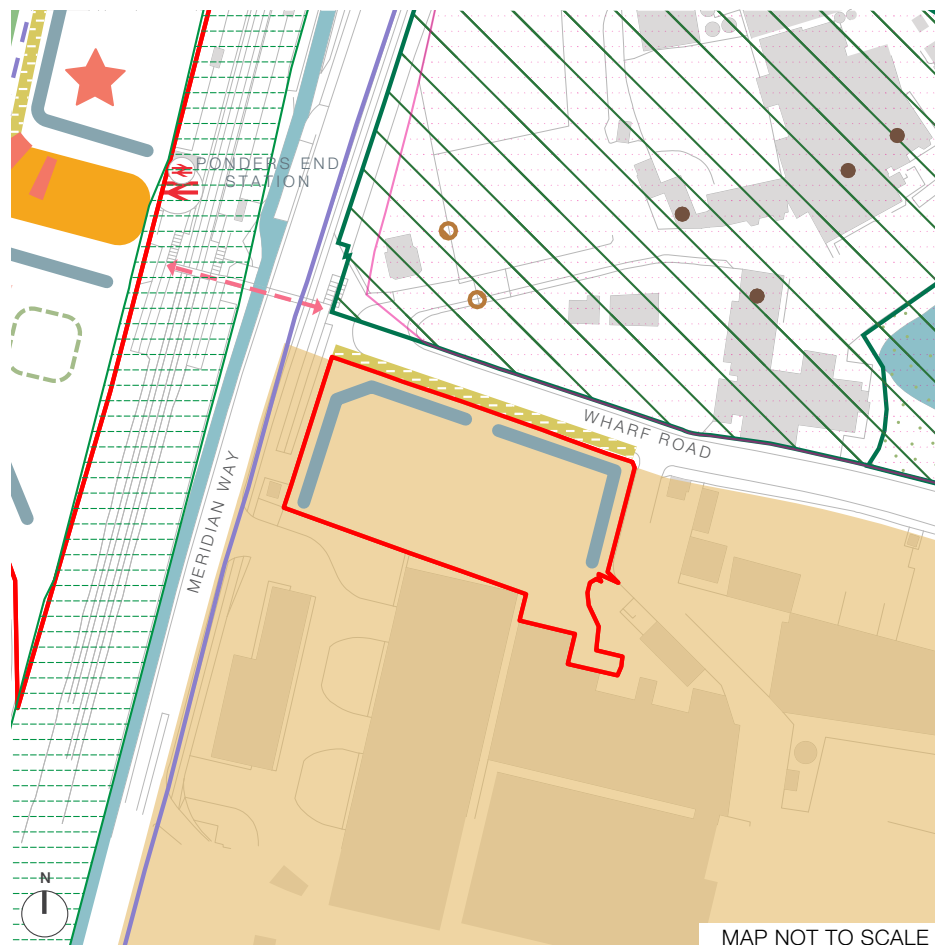


Table C1.167: SA URB.31 - Snowbirds Food Extension

| SA URB.31: SNOWBIRDS FOOD EXTENSION | | | |
|---|--|------------|-----------|
| Existing site information | | | |
| Address | Snowbird foods extension, Snowbird Foods Ltd, 14 Wharf Road, EN3 4TD | | |
| Site Area | 0.64 ha | | |
| Existing Use(s) | Ground floor yard with temporary storage units | | |
| Current Ownership(s) | Single Ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 2 | | |
| Heritage Considerations | Within the setting of Ponders End Flour Mills Conservation area and associated heritage assets. | | |
| Impacts on Archaeological Priority Area | Within APA. | | |
| Within Protected Viewing corridor? | Within '2. King's Head Hill' important local view. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should deliver a minimum of 3,289 sqm of net additional employment floorspace (use classes Egiii, B2 or B8). | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Industrial capacity | Minimum of 3,289 sqm net additional employment (industrial/ logistics) floorspace. | n/a | n/a |

Table C1.168: SA URB.31 - Snowbirds Food Extension

| SA URB.31: SNOWBIRDS FOOD EXTENSION | |
|-------------------------------------|--|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. should contribute towards enhanced pedestrian and cycle connectivity to Ponders End II. should contribute towards delivery of streetscape, biodiversity improvements, urban greening and tree planting |
| Design Principles | Development on the site: A. must create active frontages along Wharf Road. B. must provide streetscape improvements along Wharf Road. C. must carefully consider relation with the Ponders End Flour Mills Conservation Area and associated heritage assets to the north. D. should utilise roof space to deliver green roofs and/or PVs. E. should provide limited parking to promote active travel. |

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.32: Claverings Industrial Estate

