

MERIDIAN WATER

SA5.6: Meridian East (Harbet Road)

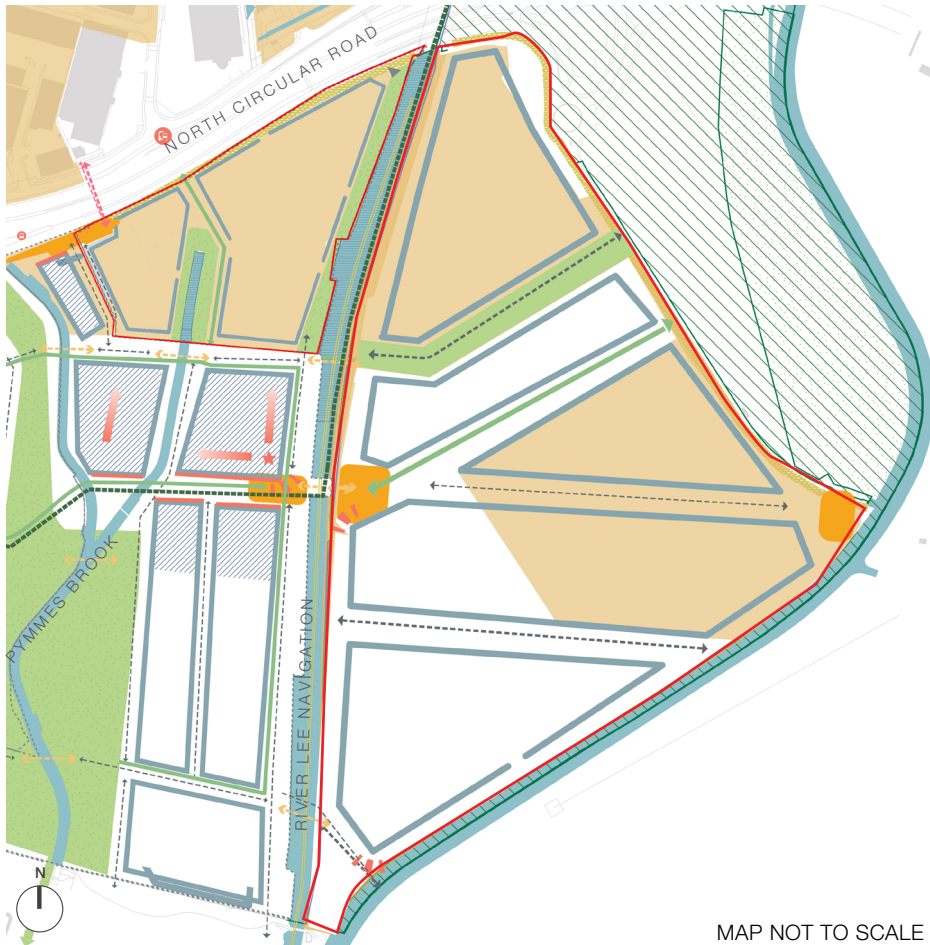


Table C1.49: SA5.6 - Meridian East (Harbet Road)

SA5.6: MERIDIAN EAST (HARBET ROAD)			
Existing site information			
Address	Harbet Road Industrial Estate, Harbet Road		
Site Area	18.6 ha		
Existing Use(s)	Industrial and commercial activities.		
Current Ownership(s)	Multiple ownership		
Site considerations			
Flood Zone	Partially Flood Zone 3		
PTAL	0 – 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA 4: Lea Valley West Bank.		
Within Protected Viewing corridor?	Lies within '11. Meridian Water' important local view.		
Proposal			
Land Use Requirements	(Re)development of the site must: Pursue industrial-led regeneration at Meridian East, in line with the strategy set out in Policy E11 'Meridian Hinterlands', delivering a net increase of 84,430sqm of light industrial , general industrial and storage and distribution floorspace and 2,095 new homes . Safeguarded waste sites should be managed in line with the adopted North London Waste Plan.		
Implementation			
Timeframe (years)	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	0	815
Approximate Estimated Non-residential capacity (Class E)	Reprovision of non-residential uses		

Table C1.50: SA5.6 - Meridian East (Harbet Road)

SA5.1:	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. Should deliver the Northern Flood Conveyance Channel and associated access route II. Should ensure re-provision of the existing Arriva bus garage in line with London Plan Policy T3, unless suitable alternative provision has been delivered elsewhere. III. Must deliver new supporting social infrastructure uses within the site boundary, including a new health centre and early years provision. IV. Should deliver/contribute to a new school. V. should deliver/contribute towards Enfield Green Loop
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site and the North Circular Road and any emerging design proposals within the place making area have been carefully considered and responded to. B. must deliver ambitious industrial intensification at the north of the site (Parcel A). Development should be oriented to the south to create active frontages onto surrounding key routes and public realm. C. must ensure the delivery of an active travel corridor across the site in line with 19/02717/RE3 at Parcel B, to facilitate movement from Meridian Water Town Centre to Edmonton Marshes. Within this corridor the provision of green infrastructure should be maximised. D. must deliver an uplift in industrial/logistics floorspace at Parcel C, ensuring active frontages are oriented north and east to provide surveillance to the Park Link Route and Harbet Road, whilst making the most of views over green open spaces. E. must pursue a masterplan that manages the transition of Parcel D from SIL designation to industrial-led mixed use. The phasing strategy and composition of uses must ensure its successful delivery.

