



Appendix C

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C.0 SITE ALLOCATION PROFORMAS

SITE ALLOCATIONS

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

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

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Appendix C

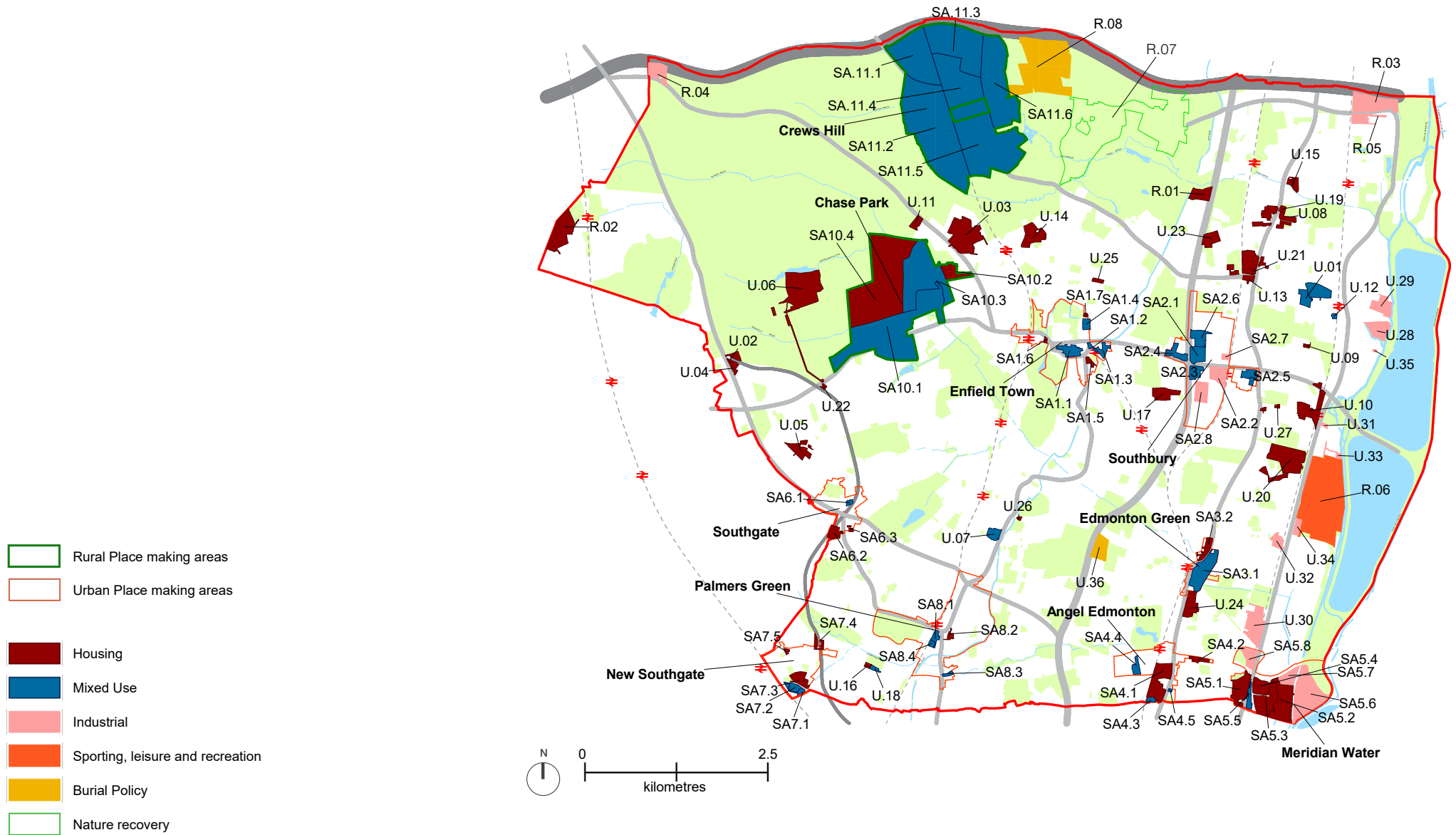


Figure 17.1: Site allocations

Key

Existing

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

Policies

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

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

Permeability and connections

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

Open space, public realm and improvements

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

Frontages, marker buildings and key corners

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

C1.1 HOUSING AND MIXED-USE SITE ALLOCATIONS

ENFIELD TOWN

SA1.1: Palace Gardens Shopping Centre, Enfield

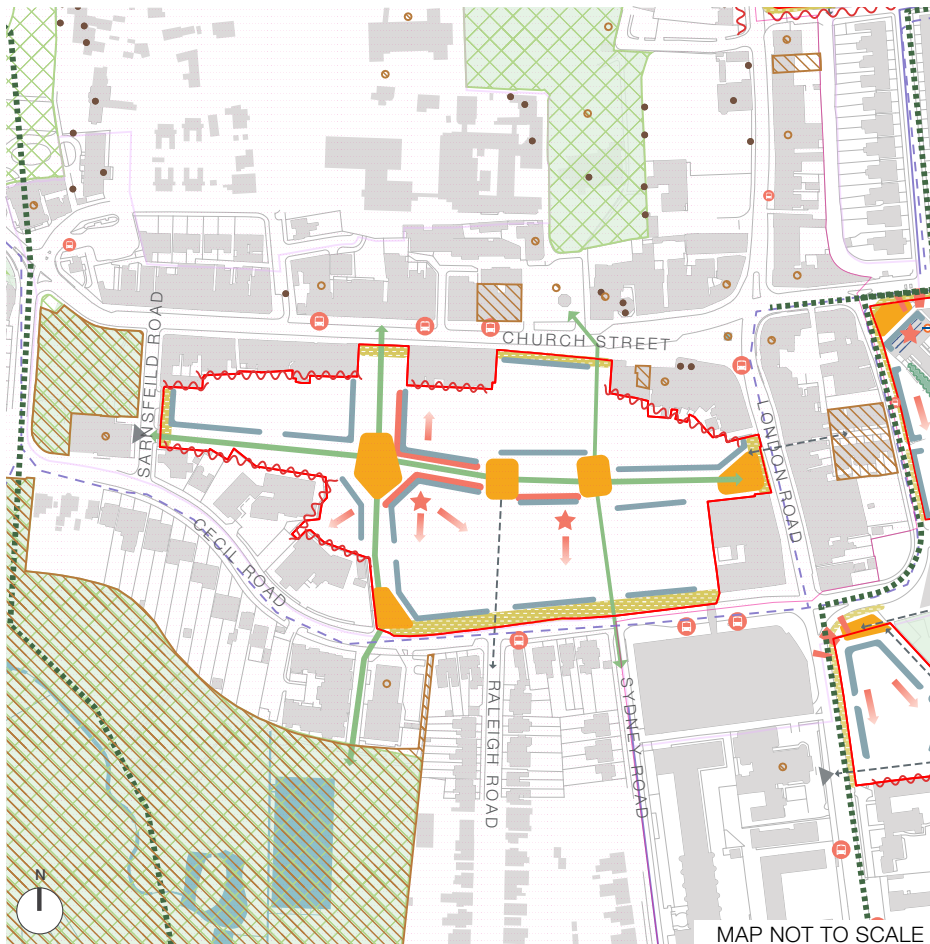


Table C1.1: SA1.1 - Palace Gardens Shopping Centre, Enfield

SA1.1: PALACE GARDENS SHOPPING CENTRE			
Existing site information			
Address	Palace Gardens Shopping Centre Enfield, EN2 6SN		
Site Area	3.73ha		
Existing Use(s)	Shopping centre		
Current Ownership(s)	Single long leaseholder and separate freeholder		
Site considerations			
Flood Zone	1		
PTAL	4-6a		
Heritage Considerations	Highly sensitive context. Within Enfield Town Conservation Area and the setting of numerous designated and non-designated heritage assets including, but not limited to grade I listed church.		
Impacts on Archaeological Priority Area	Within APA 6: Enfield Town Centre		
Proposal			
Land Use Requirements	Redevelopment of the site must deliver comprehensive mixed-use redevelopment. This could include compatible main town centre, commercial and residential uses, public realm and environmental improvements, including improved walking and cycling routes.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	329	0
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses		

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

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

ENFIELD TOWN

SA1.2: Enfield Town Station & Former Enfield Arms

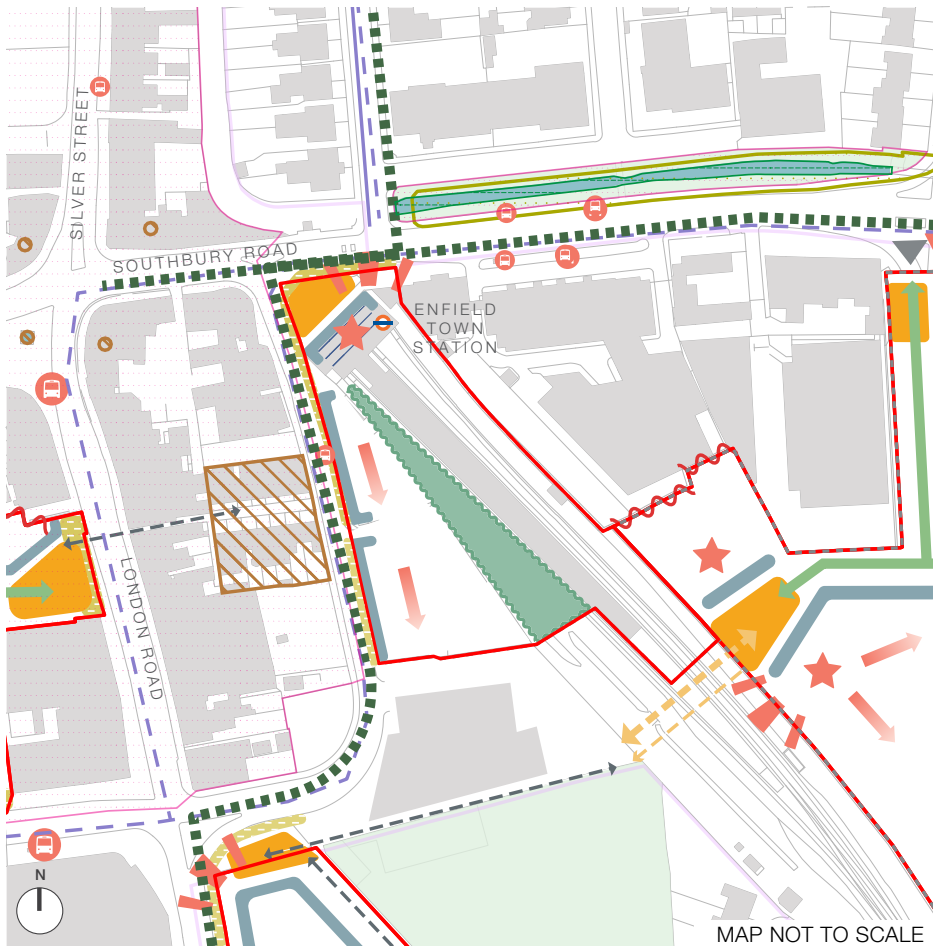


Table C1.3: SA1.2 - Enfield Town Station & Former Enfield Arms

SA1.2: ENFIELD TOWN STATION & FORMER ENFIELD ARMS			
Existing site information			
Address	Former Enfield Arms Southbury Road and Enfield Town Station, Enfield, Genotin Road		
Site Area	0.57ha		
Existing Use(s)	Station and vacant public house		
Current Ownership(s)	Multiple ownerships		
Site considerations			
Flood Zone	1		
PTAL	6		
Heritage Considerations	Immediately adjacent to Enfield Town Conservation Area and in close proximity to numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Immediately adjacent to APA 6: Enfield Town Centre		
Proposal			
Land Use Requirements	The site should provide new homes and a renewed station entrance and, public square and public realm improvements		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	180
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses.		