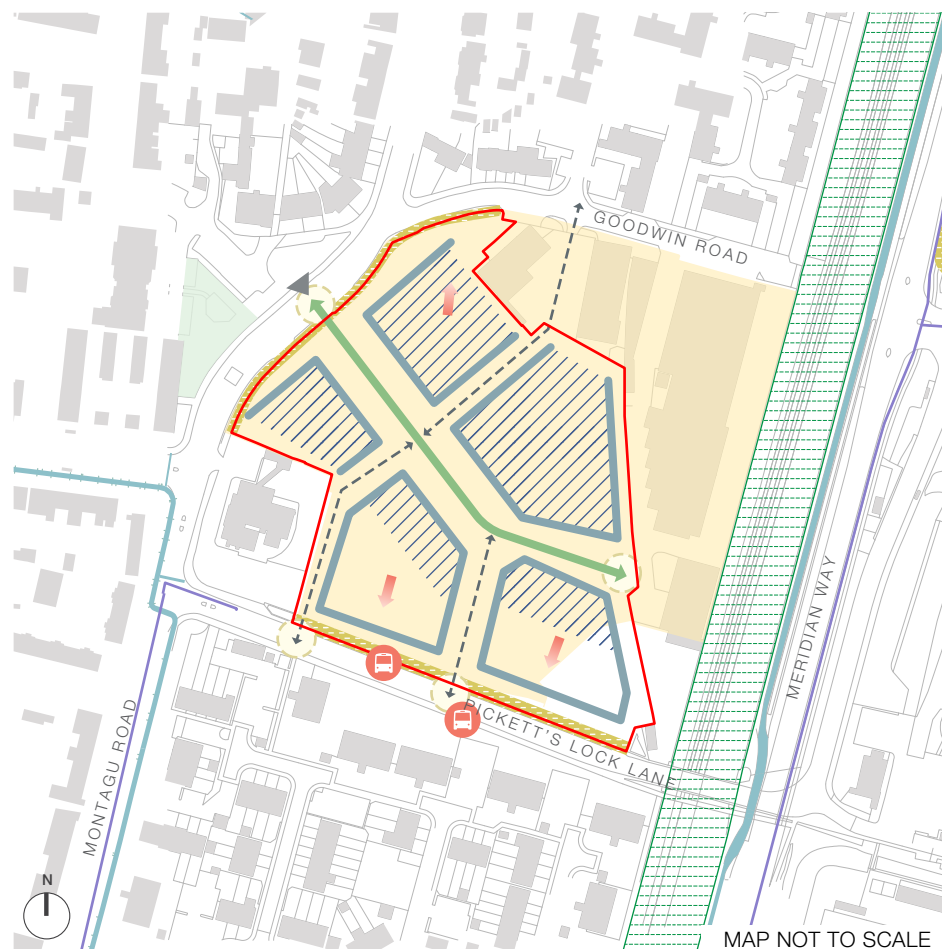


Table C1.169: SA URB.32 - Claverings Industrial Estate

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

Table C1.170: SA URB.32 - Claverings Industrial Estate

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

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.33: 6 Morson Road



Table C1.171: SA URB.33 - 6 Morson Road

| SA URB.33: 6 MORSON ROAD | | | |
|---|--|-----------|-----|
| Existing site information | | | |
| Address | 6 Morson Road, Enfield EN3 4NQ | | |
| Site Area | 0.5ha | | |
| Existing Use(s) | Concrete production facility | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | The site should provide new employment use This should include a minimum of 2,600 sqm employment (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. | | |
| Implementation | | | |
| Timeframe | 0-5 | 5-10 | 10+ |
| Approximate estimated Industrial capacity | | 2,600 sqm | |

Table C1.172: SA URB.33 - 6 Morson Road

| SA URB.33: 6 MORSON ROAD | |
|-----------------------------|--|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards enhanced pedestrian and cycle connectivity</p> <p>II. must explore opportunities for urban greening/tree planting/biodiversity improvements</p> <p>* The Environment Agency has noted that the site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p> |
| Design Principles | <p>Development on the site:</p> <p>A. should provide stacked industrial uses to make efficient use of available land.</p> <p>B. must maximise the retention of existing high value trees.</p> <p>C. should provide streetscape improvements along Morson Road which facilitate pedestrian and cycle connections to the River Lee Navigation and the Enfield Green Loop to the east.</p> <p>D. must reinforce the building line along Morson Road by avoiding deep building setbacks and the need for fences.</p> <p>E. must set the building line back along the River Lee Navigation to create a linear open space which facilitates pedestrian and cycle connections.</p> <p>F. must create active frontages and high levels of visual permeability at street level along Morson Road and the River Lee Navigation.</p> <p>G. must locate yard and loading spaces away from the street and river edge and locate them towards the middle and rear of the site.</p> <p>H. Could consider heights of up to 39m for industrial intensification.</p> <p>I. should consider long views from the east of the reservoir and across the Golf Course when designing building frontages along the east and south site boundary. Articulation, change of material, colour or window arrangement should be considered to add visual interest to this important frontage.</p> <p>J. should allow sufficient space for safe highways access to minimise impact on public highway, with specific consideration to the types of vehicles likely to be accessing the site.</p> <p>K. should provide limited parking to promote active travel.</p> |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.34: 5 Picketts Lock Lane