SOUTHGATE

SA6.1: Southgate Office Village

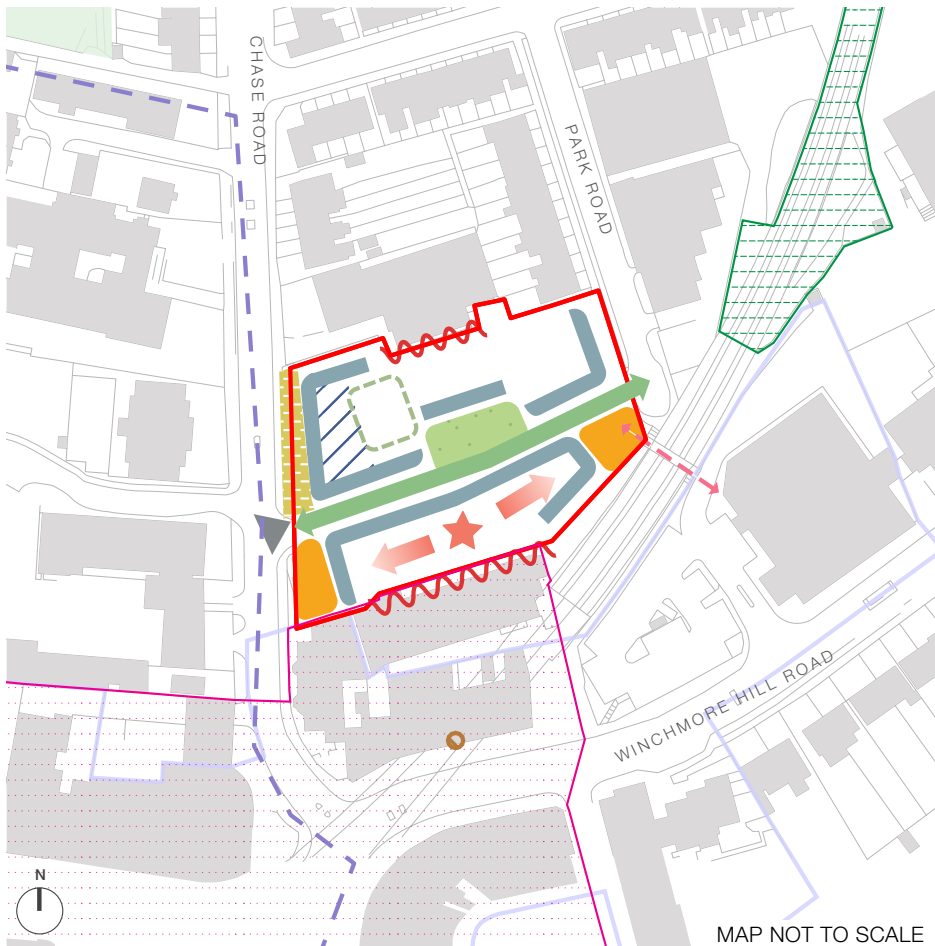


Table C1.51: SA6.1 - Southgate Office Village

SA6.1: SOUTHGATE OFFICE VILLAGE			
Existing site information			
Address	Southgate Office Village 286 Chase Road London.		
Site Area	0.55 ha		
Existing Use(s)	Offices		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within the immediate setting of Southgate Circus Conservation Area and wider setting of numerous designated and non-designated heritage assets including Grade II* Station.		
Impacts on Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate		
Proposal			
Land Use Requirements	Development should provide new homes and re-provided office space		
Implementation			
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Non-residential capacity (Class E)	3,473sqm ⁸		

* The estimated residential and non-residential capacities are based on extant planning permission: 19/01941/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.52: SA6.1 - Southgate Office Village

SA6.1: SOUTHGATE OFFICE VILLAGE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP II. should contribute towards identified TfL upgrades to London underground network serving Southgate III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must improve east-west pedestrian and cycle connections from Chase Road to Park Road toward the existing pedestrian link over the railway line. B. should provide streetscape improvements along Chase Road and Park Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. C. should create a new public space along Chase Road. D. should create a new public space/pocket park fronting the pedestrian bridge over the railway line. E. must create active frontages along Chase Road, Park Road and the main east-west link. F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and point blocks are considered the most appropriate. G. must locate a tall building of no more than 30m in height along the railway line, with height decreasing toward the northern and western boundary to respond to the sensitivity of the existing buildings and the Southgate Circus Conservation Area. H. should re-provide office uses at lower levels with a potential community use/café fronting the new public realm on Chase Road. I. should minimise overlooking onto the existing surrounding properties. J. should embed noise mitigation measures into the design of the elevations facing the railway line. K. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. L. should locate access for servicing from Chase Road and Park Road.

SOUTHGATE

SA6.3: Minchenden Car Park & Alan Pullinger Centre

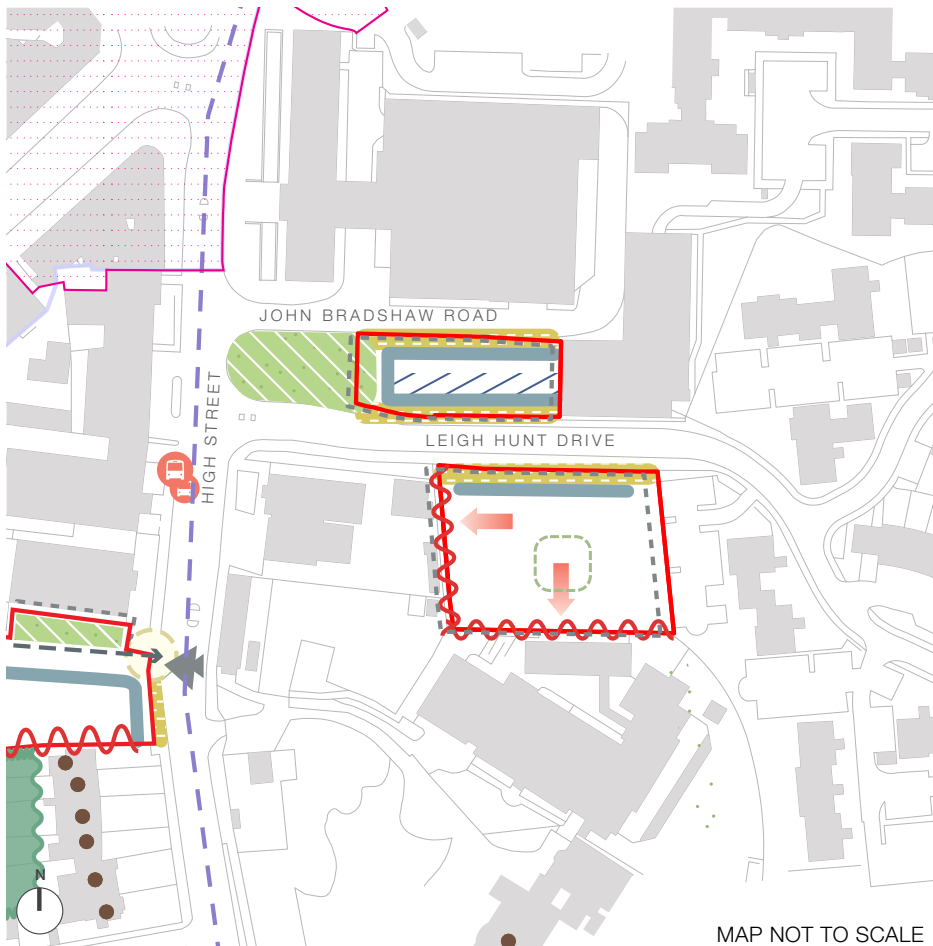


Table C1.53: SA6.3 - Minchenden Car Park & Alan Pullinger Centre

SA6.3: MINCHENDEN CAR PARK & ALAN PULLINGER CENTRE			
Existing site information			
Address	Alan Pullinger Centre, 1 John Bradshaw Road, Southgate N14 6BT & Minchenden Car Park, N14 6BT		
Site Area	0.11ha		
Existing Use(s)	Youth Centre & Car Park		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Southgate Circus, Southgate Green and Meadway Conservation Areas and numerous designated and non-designated heritage assets including the Grade II* Southgate House.		
Impacts on Archaeological Priority Area	Within APA 25: Grovelands Park and Southgate		
Proposal			
Land Use Requirements	Development should provide new homes and non-residential floorspace . It should re-provide community use .		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	48	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential uses.		