Table C1.4: SA1.2 - Palace Gardens Shopping Centre, Enfield

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

ENFIELD TOWN

SA1.3: Tesco, Southbury Road

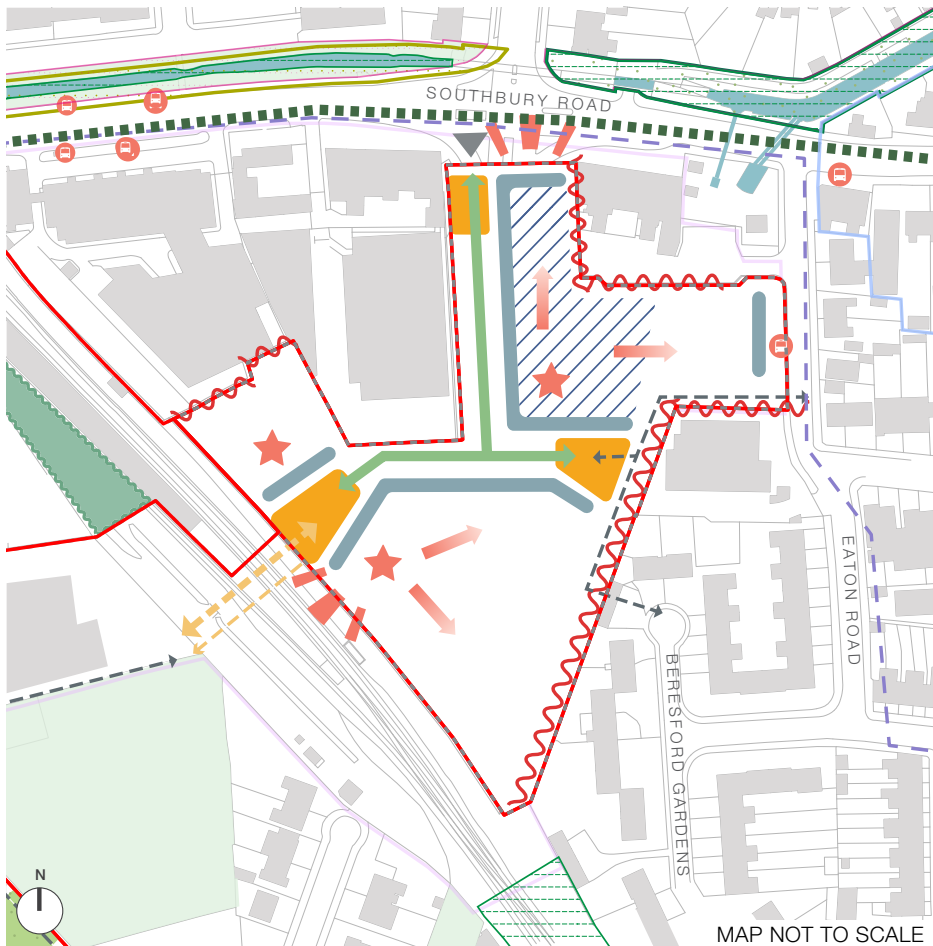


Table C1.5: SA1.3 - Tesco, Southbury Road

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

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

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

ENFIELD TOWN

SA1.4: Enfield Civic Centre

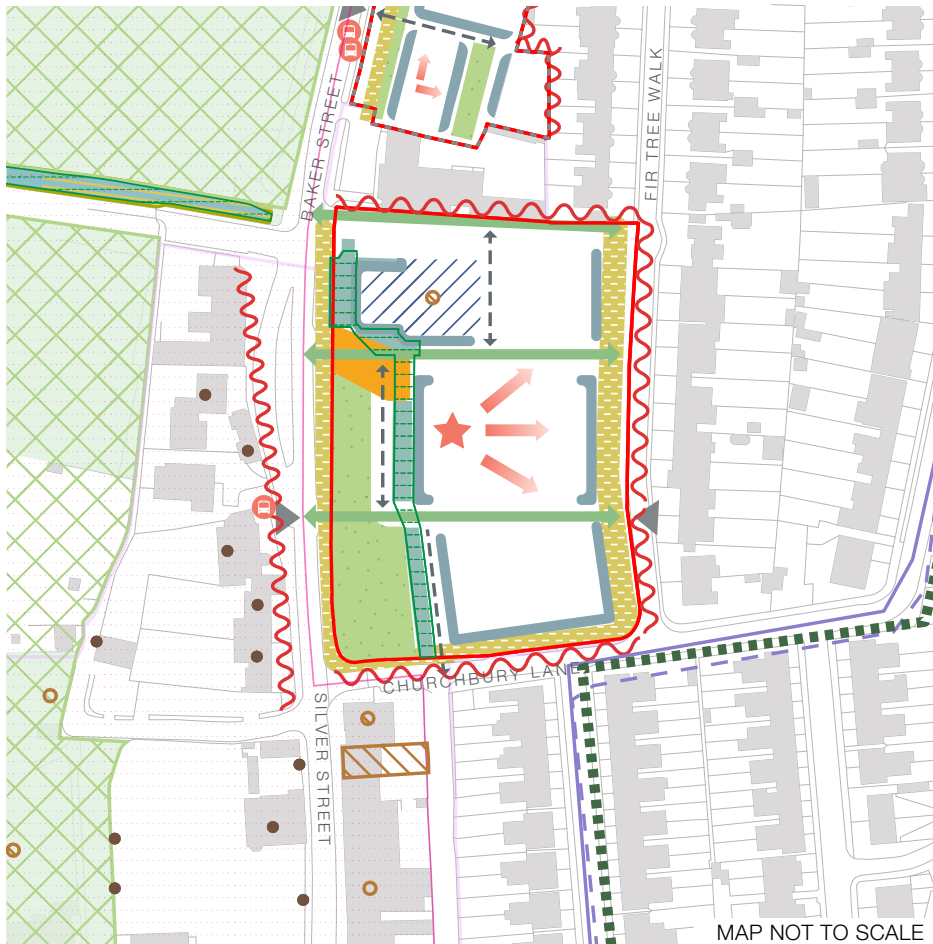


Table C1.7: SA1.4 – Enfield Civic Centre

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

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

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

ENFIELD TOWN

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

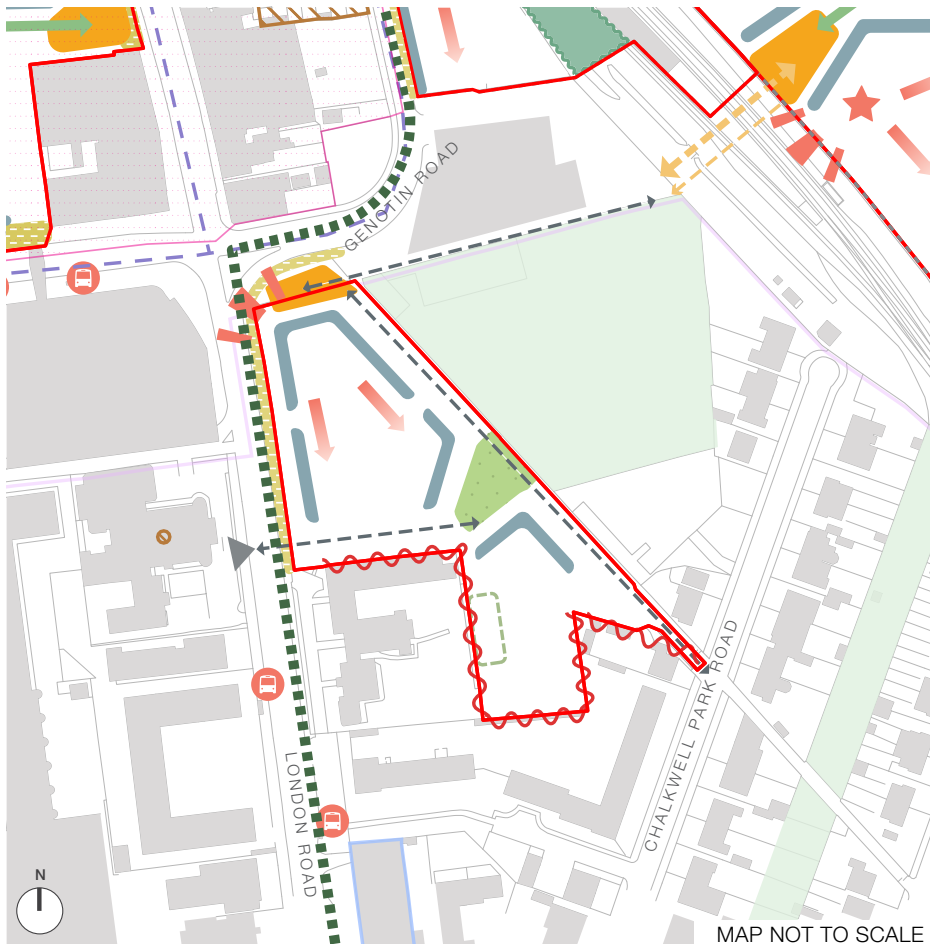


Table C1.9: SA1.5 - St Anne's Catholic High School for Girls, Enfield

SA1.5: ST ANNE'S CATHOLIC HIGH SCHOOL FOR GIRLS			
Existing site information			
Address	St Anne's Catholic High School for Girls, Enfield, EN2 6EL		
Site Area	0.82ha		
Existing Use(s)	School		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	1		
PTAL	4-5		
Heritage Considerations	Within the immediate setting of Enfield Town Conservation Area and locally listed church. Within wider setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Within the immediate setting of APA 6: Enfield Town Centre and APA 7: Ermine Street		
Proposal			
Land Use Requirements	Redevelopment of the site must deliver new home		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	133	0