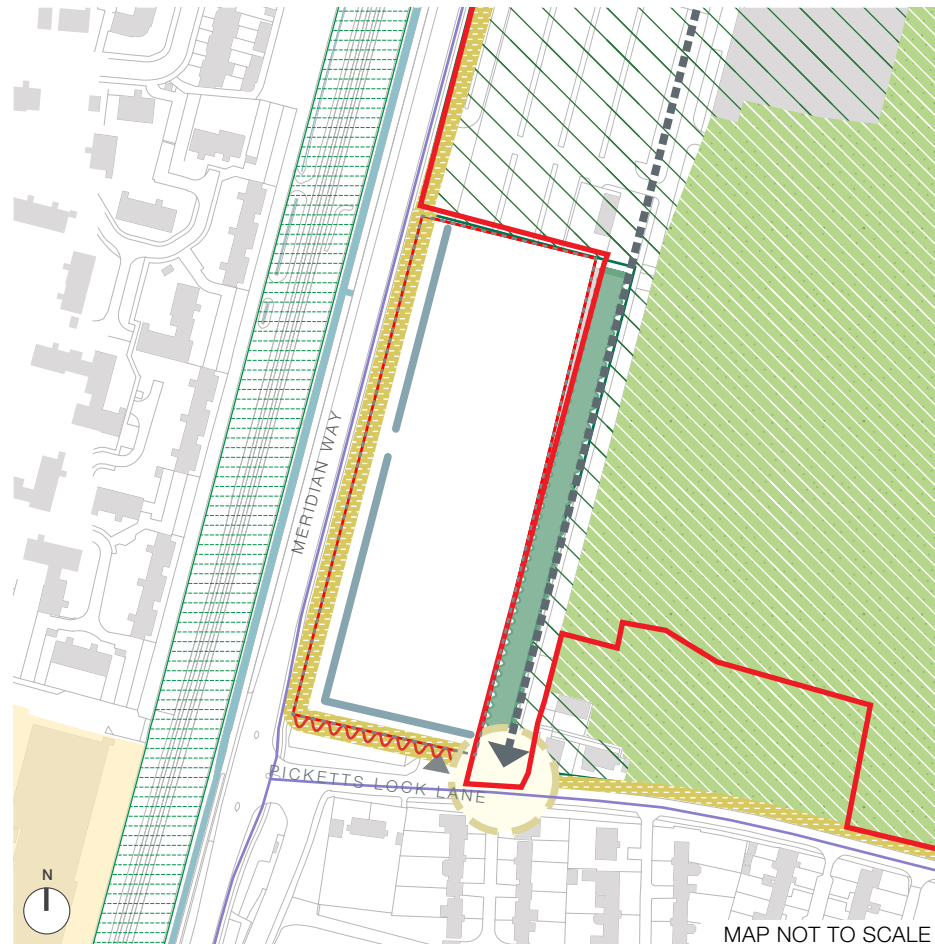


Table C1.173: SA URB.34 - 5 Picketts Lock Lane

| SA URB.34: 5 Picketts Lock Lane | | | |
|---|--|--|-----------|
| Existing site information | | | |
| Address | 5 Picketts Lock Lane N9 OAS | | |
| Site Area | 2.5 ha | | |
| Existing Use(s) | Distribution and storage | | |
| Current Ownership(s) | Single Ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Within APA | | |
| Within Protected Viewing corridor? | Partially within ‘10. Ponders End’ important local view. | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site should deliver a minimum of 2,297 sqm of net additional employment floorspace (use classes Egiii, B2 or B8). | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate estimated Industrial capacity | | Minimum of 2,297 sqm net additional employment (industrial/ logistics) floorspace. | |

Table C1.174: SA URB.34 - 5 Pickett Lock Lane

| SA URB.34: 5 Picketts Lock Lane | |
|---------------------------------|---|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. should contribute towards bus service prioritisation and associated traffic management measures along A1010 II. should contribute towards enhanced pedestrian and cycle connectivity –Ponders End Station III. should contribute towards delivery of streetscape improvements, urban greening and tree planting |
| Design Principles | Development on the site: A. must provide active frontages and high levels of visual permeability at ground floor along the Pickett’s Lock Lane. B. should deliver multilevel intensified development to optimise the capacity of the site. C. must provide streetscape improvements along Pickett’s Lock Lane and Meridian Way. D. must safeguard the amenity of residential occupiers to the south. E. must maximise retention of existing high value trees. F. should utilise roof space to deliver green roofs and/or PVs G. should provide limited parking to promote active travel. |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.35: Riverwalk Business Park

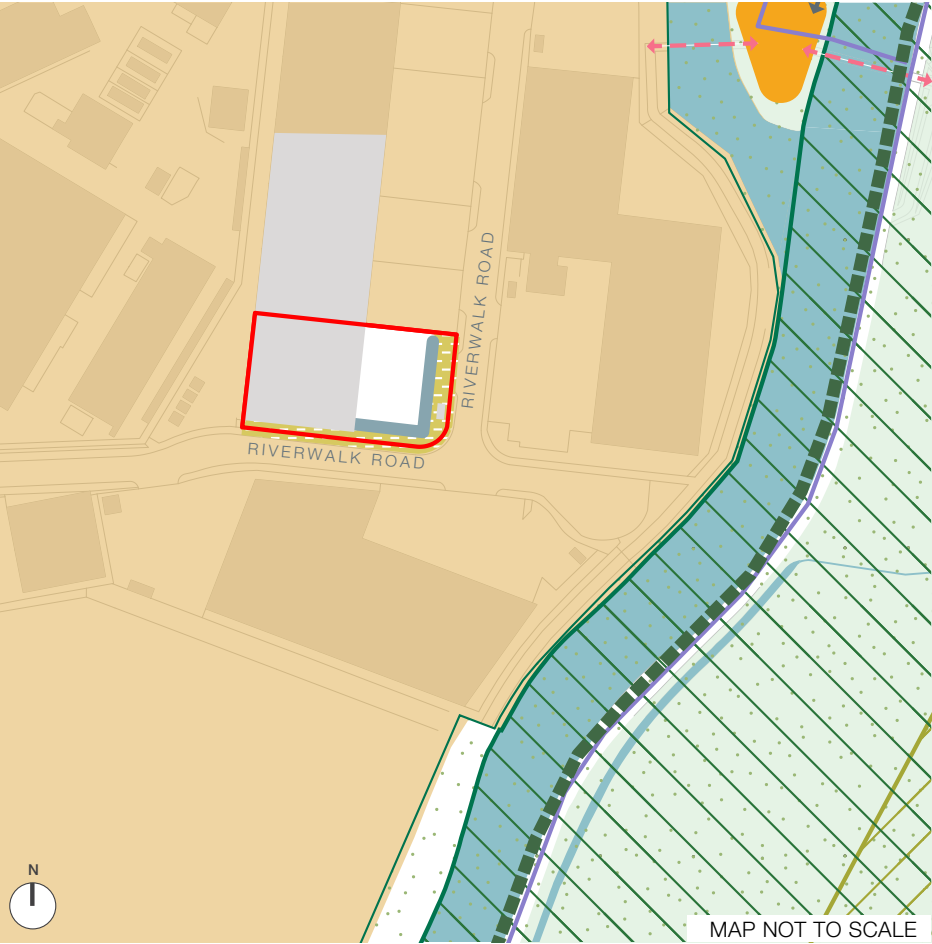


Table C1.175: SA URB.35 - Riverwalk Business Park

| SA URB.35: Riverwalk Business Park | | | |
|---|---|------------|-----------|
| Existing site information | | | |
| Address | Riverwalk Business Park 24 Riverwalk Road Enfield EN3 7QN | | |
| Site Area | 0.16ha | | |
| Existing Use(s) | Warehouse | | |
| Current Ownership(s) | Private ownership | | |
| Site considerations | | | |
| Flood Zone | None | | |
| PTAL | 1a | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Within APA | | |
| Proposal | | | |
| Land Use Requirements | Warehouse (Class B2/B8 flexible use) | | |
| Implementation | | | |
| Timeframe for Delivery | 0-5 years | 5-10 years | 10+ years |
| Approximate estimated Industrial capacity | 924sqm ²³ | | |