Table C1.54: SA6.3 - Minchenden Car Park & Alan Pullinger Centre

SA6.3: MINCHENDEN CAR PARK & ALAN PULLINGER CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <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 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 maximise the retention of existing high value trees. B. must contribute to the improvement of the existing green space along High Street, by providing additional tree planting and biodiversity enhancements along the western site boundary. C. should provide streetscape improvements along John Bradshaw Road and Leigh Hunt Drive. D. must remove existing barriers such as the brick wall and dense vegetation on the southern edge of the Alan Pullinger Centre. E. should carefully consider relation with existing designated and non—designated heritage assets and the Southgate Circus Conservation Area. F. must minimise overlooking onto Durants School (south). G. must create active frontages along the High Street, John Bradshaw Road and Leigh Hunt Drive. H. could be in the form of a mansion block for the northern site and a courtyard block or linear blocks and houses for the southern site (securing existing boundaries with a private courtyard). I. must decrease height towards east and south boundary to respond to the sensitivity of neighbouring lower rise existing buildings. Tall buildings are not acceptable on this site. J. must deliver car-free development to promote active travel. K. should locate access for servicing from Leigh Hunt Drive.

NEW SOUTHGATE

SA7.1: Former Gasholder, New Southgate

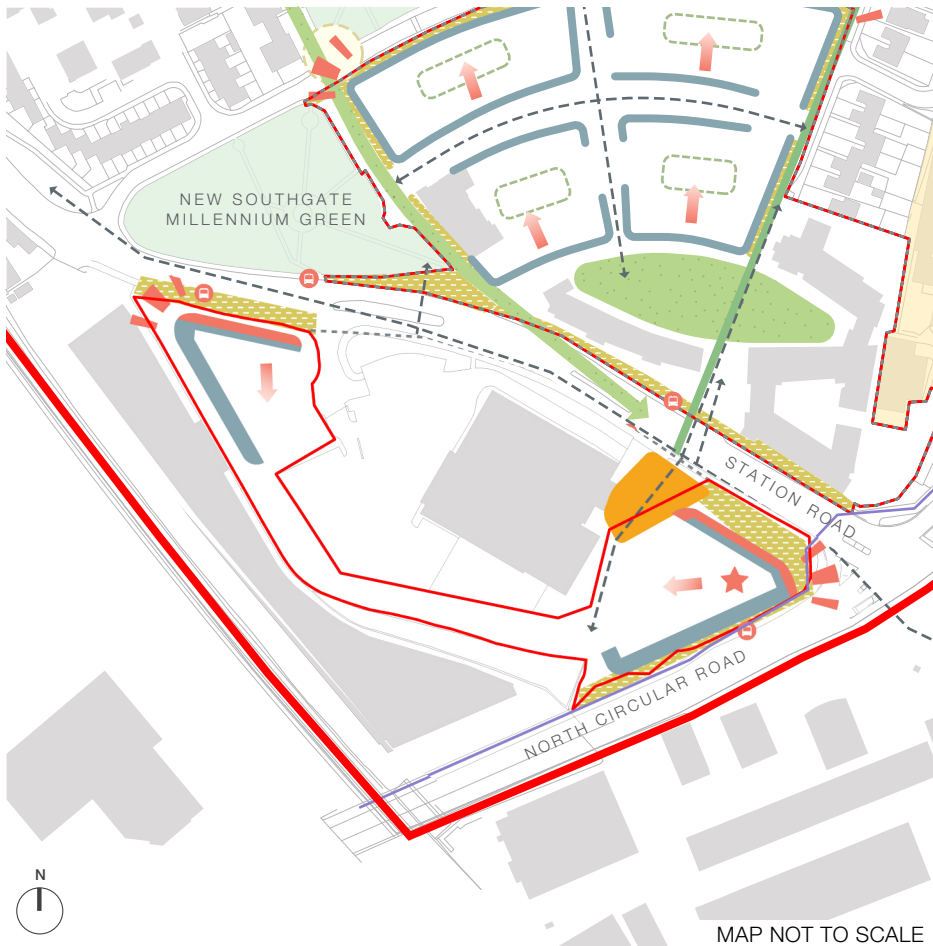


Table C1.55: SA7.1 - Former Gasholder, New Southgate

SA7.1: FORMER GASHOLDER, NEW SOUTHGATE			
Existing site information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
Existing Use(s)	Sui Generis/ Decommissioned gasworks		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Within setting of Grade II* Listed Building.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment should provide new homes and non-residential floorspace		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	182	0	0
Approximate Estimated Non-residential capacity (Class E)	371sqm ⁹		

* The estimated residential and non-residential capacities are based on extant planning permission: 20/04193/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.56: SA7.1 - Former Gasholder, New Southgate

SA7.1: FORMER GASHOLDER, NEW SOUTHGATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP</p> <p>II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove</p> <p>III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to address severance and air quality issues along the A406 North Circular Road (New Southgate) and to key areas within the vicinity as identified in the placemaking policy or IDP</p> <p>*The Environment Agency has advised that due to the prior use of this site as a former gasworks which is a highly contaminative former use, a detailed investigation is required to characterise any soil and groundwater contamination on site, and any development scheme will be required to fully establish the risks to controlled waters. Groundwater is sensitive at this location as the sites lie atop a Secondary A Superficial aquifer (River Terrace Deposits).</p>
Design Principles	<p>Development on the site:</p> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site including enabling connections with the adjacent site allocation (SA7.2)</p> <p>B. must provide streetscape improvements along Station Road and North Circular Road which maximise tree planting to provide a green buffer</p> <p>C. should create a green spine linking The Green (beyond the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space.</p> <p>D. should create a new square as arrival space for the key route (Palmers Road) from Arnos Grove Station.</p> <p>E. must create active frontages along Station Road and North Circular Road.</p> <p>F. should provide a mix of typologies. Courtyard blocks, perimeter blocks and towers are considered the most appropriate.</p> <p>G. must create a tall building frontage along Station Road and the North Circular Road, with buildings of no more than 33m in height. Tall buildings must carefully consider impact on the setting of the Grade II*listed Arnos Grove tube station. Heights should reduce to 24m moving east to west along Station Road</p> <p>H. should locate non-residential uses along Station Road.</p> <p>I. should consider the refurbishment of existing railway arches along the south-western boundary for non-residential uses.</p> <p>J. should provide dual aspect dwellings along Station Road and the North Circular Road.</p> <p>K. should carefully consider overlooking issues onto Station Road and the North Circular Road when designing the residential uses.</p> <p>L. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>M. should locate access for servicing from Station Road.</p> <p>N. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