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

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

ENFIELD TOWN

SA1.6: 100 Church Street, Enfield

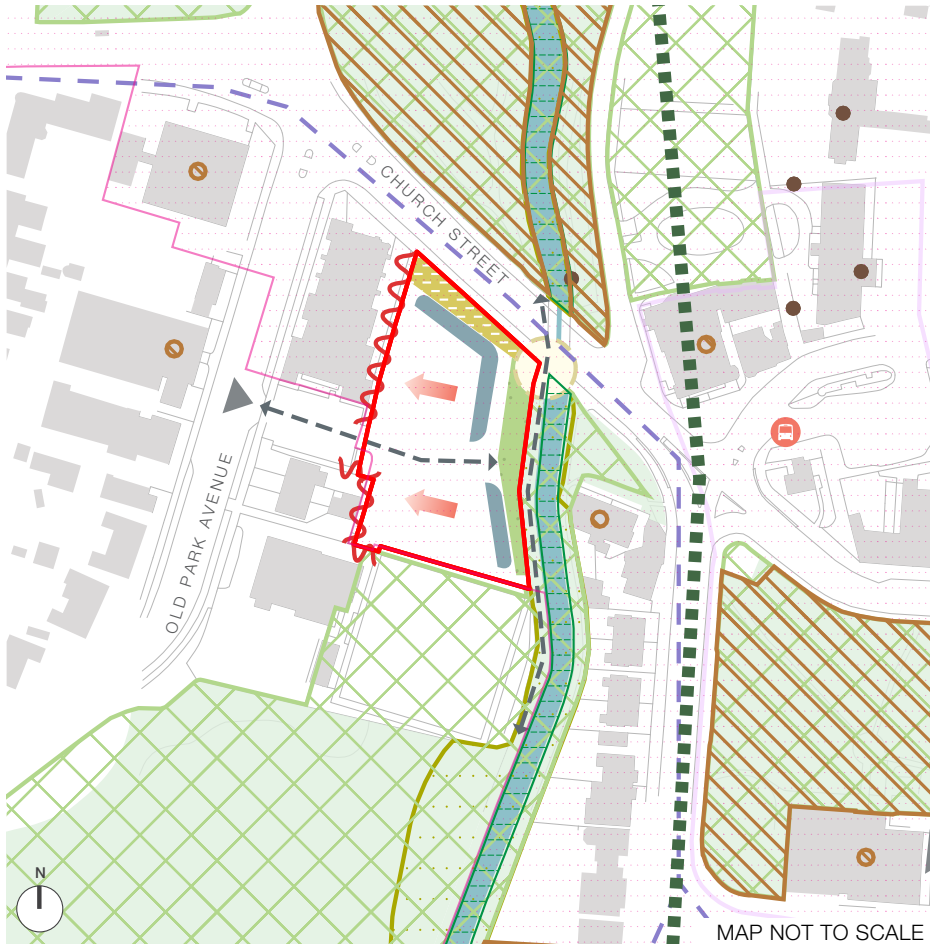


Table C1.11: SA1.6 - 100 Church Street, Enfield

SA1.6: 100 CHURCH STREET, ENFIELD			
Existing site information			
Address	100 Church Street, Enfield, EN2 6BQ		
Site Area	0.28ha		
Existing Use(s)	The site was most recently used for office purposes.		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	1		
PTAL	5		
Heritage Considerations	Within Enfield Town Conservation Area and setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Within the setting of APA 6: Enfield Town Centre.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately new homes		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	78*	0	0

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

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

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

ENFIELD TOWN

SA1.7: Oak House, 43 Baker Street



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

SA1.7: OAK HOUSE, 43 BAKER STREET			
Existing site information			
Address	Oak House, 43 Baker Street, EN1 3ET.		
Site Area	0.24ha		
Existing Use(s)	Residential		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within the immediate setting of the Enfield Town Conservation Area as well as the setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	In close proximity to the Ermine Street Archaeological Priority Area and Enfield Town Centre Archaeological Priority Area.		
Proposal			
Land Use Requirements	The site should provide new homes		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	47	0

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

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

SOUTHBURY

SA2.1: Colosseum Retail Park

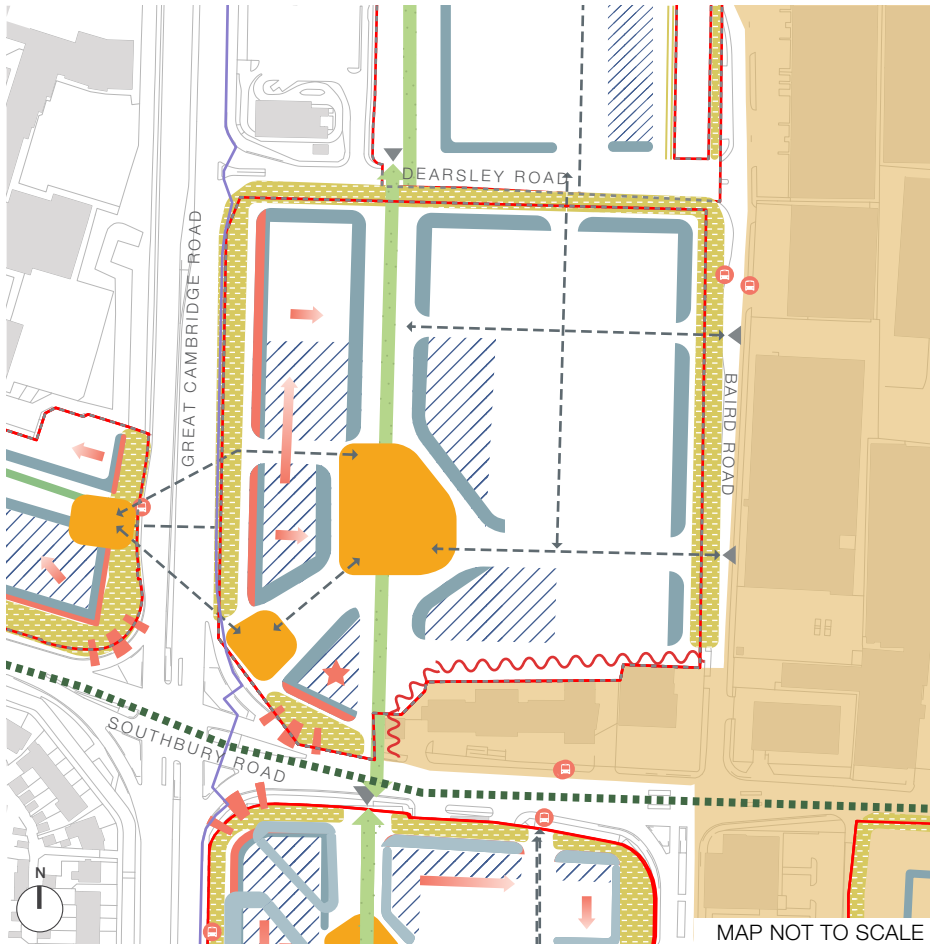


Table C1.15: SA2.1 - Colosseum Retail Park

SA2.1: COLOSSEUM RETAIL PARK			
Existing site information			
Address	Colosseum Retail Park, EN1 3FD		
Site Area	4.35ha		
Existing Use(s)	Large format retail		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street		
Proposal			
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	444	476	667
Approximate Estimated Non-residential capacity (Class E)	7,224 sqm*		

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

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

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

SOUTHBURY

SA2.3: Morrisons, Southbury Road

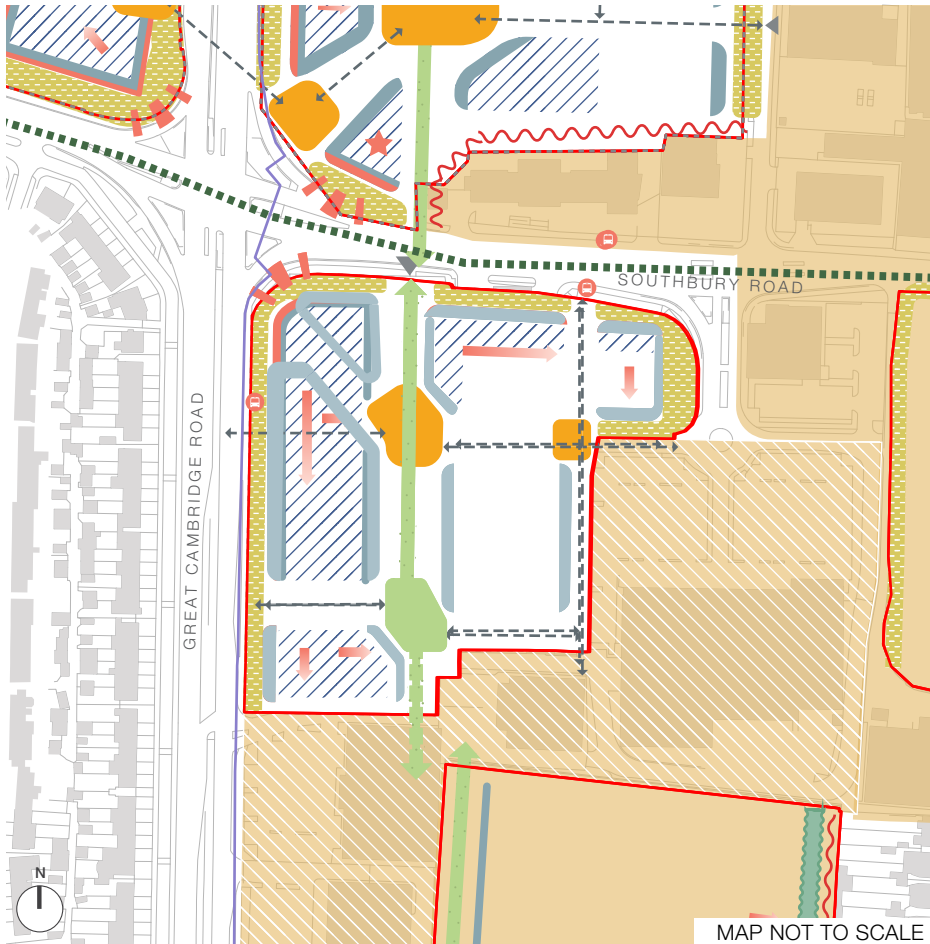


Table C1.17: SA2.3 - Morrisons, Southbury Road

SA2.3: MORRISONS, SOUTHURY ROAD			
Existing site information			
Address	Morrisons, Southbury Road EN1 1TW		
Site Area	2.75ha		
Existing Use(s)	Supermarket + car park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street		
Proposal			
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	323	323
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential uses (supermarket)		