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

Table C1.176: SA URB.35 - Riverwalk Business Park

| SA URB.35: Riverwalk Business Park | |
|------------------------------------|--|
| Proposal | |
| Infrastructure requirements | Redevelopment of the site; I. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations II. should contribute towards the delivery of streetscape improvements, urban greening and tree planting |
| Design Principles | No external alterations are proposed to the buildings, and the extant planning application proposes just a change of use. |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA RUR.03: Land West of Ramney Marsh

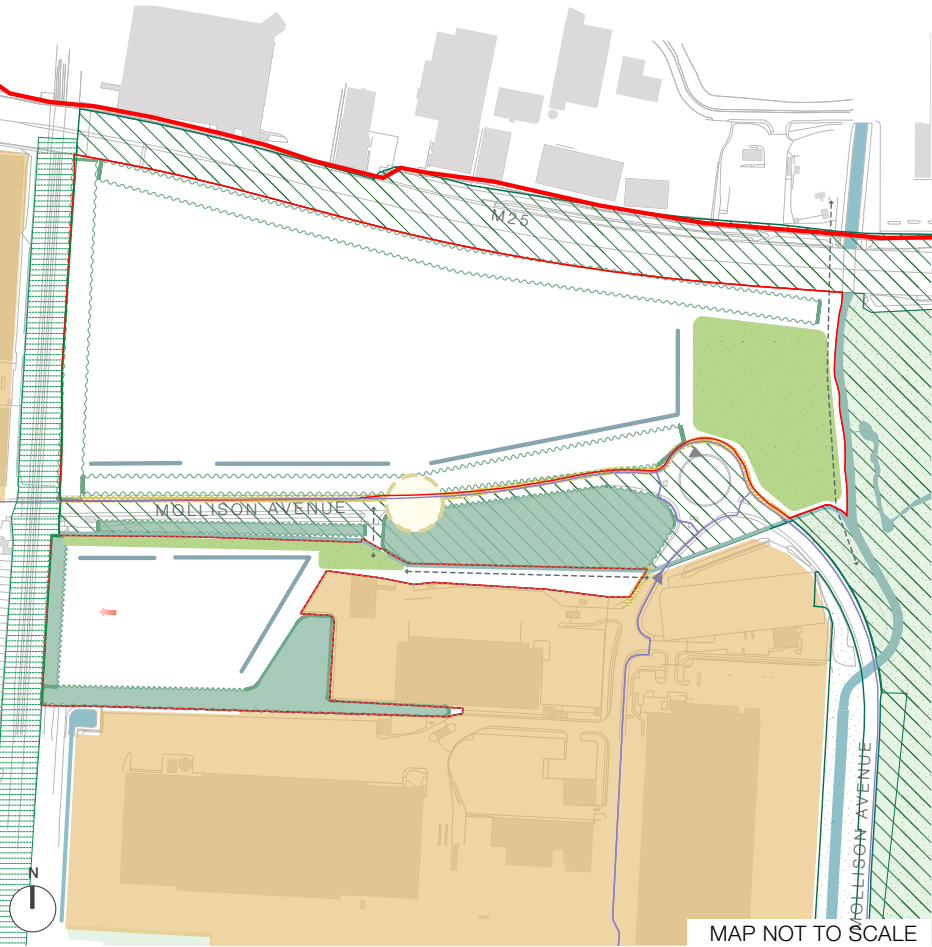


Table C1.177: SA RUR.03- Land West of Ramney Marsh

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

Table C1.178: SA RUR.03- Land West of Ramney Marsh

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

Appendix C

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA RUR.04: Land East of Junction 24



Table C1.179: SA RUR.04 - Land East of Junction 24

| SA RUR.04: LAND EAST OF JUNCTION 24 | | | |
|---|--|-------------------------|-----------|
| Existing site information | | | |
| Address | Junction 24 (Part New Cottage and Holly Hill Farm) EN6 5QS | | |
| Site Area | 11.08ha | | |
| Existing Use(s) | Agricultural land | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 0 | | |
| Heritage Considerations | None - Within wider setting of locally listed building. | | |
| Impacts on Archaeological Priority Area | Within APA 2: Enfield Chase and Camlet Moat | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment of the site: I. must provide a minimum of 30,550 sq m employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace within LB Enfield. II. must be brought forward in conjunction with the wider land ownership in Hertsmere District Council | | |
| Implementation | | | |
| Timeframe | 0-5 years | 5-10 years | 10+ years |
| Approximate estimated Industrial capacity | | a minimum of 30,550 sqm | |

Table C1.180: SA RUR.04 - Land East of Junction 24

| SA RUR.04: LAND EAST OF JUNCTION 24 | |
|-------------------------------------|--|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity</p> <p>II. should contribute towards enhanced pedestrian and cycle connectivity from Hadley Wood Station</p> <p>III. should contribute towards delivery of streetscape improvements, urban greening and tree planting</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must maximise the retention of existing high value trees and hedgerows.</p> <p>B. should provide streetscape improvements along The Ridgeway, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. must promote pedestrian connections to the country lane along the eastern site boundary.</p> <p>D. should create active frontages and high levels of visual permeability at ground floor along The Ridgeway and internal key routes.</p> <p>E. must locate yard and loading spaces away from the street edge.</p> <p>F. must be articulated and broken down to avoid a large, single mass building.</p> <p>G. Could consider heights of up to 39m for industrial intensification along the M25. Building heights must decrease towards the south and east site boundary.</p> <p>H. must carefully consider its relationship with existing lower rise buildings along The Ridgeway and the country lane.</p> <p>I. should consider long views from the east when designing building frontages along the eastern edge. Articulation, change of material, colour or window arrangement should be considered to add visual interest to these important frontages.</p> |