NEW SOUTHGATE

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

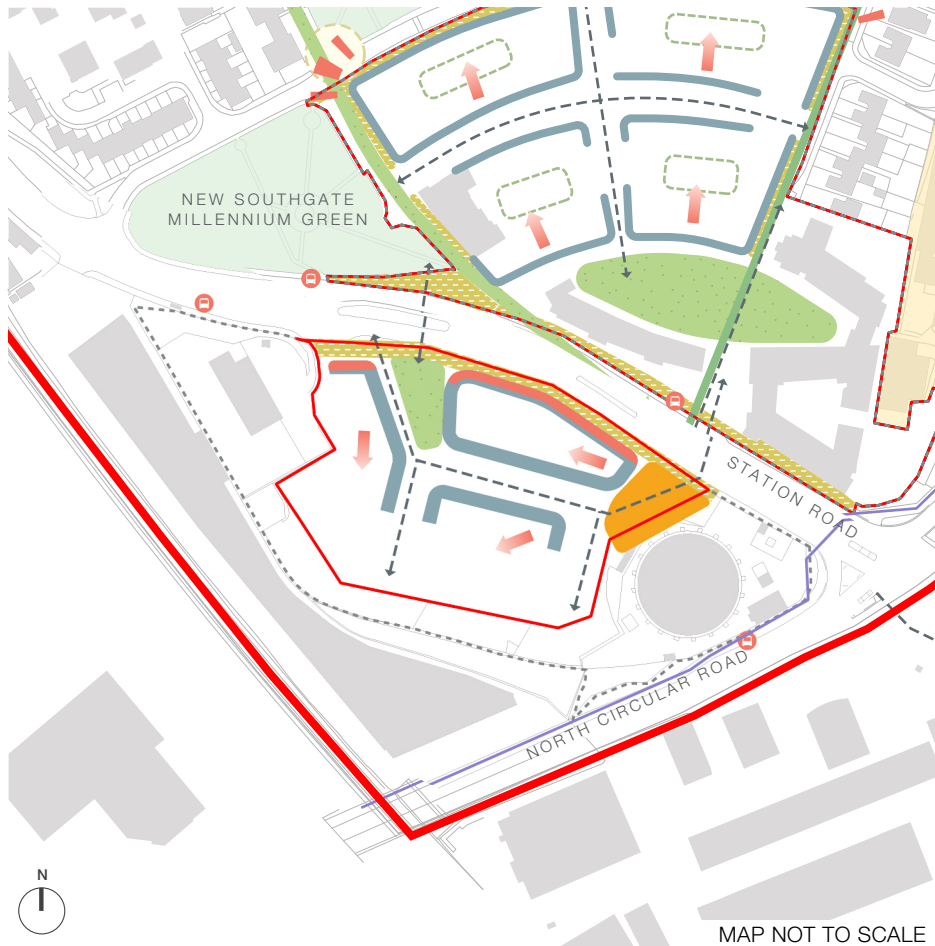


Table C1.57: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)			
Existing site information			
Address	Site between North Circular Road and Station Road, N11 1QJ		
Site Area	1.13ha		
Existing Use(s)	Sui Generis/B8 Decommissioned gasworks		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment should provide new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	203	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential uses.		

Table C1.58: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity (including along Palmers Road and Station Road) to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP</p> <p>II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove</p> <p>III. should contribute towards delivery of towards public realm improvements to address severance and air quality issues along the A406 North Circular Road (New Southgate), and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p> <p>*The Environment Agency has advised that due to the prior use of this site as a former gasworks which is a highly contaminative former use, a detailed investigation is required to characterise any soil and groundwater contamination on site, and any development scheme will be required to fully establish the risks to controlled waters. Groundwater is sensitive at this location as the sites lie atop a Secondary A Superficial aquifer (River Terrace Deposits).</p>
Design Principles	<p>Development on the site:</p> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA7.1)</p> <p>B. must provide streetscape improvements along Station Road which maximises tree planting to provide a green buffer.</p> <p>C. should create a green spine linking The Green (outside the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space.</p> <p>D. must enable connections the adjacent site allocation (SA7.1) and the new square/arrival space for the key route (Palmers Road) from Arnos Grove Station.</p> <p>E. must create active frontages along Station Road.</p> <p>F. must improve the pedestrian connection to New Southgate Millennium Green.</p> <p>G. should create a new public space along Station Road fronting New Southgate Millennium Green.</p> <p>H. Should provide a mix of typologies. Courtyard blocks, perimeter blocks and towers are considered the most appropriate.</p> <p>I. must create a tall buildings frontage along Station Road with buildings of no more than 33m in height. Heights should reduce from 33m to 24m moving east to west along Station Road.</p> <p>J. should provide dual aspect dwellings along Station Road.</p> <p>K. should carefully consider overlooking issues onto Station Road when designing the residential uses.</p> <p>L. should provide limited residential parking to promote active travel. If required, on-street parking typology is preferred and should be integrated into the public realm, with long runs broken down with tree planting. If podium car-parking is necessary, it must not create inactive building frontages.</p> <p>M. should locate access for servicing from Station Road.</p> <p>N. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