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

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

SOUTHBURY

SA2.4: Southbury Leisure Park

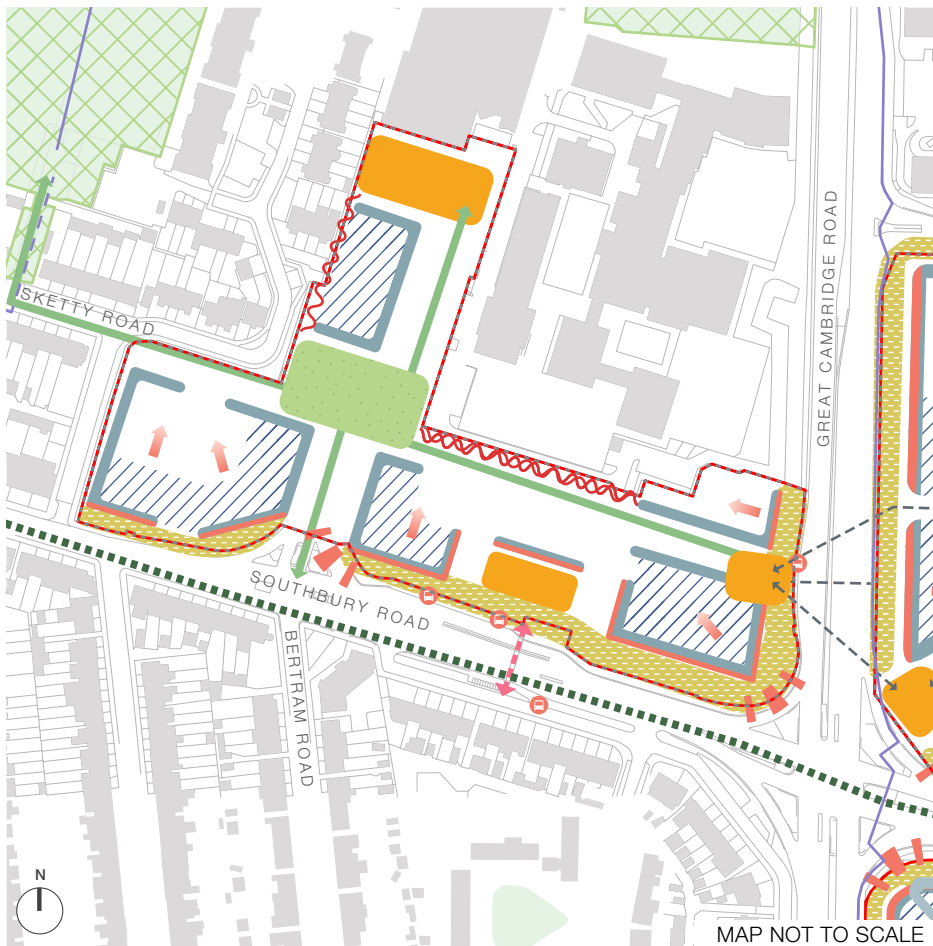


Table C1.19: SA2.4 - Southbury Leisure Park

SA2.4: SOUTHBURY LEISURE PARK			
Existing site information			
Address	Southbury Leisure Park, Enfield EN1 1YQ		
Site Area	2.95 ha		
Existing Use(s)	Leisure park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street		
Proposal			
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	605	0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses		

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

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

SOUTHBURY

SA2.5: Tesco, Ponders End

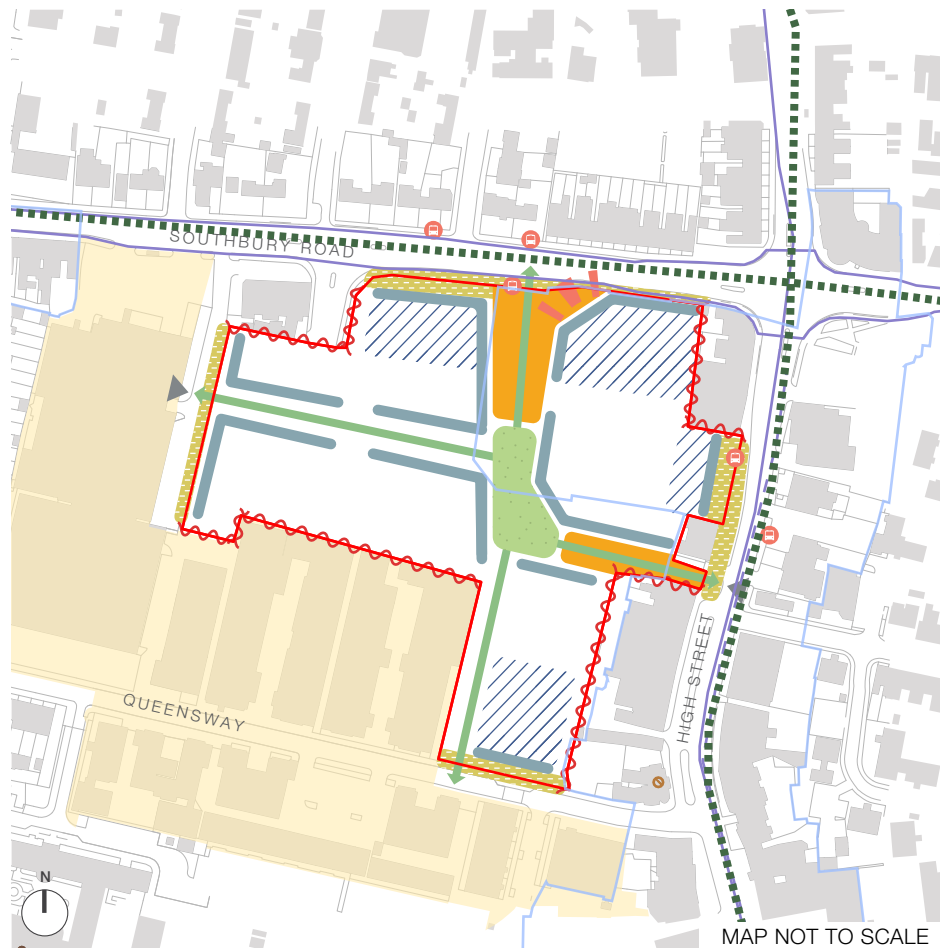


Table C1.21: SA2.5 - Tesco, Ponders End

SA2.5: TESCO, PONDERERS END			
Existing site information			
Address	Tesco, 288 High Street, Ponders End		
Site Area	2.95ha		
Existing Use(s)	Supermarket and car park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation areas or listed buildings. Within the setting of Heron Hall (Grade II Listed Building) and collection of industrial buildings which collectively are of heritage value.		
Impacts on Archaeological Priority Area	In part within APA 10: Southbury Road		
Proposal			
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	521	0
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.		

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

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

SOUTHBURY

SA2.6: Sainsbury's, Crown Road

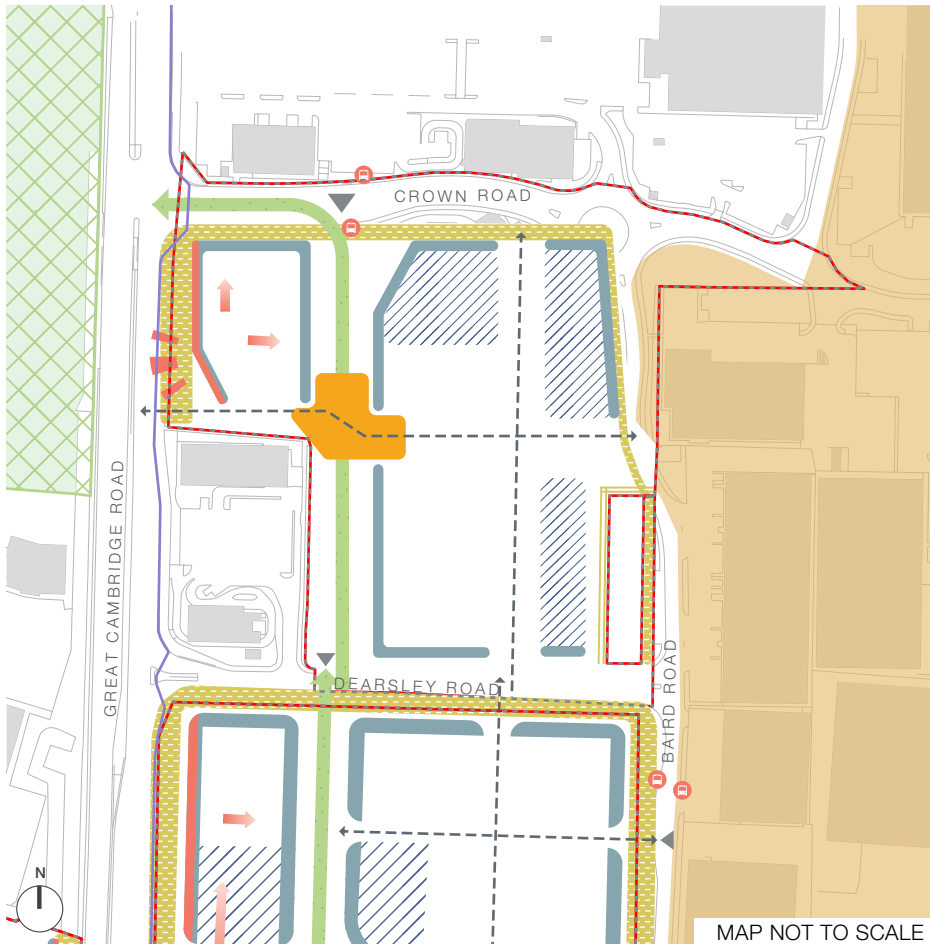


Table C1.23: SA8 - Sainsbury's, Crown Road

SA8: SAINSBURY'S CROWN ROAD			
Existing site information			
Address	Sainsbury's, Crown Road, EN1 1TH		
Site Area	3.21 ha		
Existing Use(s)	Supermarket + car park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Not located in immediate proximity to conservation area or listed buildings.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street		
Proposal			
Land Use Requirements	Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental improvements, including improved walking and cycling routes. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	434*
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses.		

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

Table C1.24: SA8 - Sainsbury's, Crown Road

SA8: SAINSBURY'S CROWN ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP II. should contribute towards improvements to the facilities at Southbury Station. III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP. <p>*The Environment Agency has noted that site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian connections between the A10 and Baird Road and north-south connections between Crown Road and Dearsley Road. B. must deliver and contribute towards streetscape improvements along the A10, Crown Road, Baird Road and Dearsley Road. Improvements along the A10 must maximise tree planting to provide a green buffer. C. should provide a new generous green spine through the site which links Enfield Playing Fields (west) to the adjacent Site Allocation at Colosseum Retail Park (south). D. must create active frontages along A10, Crown Road, Baird Road, Dearsley Road and along the central green spine. E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and towers are considered the most appropriate. F. should consider locating a tall building frontage of no more than 30m in height along the A10 with height decreasing towards Baird Road (east). G. must orientate building layouts to reduce noise impacts from the A10 and adjacent SIL and embed noise mitigation measures into the design of the elevations facing these. H. should carefully consider the relationship with the existing inactive frontage of the primary sub-station in the south-east corner of the site. I. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Any podium parking must not create long stretches of inactive building frontage. J. should locate access for servicing from Crown Road and Baird Road, and along the green spine when required