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

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

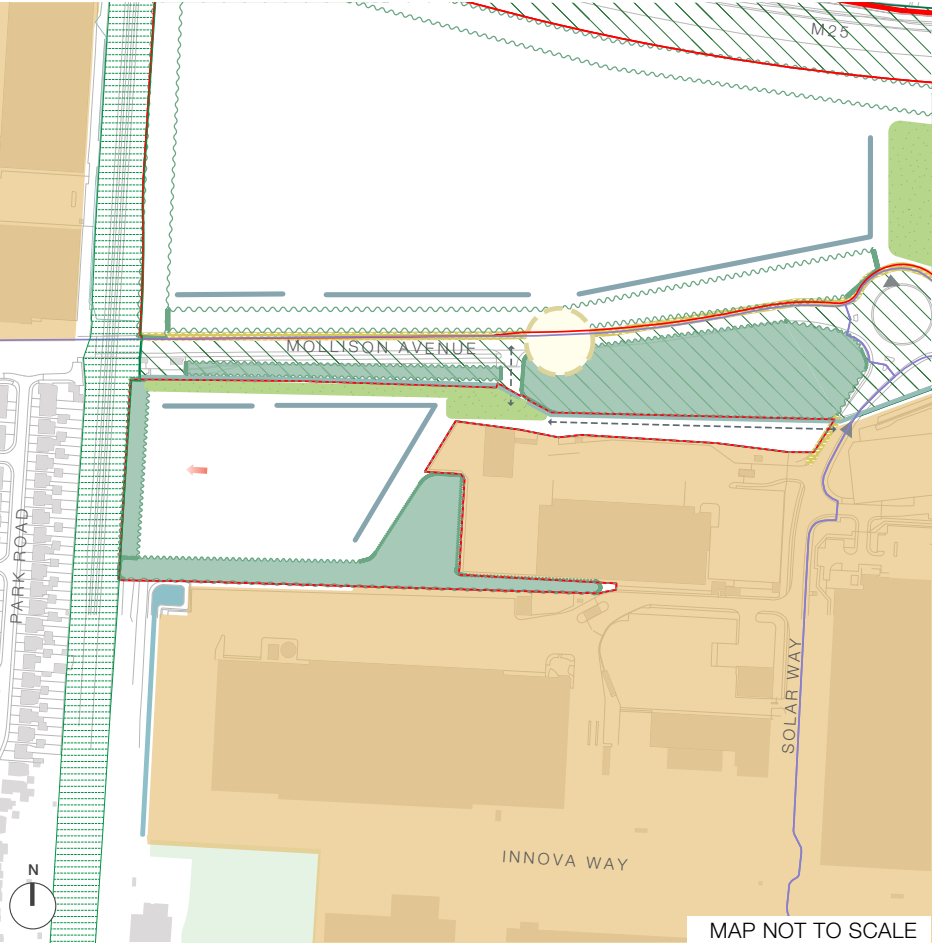


Table C1.181: SA RUR.05 - Land to the North West of Innova Park

| SA RUR.05: LAND TO THE NORTH WEST OF INNOVA PARK | | | |
|--|---|----------------------|-----------|
| Existing site information | | | |
| Address | Land to North West of Innova Park, EN3 7XY | | |
| Site Area | 3.2ha | | |
| Existing Use(s) | Unused | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | Within an APA | | |
| Proposal | | | |
| Land Use Requirements | Redevelopment should new employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace. Address highways impacts of development and mitigate flood risk. This sites lies within the Lee Valley Regional Park Authority area. Regard must be had to the proposals and policies within the Park Development Framework (2019) and associated documents in assessing any planning application on this land. | | |
| Implementation | | | |
| Timeframe | 0-5 years | 5-10 years | 10+ years |
| Industrial capacity | | At least 16,445 sq m | |

Table C1.182: SA RUR.05 - Land to the North West of Innova Park

| SA RUR.05: LAND TO THE NORTH WEST OF INNOVA PARK | |
|--|--|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas</p> <p>II. should contribute towards enhanced pedestrian and cycle connectivity</p> <p>III. should contribute towards delivery of streetscape improvements, urban greening and tree planting should deliver biodiversity improvements to Rammey Marsh</p> <p>The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must maximise the retention of existing high value trees along Mollison Avenue, Solar Way and the railway line to reinforce the existing green buffer and Wildlife Corridor).</p> <p>B. should provide streetscape improvements along Solar Way, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. could maintain a pedestrian connection parallel to the watercourse towards the Small River Lea.</p> <p>D. must create active frontages and high levels of visual permeability at street level along key routes.</p> <p>E. must locate yard and loading spaces away from the street edge.</p> <p>F. should provide stacked industrial uses to make efficient use of available land.</p> <p>G. must be articulated and broken down to avoid a large, single mass building.</p> <p>H. could consider heights of up to 39m for industrial intensification.</p> <p>I. should provide limited to promote active travel.</p> <p>J. must provide pedestrian and vehicular access from Solar Way with a secondary pedestrian access point on Mollison Avenue.</p> |