NEW SOUTHGATE

SA7.3: Ladderswood Estate

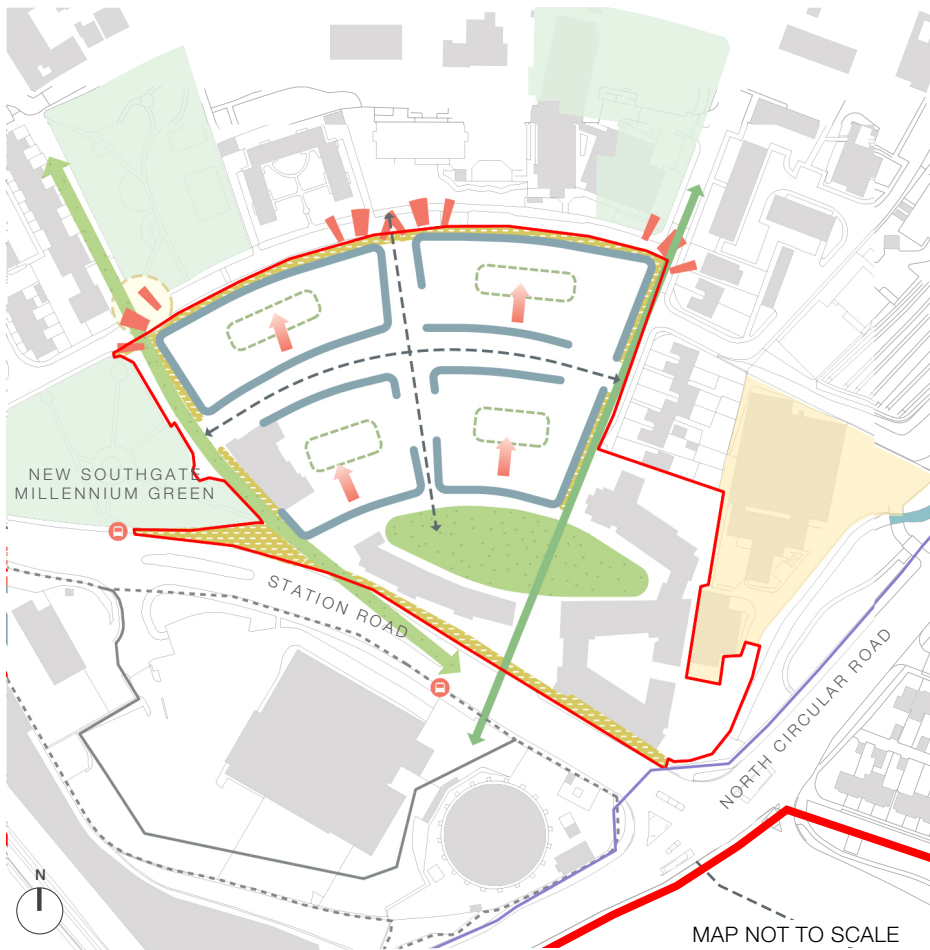


Table C1.59: SA7.3 - Ladderswood Estate

SA7.3: LADDERSWOOD ESTATE			
Existing site information			
Address	Ladderswood Estate, N11		
Site Area	3.42 ha		
Existing Use(s)	n/a - principle of development established through permission		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	5		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment should provide new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	107	0	0
Approximate Estimated Non-residential capacity (Class E)	1,554 sqm		

* The estimated residential and non-residential capacities are based on extant planning permission: P12-02202PLA. The site has been included as a site allocation as work has yet to 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 C1.60: SA7.2 - Aldi, New Southgate (Formerly Homebase)

SA7.2: ALDI, NEW SOUTHGATE (FORMERLY HOMEBASE)	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP</p> <p>II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove</p> <p>III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Station Road, Upper Park Road, Palmers Road, Weld Place and Ladderswood Way, for example wider footpaths, trees, planting, and the incorporation of street furniture. Tree planting along Station Road must be maximised to create a green buffer.</p> <p>B. must promote north-south pedestrian and cycle cycling connections from Upper Park Road (High Road Open Space) to Station Road facilitating a link with Arnos Grove Station.</p> <p>C. should create a green spine linking The Green (outside the borough boundary) with the New Southgate Millennium Green, High Road Open Space and Grove Road Open Space.</p> <p>D. must improve east-west pedestrian, cycle and vehicular connections from Weld Place to Palmers Road.</p> <p>E. must create active frontages along Station Road, Upper Park Road, New Southgate Millennium Green, Palmers Road and Ladderswood Way.</p> <p>F. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing are considered the most appropriate.</p> <p>G. must decrease in height from the existing building frontage along Station Road towards Upper Park Road. Tall buildings are not considered appropriate on this site.</p> <p>H. should locate marker buildings at key corners along Upper Park Road to announce gateways into the site. Articulation, change of material, colour or window arrangement should be considered to mark these gateways.</p> <p>I. Should provide dual aspect dwellings along Station Road and LSIS.</p> <p>J. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>K. should locate access for servicing from Upper Park Road.</p>

Appendix C

NEW SOUTHGATE

SA7.4: Arnos Grove Station Car Park

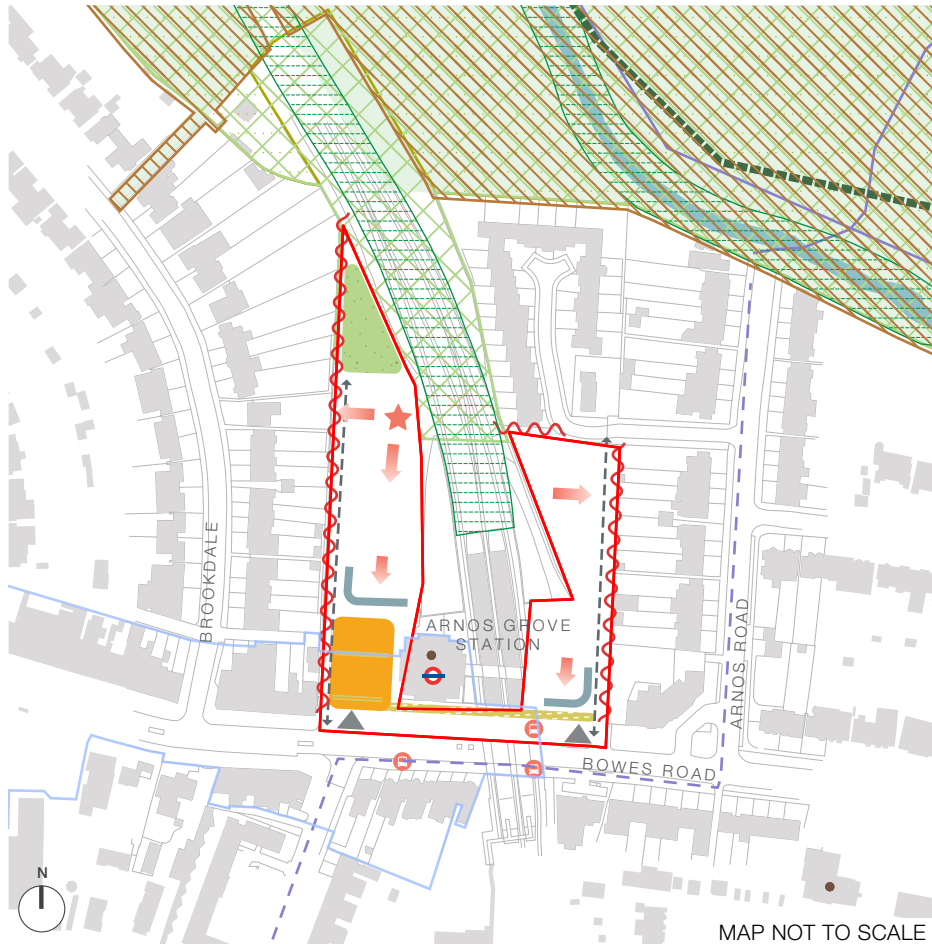


Table C1.61: SA7.4 - Arnos Grove Station Car Park

SA7.4: ARNOS GROVE STATION CAR PARK			
Existing site information			
Address	Arnos Grove Station Car Park, N11 1AN		
Site Area	1.08ha		
Existing Use(s)	Car Park		
Site considerations			
Flood Zone	1		
PTAL	6a		
Heritage Considerations	Within setting of Grade II* Listed Building.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Development should provide new homes and may provide non-residential floorspace		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	162	0	0
Approximate Estimated Non-residential capacity (Class E)	89sqm ¹¹		

* The estimated residential and non-residential capacities are based on extant planning permission: 20/01049/FUL. The site has been included as a site allocation as work has yet to commence on site, to ensure high quality proposals can be secured and safeguarded within any potential future revisions to scheme or new proposals being proposed.