EDMONTON GREEN

SA3.1: Edmonton Green Shopping Centre

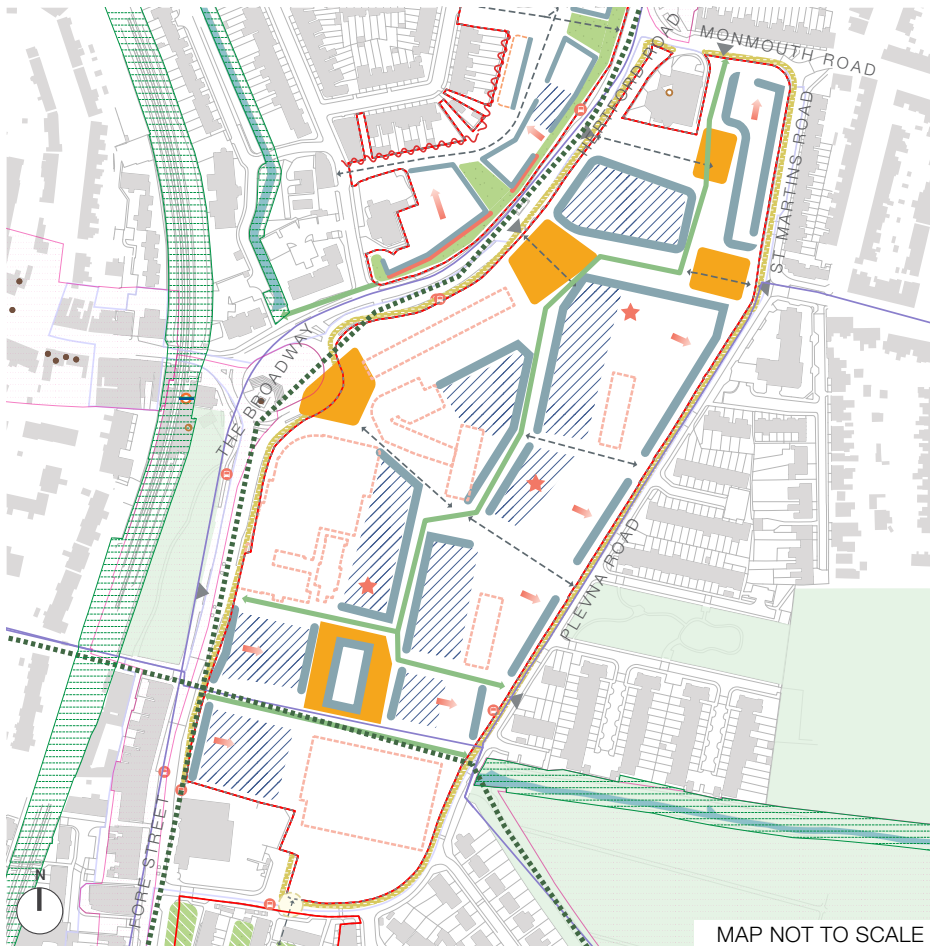


Table C1.25: SA3.1 - Edmonton Green Shopping Centre

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

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

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

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

EDMONTON GREEN

SA3.2: Chiswick Road Estate

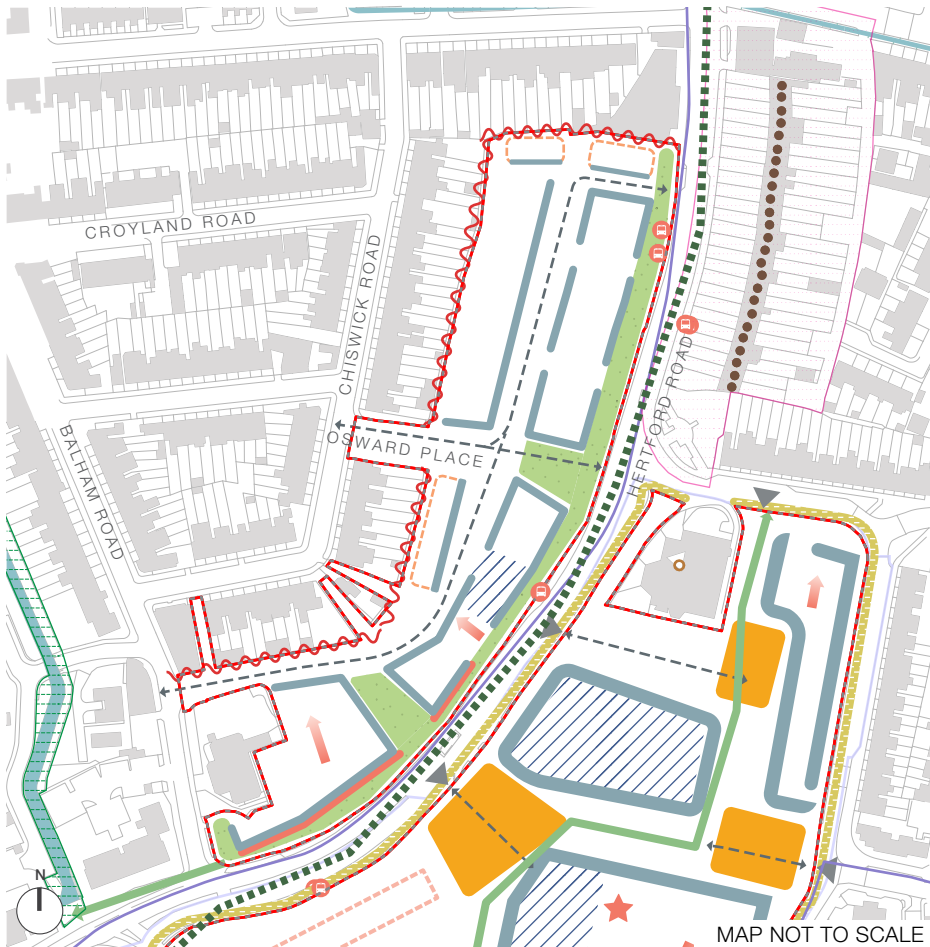


Table C1.27: SA3.2 - Chiswick Road Estate

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

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

SA3.2: CHISWICK ROAD ESTATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP</p> <p>II. should contribute towards improvements to the facilities at Edmonton Green Station, bus facilities and frequency</p> <p>III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP.</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide new homes through careful infill design solutions and partial redevelopment.</p> <p>B. should retain an east-west pedestrian and cycle connection between Chiswick Road and Hertford Road.</p> <p>C. should retain the north-south pedestrian and cycle along Hertford Road.</p> <p>D. should retain and improve existing open space along Hertford Road with new tree planting and biodiversity improvements linking to the existing wildlife corridor along the Salmons Brook and railway line.</p> <p>E. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> <p>F. must maximise retention of existing high value trees as these contribute to the setting of nearby listed buildings, as well as offering environmental benefits.</p> <p>G. must provide active frontages along Hertford Road and key routes.</p> <p>H. should provide a mix of typologies with a courtyard block or tall building for the redevelopment opportunities and mews houses or maisonettes for the infill opportunities.</p> <p>I. could locate a tall building of no more than 33m in height to the southern corner of the site fronting Hertford Road. Height must decrease towards the north and centre of the site to respond to existing lower heights and the Crescent Conservation Area.</p> <p>J. must minimise overlooking and overshadowing of the existing rear gardens of properties along Chiswick Road and Croyland Road.</p> <p>K. must carefully consider the impact on surrounding Conservation Areas (The Crescent CA, Fore Street CA, Church Street CA).</p> <p>L. must orientate building layouts to reduce noise impacts from Hertford Road and embed noise mitigation measures into the design of the elevations facing Hertford Road.</p> <p>M. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting.</p> <p>N. should locate access for servicing from Newdales Close/Oswald Place.</p>

Appendix C

ANGEL EDMONTON

SA4.1: Joyce Avenue & Snells Park Estate

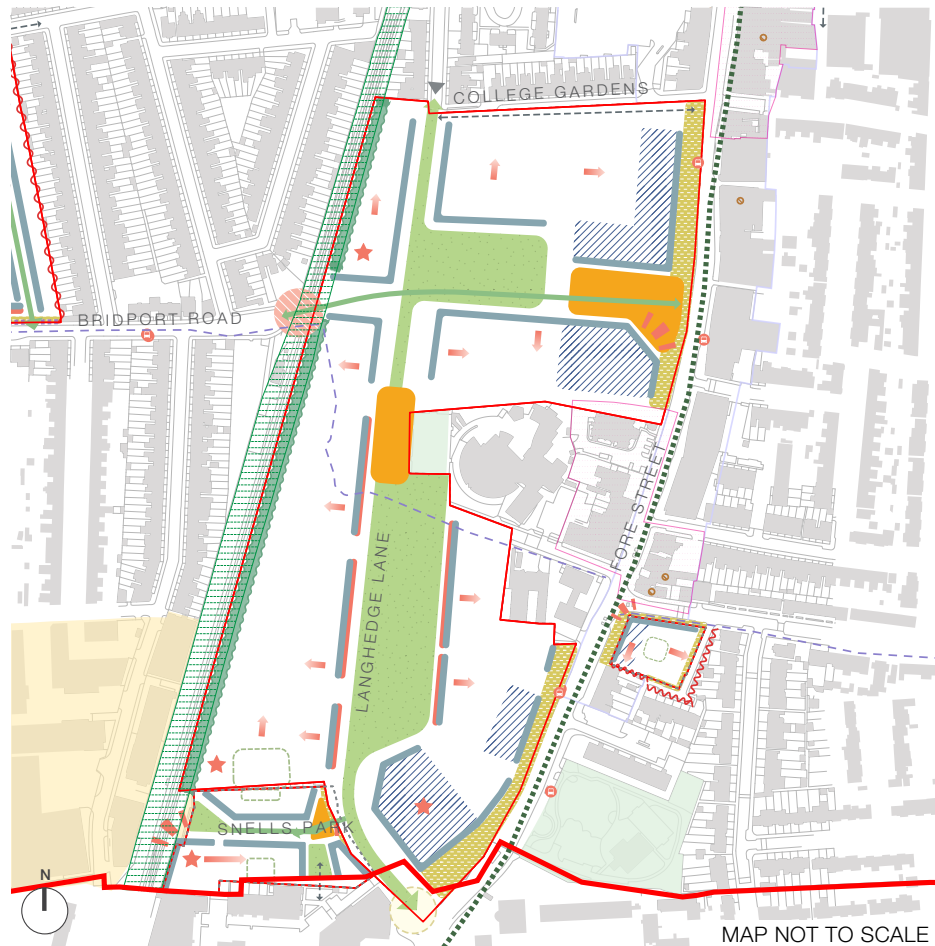


Table C1.29: SA4.1- Joyce Avenue & Snells Park Estate

SA4.1: JOYCE AVENUE & SNELLS PARK ESTATE			
Existing site information			
Address	Joyce Avenue & Snells Park Estate N18 2SY		
Site Area	9.94ha		
Existing Use(s)	Housing Estate		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within immediate setting of Fore Street Conservation Area and North Tottenham High Road Conservation Area as well as numerous other heritage assets.		
Impacts on Archaeological Priority Area	In part within APA 20: Upper Edmonton.		
Proposal			
Land Use Requirements	Housing estate regeneration, comprehensive redevelopment for residential uses and supporting social infrastructure including community/health uses and re-provided open space . Affordable workspace will be encouraged.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	396	792
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential uses		