C1.3 OTHER SITE ALLOCATIONS

OTHER SITE ALLOCATIONS

SA6.2: Barnet and Southgate College

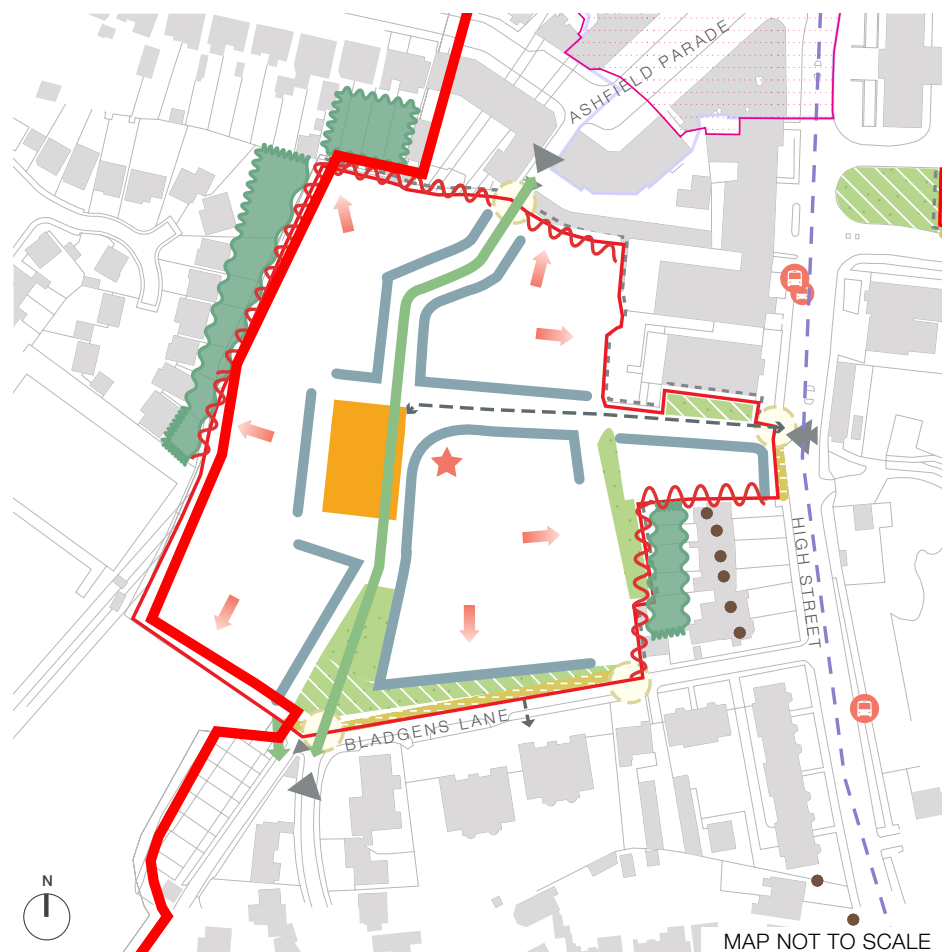


Table C1.183: SA6.2 - Barnet and Southgate College

| SA6.2: BARNET AND SOUTHGATE COLLEGE | | | |
|--|---|------------|-----------|
| Existing site information | | | |
| Address | Barnet and Southgate College, High Street, London, N14 6BS | | |
| Site Area | 2.47 | | |
| Existing Use(s) | Further education campus | | |
| Current Ownership(s) | Single ownership | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 2-5 | | |
| Heritage Considerations | Site is within the setting of Southgate House (Grade II* Listed Building),development has the potential to fall within outward directional views. The site is within the immediate setting of the Southgate Circus Conservation Area and Southgate Green Conservation Area as well as the setting of associated designated and non-designated heritage assets. To the south, the site falls directly behind group of Grade II Listed Buildings on High Street. Further to the east is the Grade II* Groveland's Registered Park and Garden and associated listed buildings. | | |
| Impacts on Archaeological Priority Area | In close proximity to APA. | | |
| Proposal | | | |
| Land Use Requirements | Should provide college campus facilities in modern fit for purpose buildings with enhanced landscaping and public realm , that is publicly accessible where appropriate. This could be complemented by co-located facilities such as SEN provision, youth facilities and/or a community centre, job centre or similar , that utilise any surplus land. It may be possible for some housing to be considered appropriate in the right locations, subject to design | | |
| Implementation | | | |
| Timeframe | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Non-residential capacity (Class E) | Reprovision of non-residential floorspace | | |

Table C1.184: SA6.2 - Barnet and Southgate College

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

OTHER SITE ALLOCATIONS

SA RUR.06: Land at Picketts Lock



Table C1.185: SA RUR.06 - Land at Picketts Lock

| SA RUR.06: LAND AT PICKETTS LOCK | | | |
|--|---|------------|-----------|
| Existing site information | | | |
| Address | Land at Picketts Lock, N9 OAS | | |
| Site Area | 6.5 ha | | |
| Existing Use(s) | Cinema and adjacent land including car park | | |
| Site considerations | | | |
| Flood Zone | 1 | | |
| PTAL | 1b | | |
| Heritage Considerations | None | | |
| Impacts on Archaeological Priority Area | None | | |
| Proposal | | | |
| Land Use Requirements | <p>The site could provide new sports, leisure and recreation facilities</p> <p>This site lies within the Lee Valley Regional Park Authority area. Regard must be had to the proposals and policies within the Park Development Framework (2019) and associated documents in assessing any planning application on this land.</p> | | |
| Implementation | | | |
| Timeframe | 0-5 years | 5-10 years | 10+ years |
| Approximate Estimated Non-residential capacity (Class E) | Provision of non-residential floorspace. | | |

Table C1.186: SA RUR.06 - Land at Picketts Lock

| SA RUR.06: LAND AT PICKETTS LOCK | |
|----------------------------------|---|
| Proposal | |
| Infrastructure requirements | <p>Redevelopment of the site;</p> <p>I. should contribute towards bus service prioritisation and associated traffic management measures along A1010</p> <p>II. should contribute towards enhanced pedestrian and cycle connectivity –Ponders End Station</p> <p>III. should contribute towards delivery of streetscape improvements, urban greening and tree planting</p> |
| Design Principles | <p>Development on the site:</p> <p>A. must provide at least one east-west publicly accessible connection across the site to Pymmes Brook and River Lee Navigation.</p> <p>B. must explore the feasibility of the delivery of a new connection over Meridian Way, Boundary ditch and the railway and contribute to this if this is possible. The northern edge with a connection from Charlton Road Park could be an optimal location. This must be delivered if it is feasible. It must be demonstrated that this cannot be achieved with other public benefits offered instead if this is not proposed.</p> <p>C. must provide streetscape improvements along Meridian Way, Morson Road and Pickett's Lock Lane.</p> <p>D. must contribute towards the improvement of north-south pedestrian and cycle connections along the River Lee Navigation.</p> <p>E. should retain the existing high value trees on site.</p> <p>F. must retain the existing sense of openness and should respond sensitively to important local views (2- Kings Head Hill and 10 – Ponders End) as well as views towards the Reservoir and Epping Forest</p> <p>G. must improve existing pedestrian and vehicular access</p> <p>H. must create additional pedestrian access along Meridian Way, Morson Road and Pickett's Lock Lane, including a new pedestrian gateway in the south-east corner of the site which connects to the River Lee Navigation path and improves the sense of arrival into the site from the south.</p> <p>I. must promote nature recovery with additional tree planting and biodiversity enhancements introducing a variety of habitats to include species-rich meadows and woodland.</p> <p>J. must provide a 10m exclusion zone either side of existing pylons.</p> |