Table C1.62: SA7.4 - Arnos Grove Station Car Park

SA7.4: ARNOS GROVE STATION CAR PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove III. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP IV. Must provide a contribution towards monitoring and consultation on an extension to the CPZ near the development V. Must deliver Station Access Road Improvements associated with the development of the site
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must provide streetscape improvements along Bowes Road, for example wider footpaths, trees, planting, and the incorporation of street furniture. B. must create a new public space improving the station access. C. must retain the existing listed wall and the listed lampposts. D. must retain the existing high value trees. E. must create active frontages along Bowes Road. F. should provide a mix of typologies. Perimeter blocks and mansion blocks considered the most appropriate. G. could provide a tall building of no more than 27m in height along the railway line, at the north west corner of the site. This is on account of the sloping topography of the site allowing a taller building in this location to not impact the setting of the listed station building. Height must reduce towards the listed station building. H. should provide dual aspect dwellings along the railway line. I. should carefully consider overlooking issues with existing properties to the north, east and west. J. could locate some non-residential uses along Bowes Road. K. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. L. should locate access for servicing from Bowes Road.

NEW SOUTHGATE

SA7.5: Coppice Wood Lodge, 10 Grove Road, Southgate



Table C1.63: SA7.5 - Coppice Wood Lodge, 10 Grove Road, Southgate

SA7.5: COPPICE WOOD LODGE, 10 GROVE ROAD, SOUTHGATE			
Existing site information			
Address	Coppice Wood Lodge, 10 Grove Road, Southgate, N11 1LX		
Site Area	0.39 ha		
Existing Use(s)	n/a - principle of development established through permission		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	5/6a		
Heritage Considerations	Close proximity to non-designated heritage assets (churches)		
Impacts on Archaeological Priority Area	No		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	45	0

Table C1.64: SA7.5 - Coppice Wood Lodge, 10 Grove Road, Southgate

SA7.5: COPPICE WOOD LODGE, 10 GROVE ROAD, SOUTHGATE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP</p> <p>II. should contribute towards delivery of towards public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must promote pedestrian and cycle connection from Grove Road to Bowes Road.</p> <p>B. must provide streetscape improvements along Bowes Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. must maximise retention of existing high value trees along Bowes Road, the western and southern edge.</p> <p>D. must create a green open space which includes a play area at the centre of the site accessible from Grove Road.</p> <p>E. must create active frontages along Bowes Road and Cross Road.</p> <p>F. should provide a mix of typologies. Perimeter blocks (along the northern boundary) and terrace housing (along the southern boundary) are considered the most appropriate.</p> <p>G. must decrease in height toward the south, east and west of the site, to respond to existing lower buildings. Tall buildings are not considered acceptable on this site.</p> <p>H. should secure the rear garden boundaries of homes to the south through a back-to-back approach.</p> <p>I. must sensitively design residential uses and take into consideration overlooking onto existing rear garden of properties along the southern, eastern, and western boundary.</p> <p>J. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>K. must locate access for servicing from Grove Road.</p>

PALMERS GREEN

SA8.1: Morrisons, 19 Alderman's Hill, Palmer Green

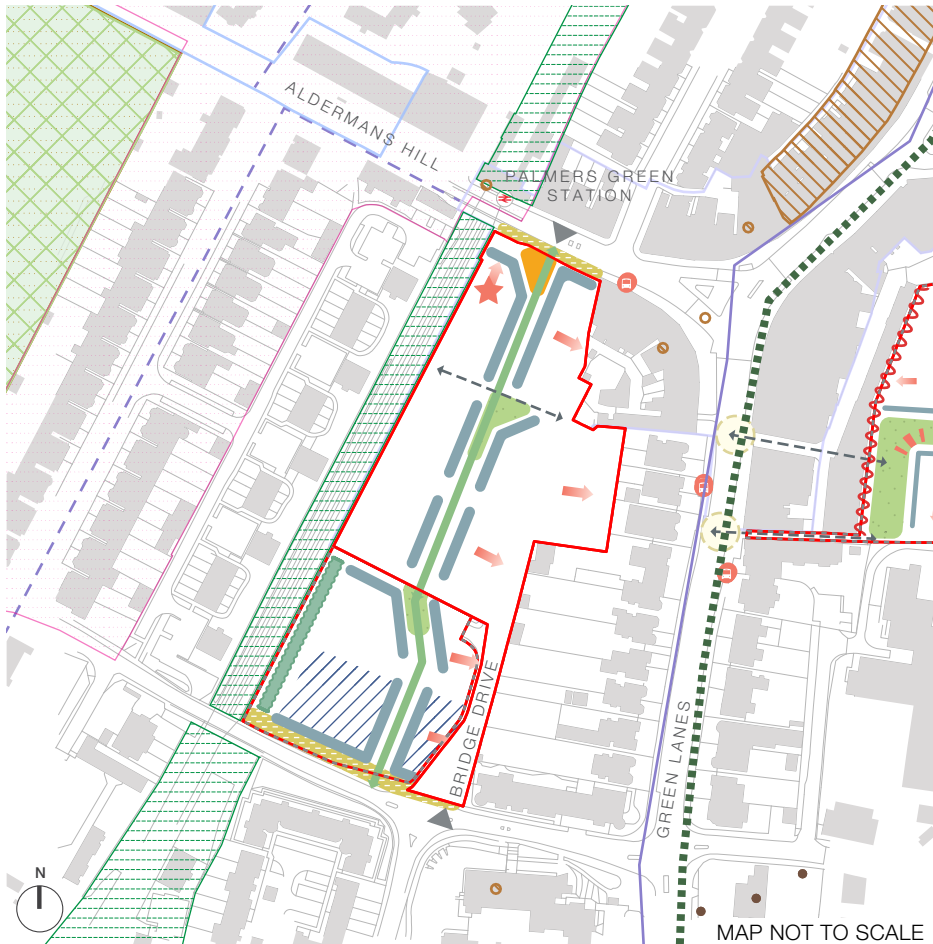


Table C1.65: SA8.1 - Morrisons, 19 Alderman's Hill, Palmers Green

SA8.1: MORRISONS, 19 ALDERMAN'S HILL, PALMERS GREEN			
Existing site information			
Address	Morrisons. 19 Alderman's Hill, Palmers Green		
Site Area	1.25ha		
Existing Use(s)	Food store and associated car park		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	No		
PTAL	3		
Heritage Considerations	Within setting of designated Broomfield House and associated listed buildings, Registered Park and Garden, Lakes Estate Conservation Area and numerous other non-designated heritage assets.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Comprehensive mixed use redevelopment with compatible main town centre, commercial and residential uses. It is anticipated that the proposal will include re-provision of a supermarket integrated with housing .		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	130	0
Approximate Estimated Non-residential capacity (Class E)	6,000sqm		