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

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

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

ANGEL EDMONTON

SA4.2: Upton Road and Raynham Road

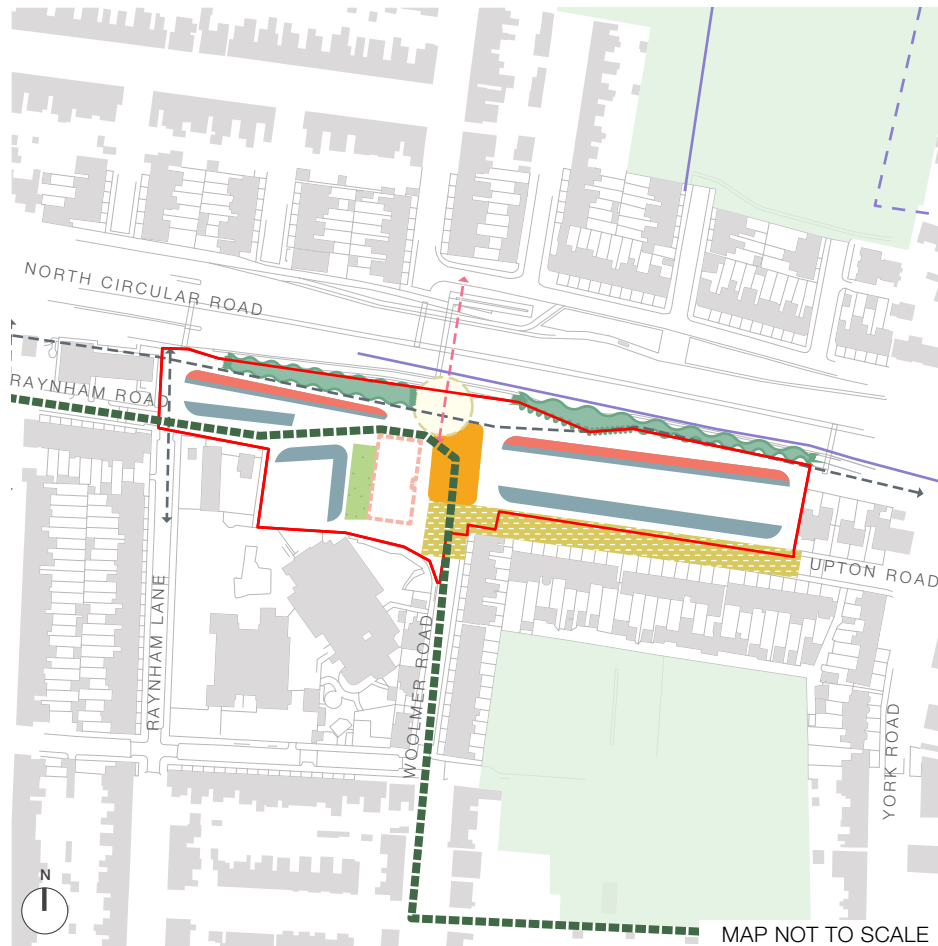


Table C1.31: SA4.2 - Upton Road and Raynham Road

SA4.2: UPTON ROAD AND RAYNHAM ROAD			
Existing site information			
Address	Upton Road and Raynham Road N18 2JU		
Site Area	1.92ha		
Existing Use(s)	Residential		
Site considerations			
Flood Zone	1		
PTAL	4-6		
Heritage Considerations	Within setting of Fore St Conservation Area and wider setting of designated and non designated heritage assets. This site includes non designated C20th housing of heritage significance.		
Impacts on Archaeological Priority Area	Within the setting of APA 20: Upper Edmonton		
Proposal			
Land Use Requirements	Housing estate regeneration, redevelopment for residential uses.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	134	0	0
Approximate Estimated Non-residential capacity (Class E)	188sqm ⁵		

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

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

SA4.2: UPTON ROAD AND RAYNHAM ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP</p> <p>II. should contribute towards access improvements at Silver Street Station to create an accessible route to the platform.</p> <p>III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. could retain and refurbish the existing tower for residential uses.</p> <p>B. should create a green buffer along the North Circular Road maximising the retention of the existing high value trees.</p> <p>C. should improve north-south pedestrian and cycling connections from Sterling Way to Upton Road and Raynham Road/Avenue.</p> <p>D. should improve east-west pedestrian and cycle connections from Fore Street to York Road.</p> <p>E. should create a new public space fronting the existing tower leading toward the existing pedestrian bridge over the North Circular Road.</p> <p>F. should create a new residential green within the centre of the site adjacent to the proposed Green Link.</p> <p>G. must create active frontages along Raynham Road and Upton Road.</p> <p>H. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate.</p> <p>I. must locate tall buildings along the North Circular Road, if proposed. These must be no more than 33m in height, and height must decrease along the western boundary to respond to the sensitivity of the existing buildings within the Fore Street Conservation Area.</p> <p>J. must provide dual aspect dwellings along the North Circular Road</p> <p>K. must orientate building layouts to reduce noise impacts from the North Circular Road and embed noise mitigation measures into the design of the elevations facing this road.</p> <p>L. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting.</p> <p>M. should locate service access for servicing from Raynham Road and Upton Road.</p>

ANGEL EDMONTON

SA4.3: Langhedge Lane Industrial Estate

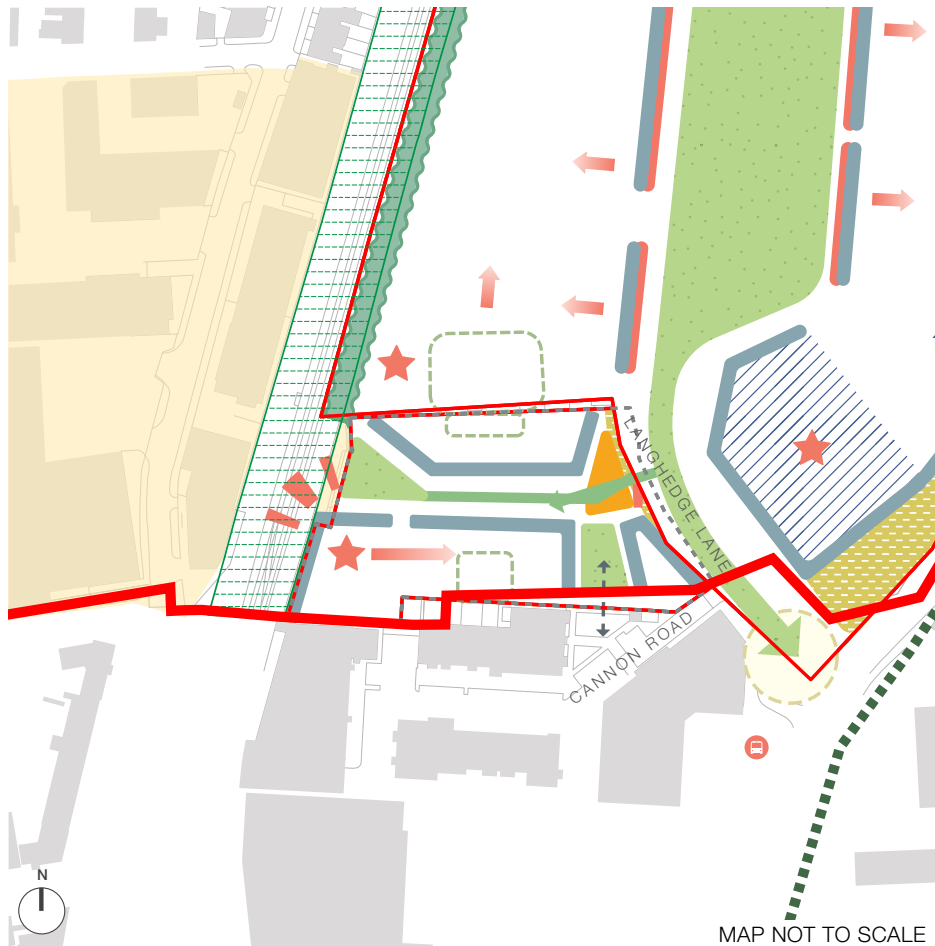


Table C1.33: SA4.3 - Langhedge Lane Industrial Estate

SA4.3: LANGHEDGE LANE INDUSTRIAL ESTATE			
Existing site information			
Address	Langhedge Lane Industrial Estate		
Site Area	0.72 ha		
Existing Use(s)	Class B use class (Industrial units)		
Site considerations			
Flood Zone	No		
PTAL	4		
Heritage Considerations	Adjacent to post-war estate (non-designated heritage asset)		
Impacts on Archaeological Priority Area	Adjacent to APA		
Proposal			
Land Use Requirements	Re-provision of light industrial uses co-located with residential		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	120	0
Approximate Estimated Non-residential capacity (Class Egiii/ B2/ B8)	4,000 sqm		

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

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

ANGEL EDMONTON

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

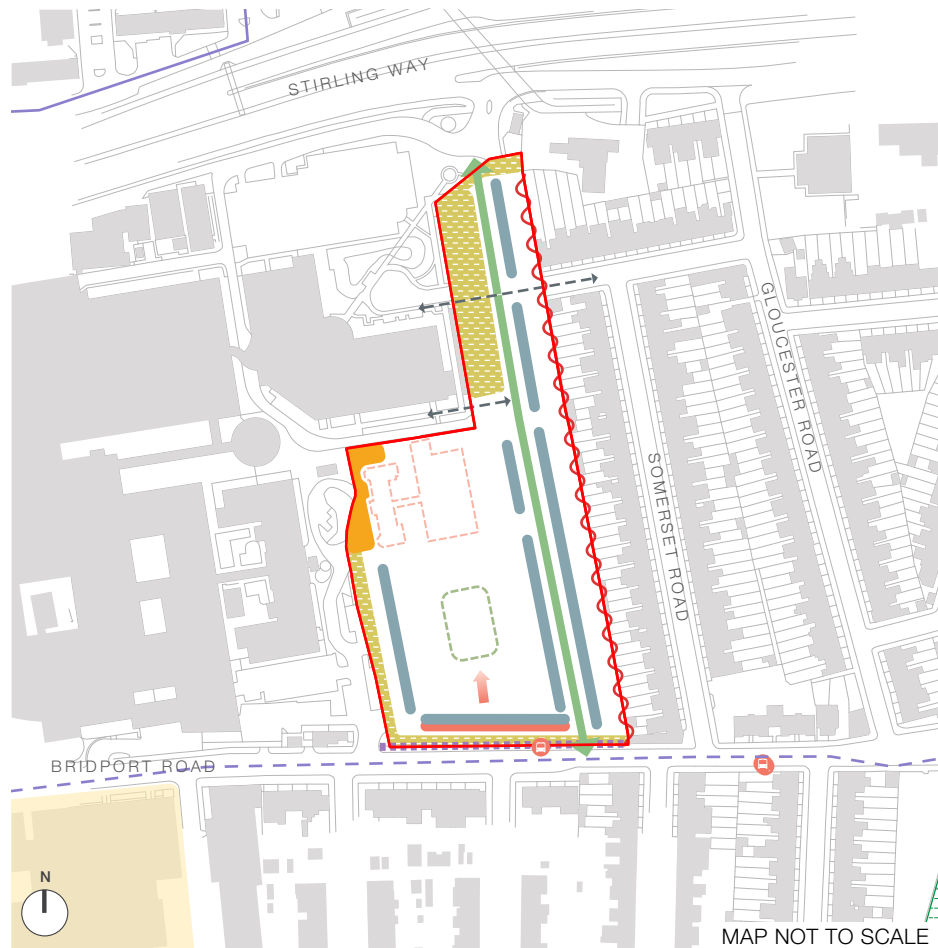


Table C1.35: SA4.4 - South-east corner of the North Middlesex University Hospital