Appendix C

OTHER SITE ALLOCATIONS

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

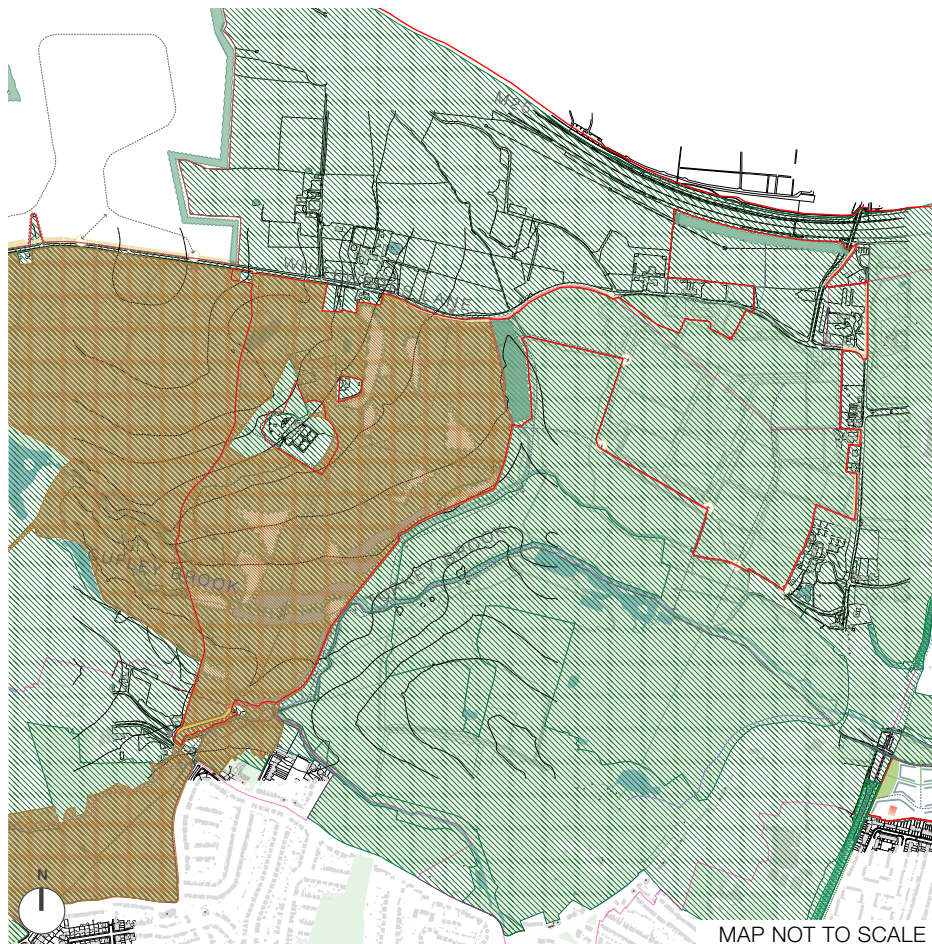


Table C1.187: SA RUR.07 - Whitewebbs Golf course and Land at Tottenham Hotspurs Football Club Training Ground

| SA RUR.07: WHITEWEBBS GOLF COURSE AND LAND AT TOTTENHAM HOTSPURS TRAINING GROUND | | | |
|--|---|------------|-----------|
| Existing site information | | | |
| Address | Whitewebbs Golf Course, Beggar's Hollow, Enfield, EN2 9JN & Land at and within the vicinity of Tottenham Hotspur Football Club Training Ground, Hotspur Way, Whitewebbs Lane. | | |
| Site Area | 85.5ha | | |
| Existing Use(s) | Golf Course & Existing football club training centre and surrounding land, including golf course. | | |
| Site considerations | | | |
| Flood Zone | 1-2 | | |
| PTAL | 1a- 1b | | |
| Heritage Considerations | In close proximity to many designated heritage assets. Within locally listed landscape and setting of Forty Hill Conservation Area, Clay Hill Conservation Area, Forty Hill Registered Park and Garden as well as numerous other designated and non-designed heritage assets. | | |
| Impacts on Archaeological Priority Area | Within APA 3: Whitewebbs Hill, Bulls Cross and Forty Hill as well as the setting of Scheduled Monuments. | | |
| Proposal | | | |
| Land Use Requirements | The site should provide nature recovery uses and the site could provide professional sport, recreation and community sports/leisure uses , including ancillary related facilities. | | |
| Implementation | | | |
| Timeframe | 0-5 years | 5-10 years | 10+ years |
| Estimated delivery | | x | |

Table C1.188: SA RUR.07 - Whitewebbs Golf course and Land at Tottenham Hotspurs Football Club Training Ground