Table C1.66: SA8.1 - Morrisons, 19 Alderman's Hill, Palmers Green

SA8.1 MORRISONS, 19 ALDERMAN'S HILL, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways along Broomfield Lane, Aldermans Hill towards Palmers Green station and town centre and in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP II. must contribute to public realm and open space interventions to enhance upriver corridors and urban green spaces through Palmers Green
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA8.4) B. must improve north-south pedestrian and cycling connections from the station on Aldermans Hill to Broomfield Lane, through a new green spine which will eventually link into the adjacent site allocation and lead towards the New River Path. C. should deliver and/or contribute to streetscape improvements along Aldermans Hill and Broomfield Lane. D. should widen the public realm on Aldermans Hill, fronting the existing station. E. could integrate a new publicly accessible residential pocket park within the centre of the development along the green spine. F. should provide a green buffer along the railway line. G. should work with the existing topography and ensure that the use of any retaining structures do not restrict pedestrian movement through the site. H. must create active frontages on Aldermans Hill, the central green spine, main square and pocket park. I. should provide a mix of typologies. Courtyard blocks, perimeter blocks and point blocks are considered the most appropriate. J. should locate tall buildings of no more than 24m in height in the centre of the site, with shoulder buildings decreasing in height towards the north, east and west to respond to the sensitivity of existing lower buildings. K. must demonstrate how design solutions minimise overlooking into the properties along Green Lanes and could secure the existing rear boundary through a back-to-back approach. L. should locate primary access to non-residential uses along Aldermans Hill and around the main space fronting the station. M. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing the railway line. N. should adopt a car-free approach for residential uses to promote active travel. If required, on-street parking typologies is preferred for accessible spaces and servicing, and should be fully integrated into the public realm, with long runs broken down with tree planting. Any podium parking required to support non-residential uses must not create long stretches of inactive building frontage. O. should accommodate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from Broomfield Lane (Bridge Drive).

PALMERS GREEN

SA8.2: Lodge Drive Car Park, Palmers Green

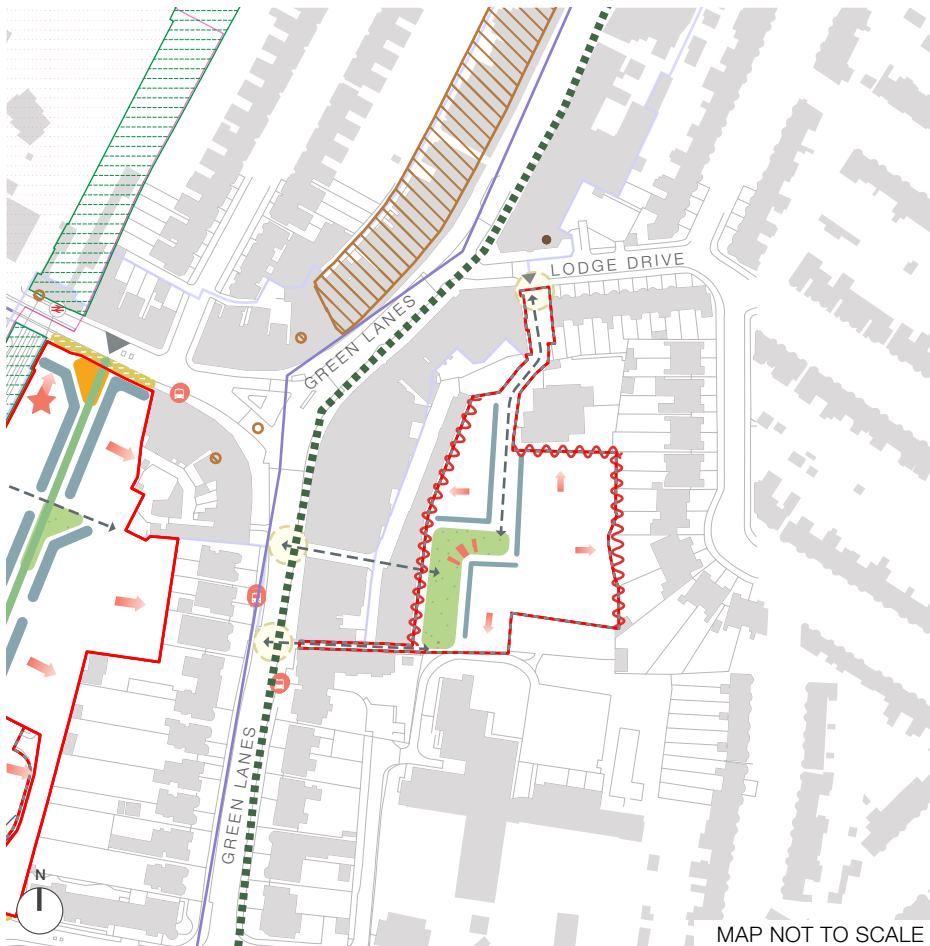


Table C1.67: SA8.2 - Lodge Drive Car Park, Palmers Green

SA8.2: LODGE DRIVE CAR PARK, PALMERS GREEN			
Existing site information			
Address	Lodge Drive Car Park (incl. Depot), N13 5LB,		
Site Area	0.6ha		
Existing Use(s)	Car Park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within the setting of The Lakes Estate Conservation Area and numerous other designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	The site could provide new homes . The site could also have potential to be able expansion of the adjacent school, through exploration of a possible land swap with the associated site (SA1.5) in Enfield Town to enable consolidation of the upper and lower schools.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	124	0

Table C1.68: SA8.2 - Lodge Drive Car Park, Palmers Green

SA8.2: LODGE DRIVE CAR PARK, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site:</p> <ul style="list-style-type: none"> I. must contribute towards delivery of streetscape improvements and improved highways along Broomfield Lane, Aldermans Hill towards Palmers Green station and town centre and in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the placemaking policy or IDP II. should contribute to public realm and open space interventions to enhance upriver corridors and urban green spaces through Palmers Green
Design Principles	<p>Residential development on the site:</p> <ul style="list-style-type: none"> A. should maximise the retention of existing high value trees on site. B. should improve permeability through the site with a pedestrian connection from Lodge Drive to Green Lanes via Trade Close. C. should improve pedestrian gateways from Trade Close/Green Lanes and Lodge Drive. D. Should consider creation of a new residential green along the main pedestrian link. E. should retain vehicular access to Trade Close from Lodge Drive. F. should provide a mix of typologies. Courtyard blocks and perimeter blocks are considered the most appropriate. G. must decrease building heights toward the edges of the site to respond to the lower existing buildings. Tall buildings are not acceptable on this site. H. should create active frontages along the main pedestrian route. I. Must secure the rear garden boundary of homes to the east through a back-to-back approach. J. should provide limited residential parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting K. must locate access for servicing from Lodge Drive.