SA4.4: SOUTH-EAST CORNER OF NORTH MIDDLESEX HOSPITAL			
Existing site information			
Address	South-east corner of the North Middlesex University Hospital Trust of Sterling Way, London, N18 1QX		
Site Area	1.37ha		
Existing Use(s)	NHS trust facilities and services.		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Includes a remnant of Union Workhouse Hospital Wing which is a non-designated heritage asset.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Comprehensive redevelopment for residential uses and office floorspace		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	260	0
Approximate Estimated Non-residential capacity (Class E)	3000sqm		

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

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

Appendix C

ANGEL EDMONTON

SA4.5: 50-56 Fore Street London

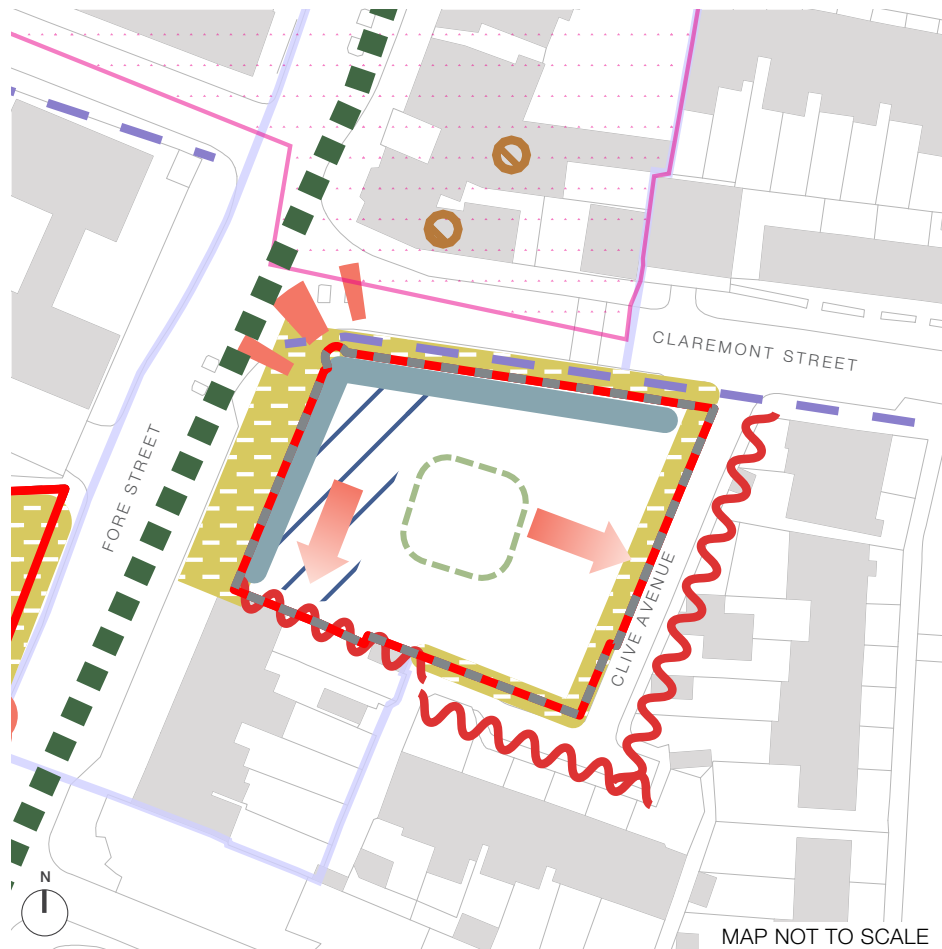


Table C1.37: SA4.5 - 50-56 Fore Street London

SA4.5: 50-56 FORE STREET LONDON			
Existing site information			
Address	Public House 50-56 Fore Street N18 2SS		
Site Area	0.19ha		
Existing Use(s)	Public house		
Site considerations			
Flood Zone	1		
PTAL	5		
Heritage Considerations	Within immediate setting of Fore Street Conservation Area and designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	Within APA 20: Upper Edmonton.		
Proposal			
Land Use Requirements	Mixed use redevelopment with compatible main town centre and residential uses. Re-provision of the public house in line with policy CL6.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	58	0
Approximate Estimated Non-residential capacity (Class E)	420 sqm ⁶		

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

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

SA4.5: 50-56 FORE STREET LONDON	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP</p> <p>II. should contribute towards access improvements at Silver Street Station to create an accessible route to the platform.</p> <p>III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p> <p>IV. should contribute towards Fore Street Conservation Area Management Plan and Capacity Studies</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide streetscape improvements along Fore Street, Claremont Street and Clive Avenue, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. must create active frontages along Fore Street and Claremont Street.</p> <p>C. should provide a mix of typologies enclosing a private courtyard with a perimeter block along Fore Street and townhouses along Claremont Street/Clive Avenue.</p> <p>D. should locate a marker building at the junction of Fore Street and Claremont Street announcing the key routes towards Meridian Water (east) and the proposed green spine of the adjacent site allocation (SA4.1). Articulation, change of material, colour or window arrangement should be considered to mark these routes.</p> <p>E. must decrease height toward the south and east boundary to respond to of the neighbouring lower rise existing buildings.</p> <p>F. must minimise overlooking onto existing rear gardens south and east.</p> <p>G. must carefully consider its relationship with Fore Street Conservation Area and the effect it will have on its setting.</p> <p>H. should locate non-residential uses along Fore Street.</p> <p>I. should provide limited parking to promote active travel.</p> <p>J. should locate access for servicing from Claremont Street.</p>

MERIDIAN WATER

SA 5.1: Meridian Water Phase 1

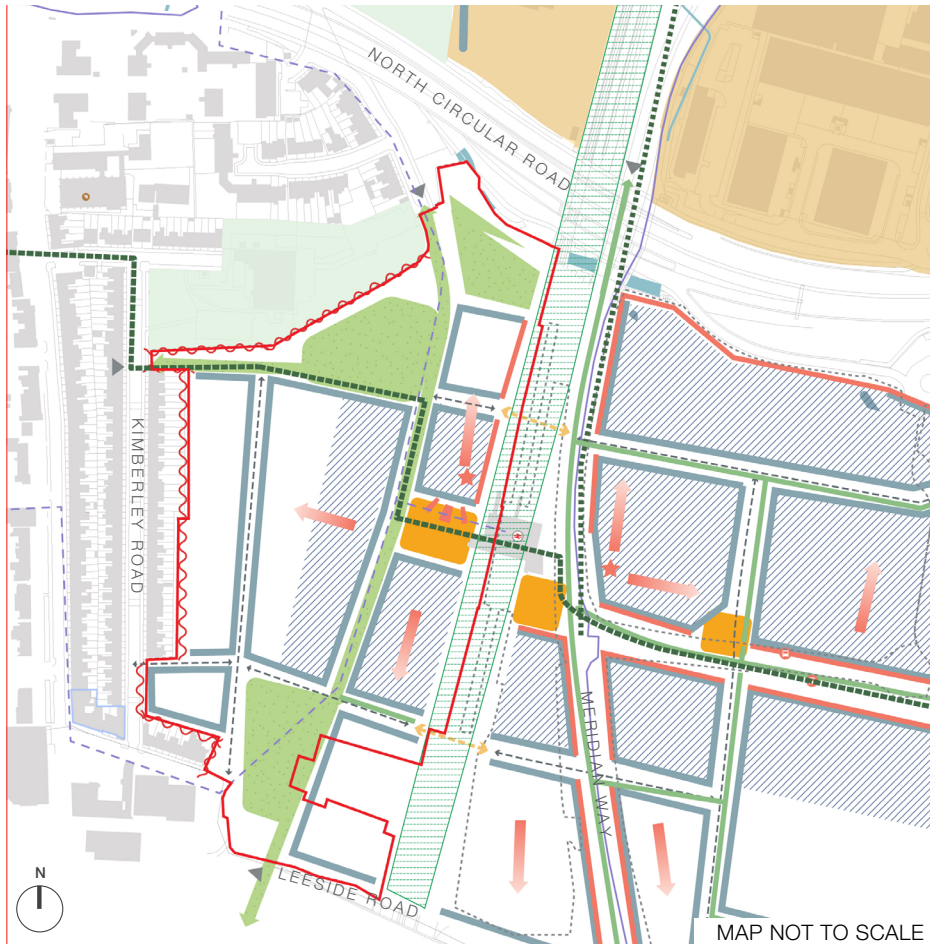


Table C1.39: SA5.1 - Meridian Water Phase 1

SA5.1: MERIDIAN WATER PHASE 1			
Existing site information			
Address	Meridian Water Phase 1		
Site Area	7.2ha		
Existing Use(s)	Residential-led mixed-use		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	Flood zone 1 and 2		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide 978 new homes and supporting non-residential uses including social and community infrastructure and retail .		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	755	223	0
Approximate Estimated Non-residential capacity (Class E)	2000sqm		

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

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

MERIDIAN WATER

SA5.2: Meridian Water Phase 2



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

SA5.2: MERIDIAN WATER PHASE 2			
Existing site information			
Address	Meridian Water Phase 2		
Site Area	12ha		
Existing Use(s)	Vacant land/ Industrial		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	Flood zone 1, 2 and 3		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately 2,230 new homes and non-residential uses including social and community infrastructure , along with 14,000 sqm of office within the emerging town centre and 8,500 sqm of industrial/ logistics floorspace to the north of the site.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	600	1500	136
Approximate Estimated Non-residential capacity (Class E)	14,000 sqm of office		
Industrial capacity	8,500 sqm of industrial/ logistics floorspace		