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

OTHER SITE ALLOCATIONS

SA RUR.08: Sloeman’s Farm

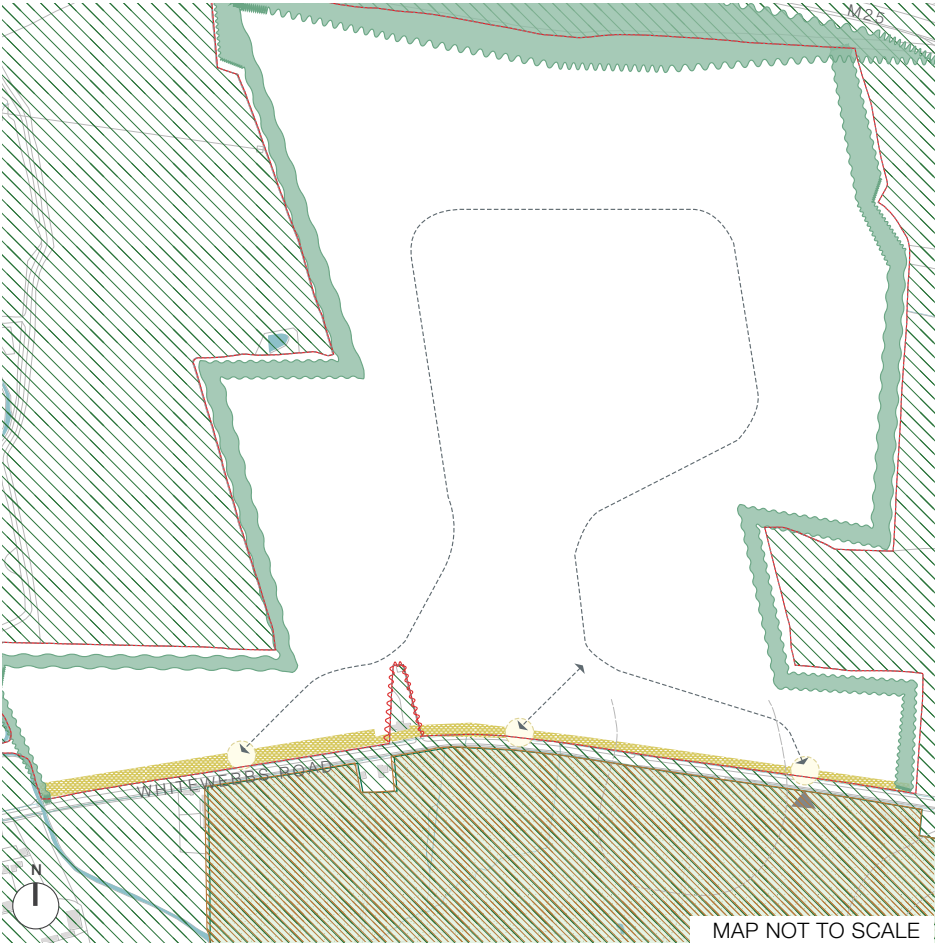


Table C1.189: SA RUR.08 - Sloeman’s Farm

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

Table C1.190: SA RUR.08 - Sloeman’s Farm

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

OTHER SITE ALLOCATIONS

SA URB.36: Church Street Recreation Ground

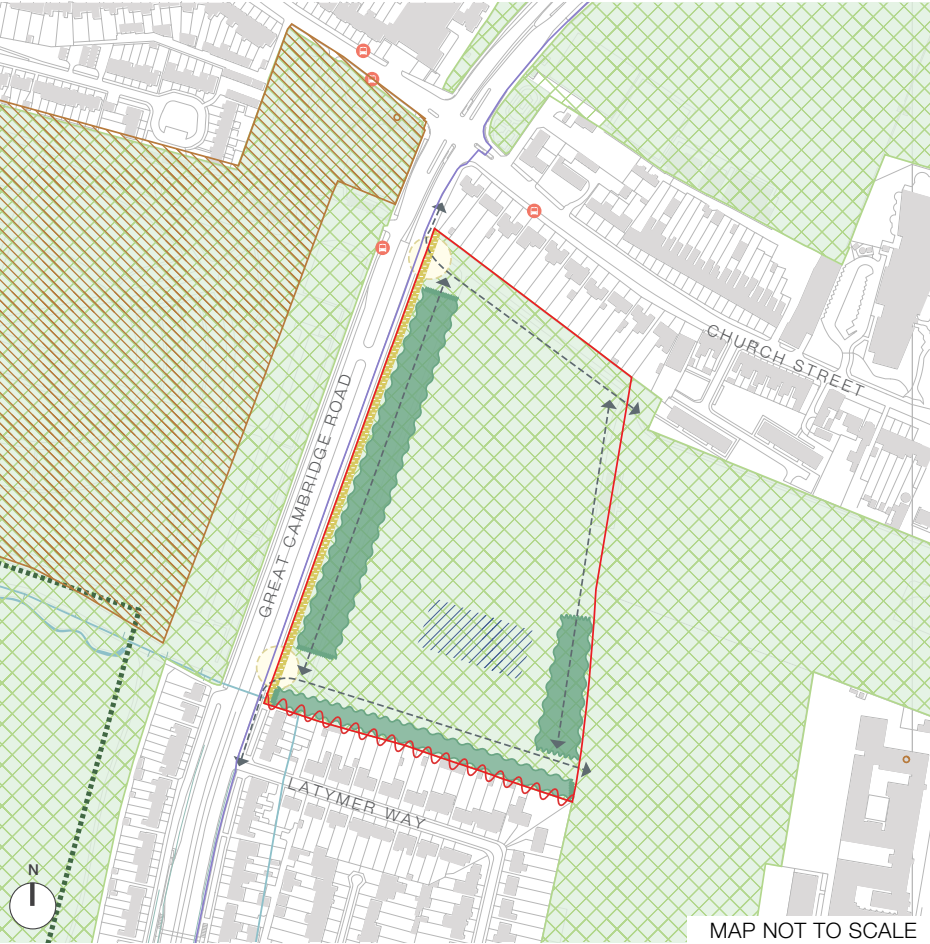


Table C1.191: SA URB.36- Church Street Recreation Ground

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

Table C1.192: SA URB.36- Church Street Recreation Ground

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