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

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

MERIDIAN WATER

SA5.3: Former IKEA, Meridian Water

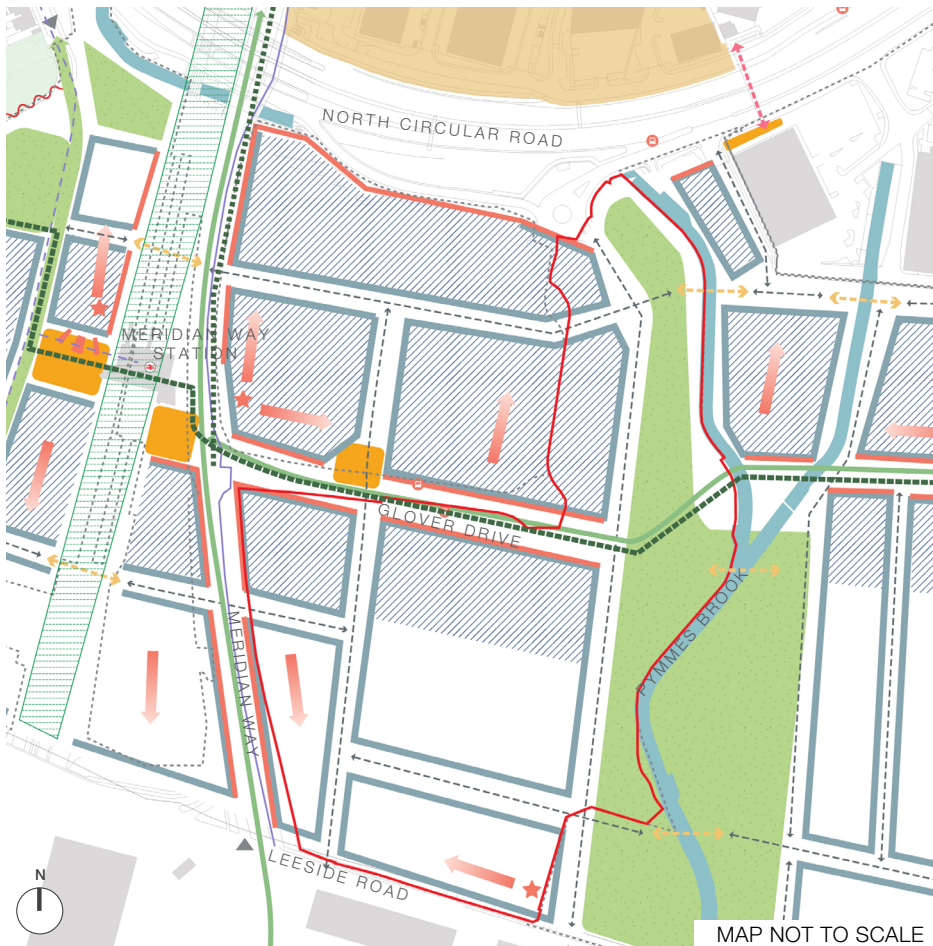


Table C1.43: SA5.3 - Former IKEA, Meridian Water

SA5.3 - FORMER IKEA, MERIDIAN WATER			
Existing site information			
Address	Former Ikea, Meridian Water		
Site Area	8.5ha		
Existing Use(s)	Former IKEA site.		
Current Ownership(s)	Multiple ownership		
Site considerations			
Flood Zone	Flood zone 1 and 2		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide approximately 1500 new homes and non-residential uses including social and community infrastructure, along with office (15,000 sqm), retail and leisure uses. Industrial/ logistics uses are appropriate for the north of the site, close to the North Circular Road.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	360	1140
Approximate Estimated Non-residential capacity (Class E)	15,000 sqm of office		
Industrial capacity	Re-provision of non-residential uses.		

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

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

MERIDIAN WATER

SA5.4: Tesco Extra, Meridian Water

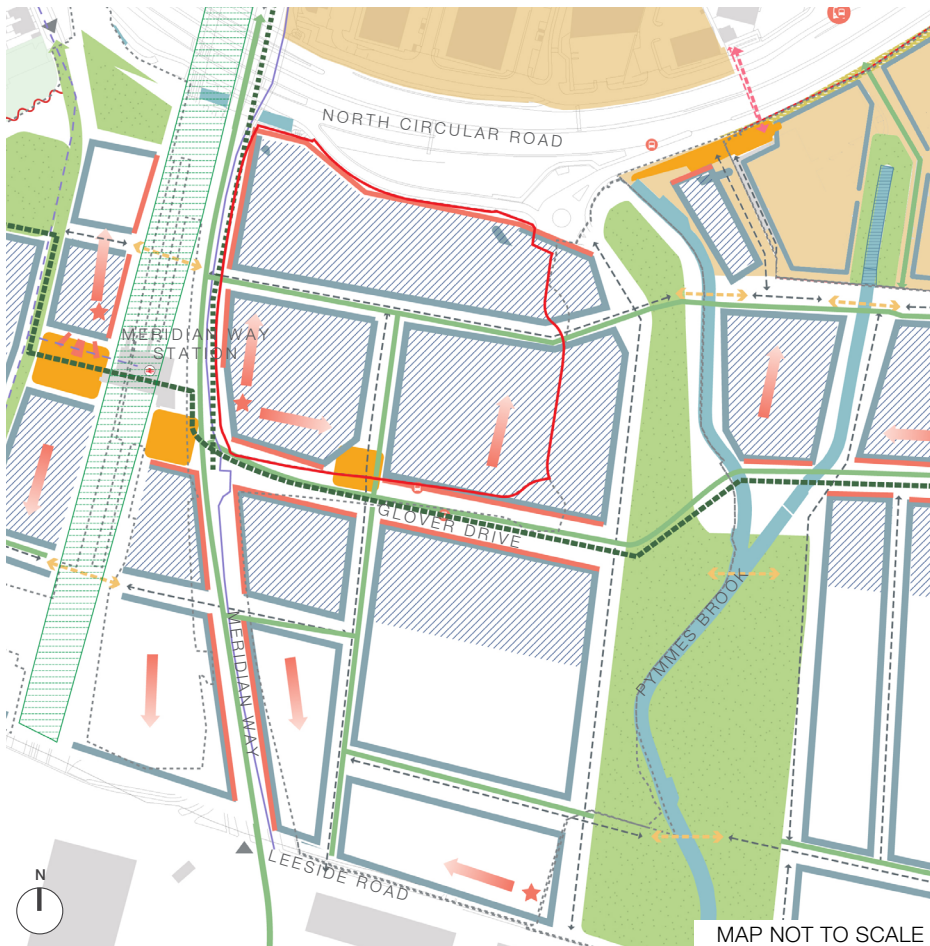


Table C1.45: SA 5.4 - Tesco Extra, Meridian Water

SA5.4: TESCO EXTRA, MERIDIAN WATER			
Existing site information			
Address	Tesco Extra, Meridian Water		
Site Area	4.2ha		
Existing Use(s)	Supermarket use		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Redevelopment of the site should provide 819 new homes and non-residential uses including social and community infrastructure alongside suitable town centre uses (including 7,000 sqm of offices). Industrial/ logistics uses are appropriate for the north of the site, close to the North Circular Road.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	364	455
Approximate Estimated Non-residential capacity (Class E)	7,000 sqm office floorspace.		
Industrial capacity	Re-provision of non-residential uses.		

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

SA5.4: TESCO EXTRA, MERIDIAN WATER	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. must deliver/contribute to road and junction improvements along Angel Edmonton Road II. must contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, provision of new cycle facilities such as on and off-street cycle tracks and lanes, and footpath widening as identified in the placemaking policy or IDP III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP IV. Should deliver/contribute towards a new health facility V. should deliver/contribute towards Enfield Green Loop
Design Principles	<p>Development on site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site and Angel Edmonton Road and any emerging design proposals within the place making area have been carefully considered and responded to. B. must create a key gateway to the Meridian Water placemaking area, which could include introducing uses such as culture and/or entertainment. C. must optimise density on the site given its location next to the train station and emerging town centre. D. must create active frontages along Angel Edmonton Road and onto the public realm adjacent to Station Square. E. should consider the opportunity for a taller building up to 81m in height to the north of the site. F. should deliver/contribute to pedestrian/cycle connections to the Meridian Water Phase 1 development. G. should consider meanwhile use opportunities to help activate the public realm.

MERIDIAN WATER

SA5.5: Meridian 13

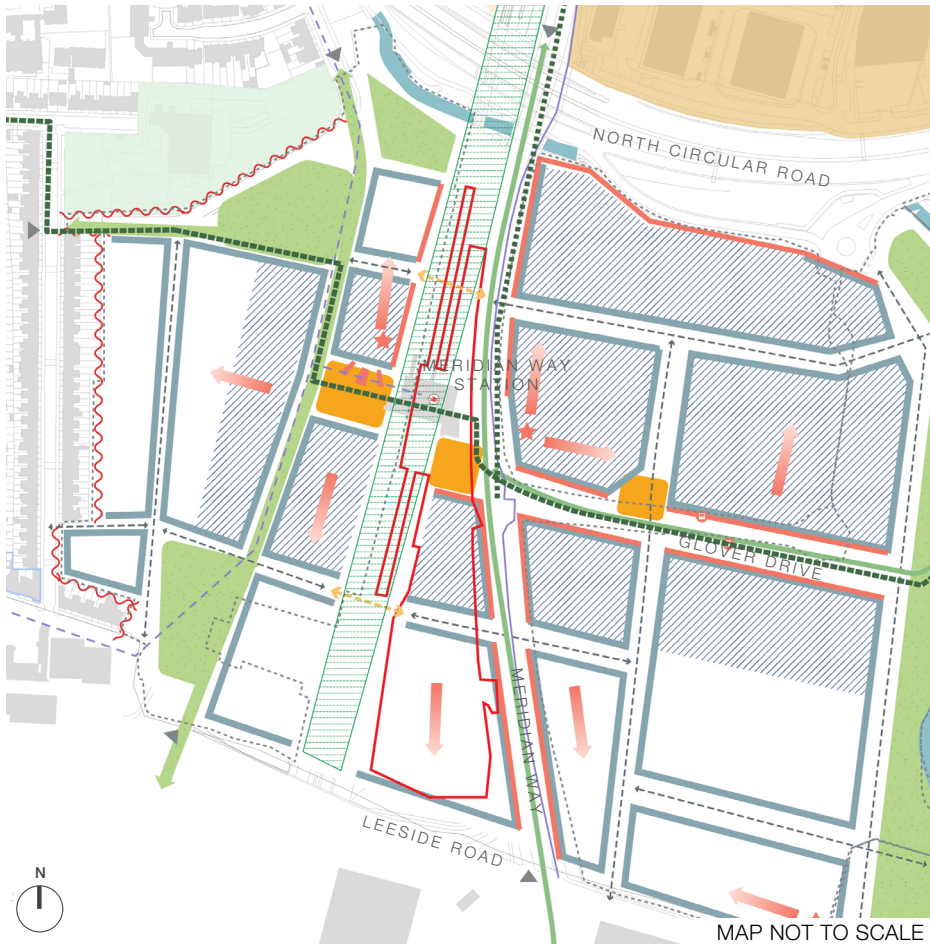


Table C1.47: SA 5.5 - Meridian 13

SA5.5: MERIDIAN 13			
Existing site information			
Address	Meridian 13, Meridian Water (Also known as the teardrop site)		
Site Area	1.6ha		
Existing Use(s)	Vacant land use		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	Flood zone 1		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank. Cranog under Ikea when it was built.		
Proposal			
Land Use Requirements	Development of the site could provide new homes and/or non-residential uses potentially including town centre uses to the north of the site.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	To be determined - approximate estimate greater than 100		
Approximate Estimated Non-residential capacity (Class E)	To be determined		

Table C1.48: SA 5.5 - Meridian 13

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