PALMERS GREEN

SA8.3: Corner of Green Lanes and the North Circular

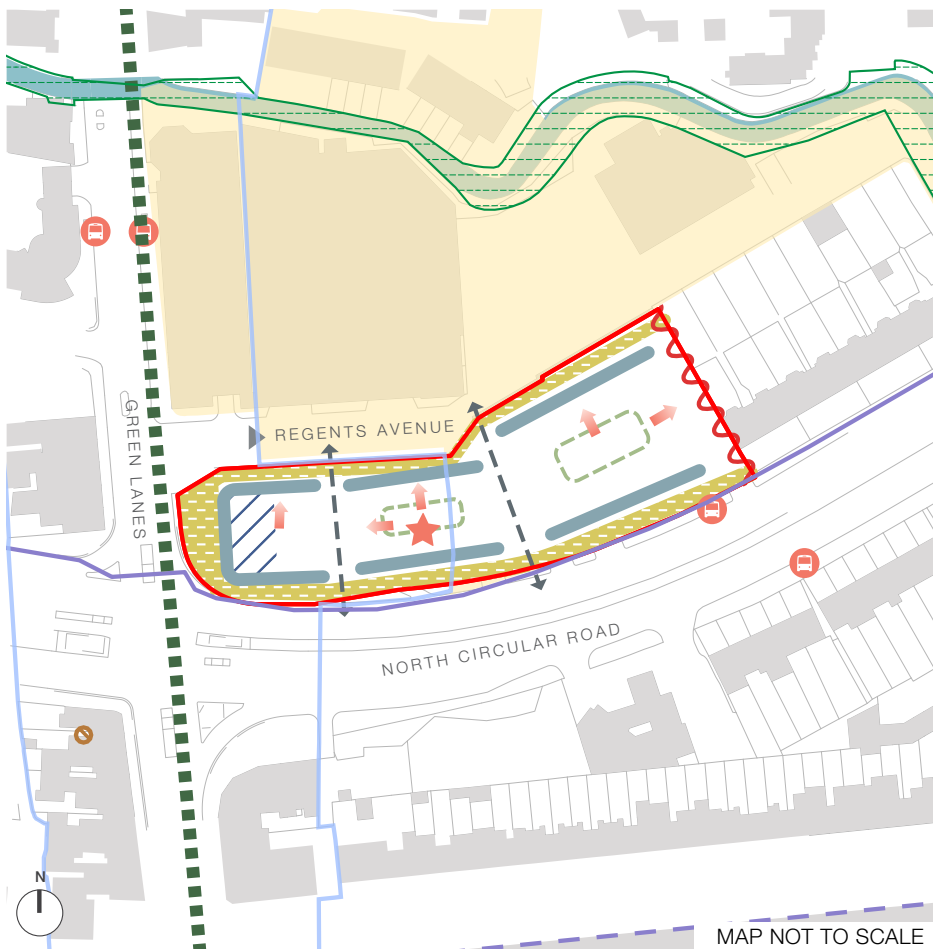


Table C1.69: SA8.3 - Corner of Green Lanes and the North Circular

SA8.3: CORNER OF GREEN LANES AND THE NORTH CIRCULAR			
Existing site information			
Address	Corner of Green Lanes and the North Circular, N13 5UP		
Site Area	0.58 ha		
Existing Use(s)	Various commercial uses - retail food store, car hire, warehousing, garage		
Current Ownership(s)	Multiple ownership. (Majority of site single ownership)		
Site considerations			
Flood Zone	1&2		
PTAL	4		
Heritage Considerations	Allocation includes non designated heritage asset within the site. Within the wider setting of registered park and garden and conservation area.		
Impacts on Archaeological Priority Area	No heritage constraints		
Proposal			
Land Use Requirements	The site could provide new homes . The western area which is currently in use as a retail food store is anticipated to re-provide the existing retail provision along with potential for housing above. The area to the east, which is currently designated as LSIS, must re-provide light-industrial uses. It is anticipated any redevelopment may be combined with new housing above. The light-industrial re-provision will need to be compatible with residential uses.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	129	0
Approximate Estimated Non-residential (Class E) & Industrial capacity	Re-provision of existing use (Class E) & Re-provision of existing floorspace as a minimum		

Table C1.70: SA8.3 - Corner of Green Lanes and the North Circular

SA8.3 CORNER OF GREEN LANES AND THE NORTH CIRCULAR	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. should integrate north-south pedestrian and cycle connections within the site to enable potential future links to the Pymmes Brook.</p> <p>B. must deliver and/or contribute to streetscape improvements along the North Circular Road, Regents Avenue and Green Lanes for example wider footpaths and lighting.</p> <p>C. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p> <p>D. should maximise tree planting along the North Circular Road to provide a green buffer.</p> <p>E. must create active frontages along the North Circular Road, Regents Avenue and Green Lanes.</p> <p>F. could provide a mix of typologies. Courtyard blocks, perimeter blocks and a taller building are considered the most appropriate.</p> <p>G. could consider the inclusion of a taller building which acts as a landmark to help aid legibility within the wider area.</p> <p>H. should locate any proposed tall buildings of no more than 33m in height along the North Circular Road with shoulder buildings decreasing height towards the north, east and west to respond to the sensitivity of existing lower buildings.</p> <p>I. should concentrate non-residential (retail) uses along Green Lanes within the existing Local Centre boundary.</p> <p>J. Must locate re-provision of light-industrial uses within the designated LSIS.</p> <p>K. must orientate building layouts to reduce noise impacts from the North Circular Road and LSIS and embed noise mitigation measures into the design of the elevations facing the North Circular Road and LSIS.</p> <p>L. should provide limited parking to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Podium parking must not create long stretches of inactive building frontage.</p> <p>M. must locate access for servicing from Regents Avenue.</p>

PALMERS GREEN

SA8.4: Travis Perkins, Palmers Green

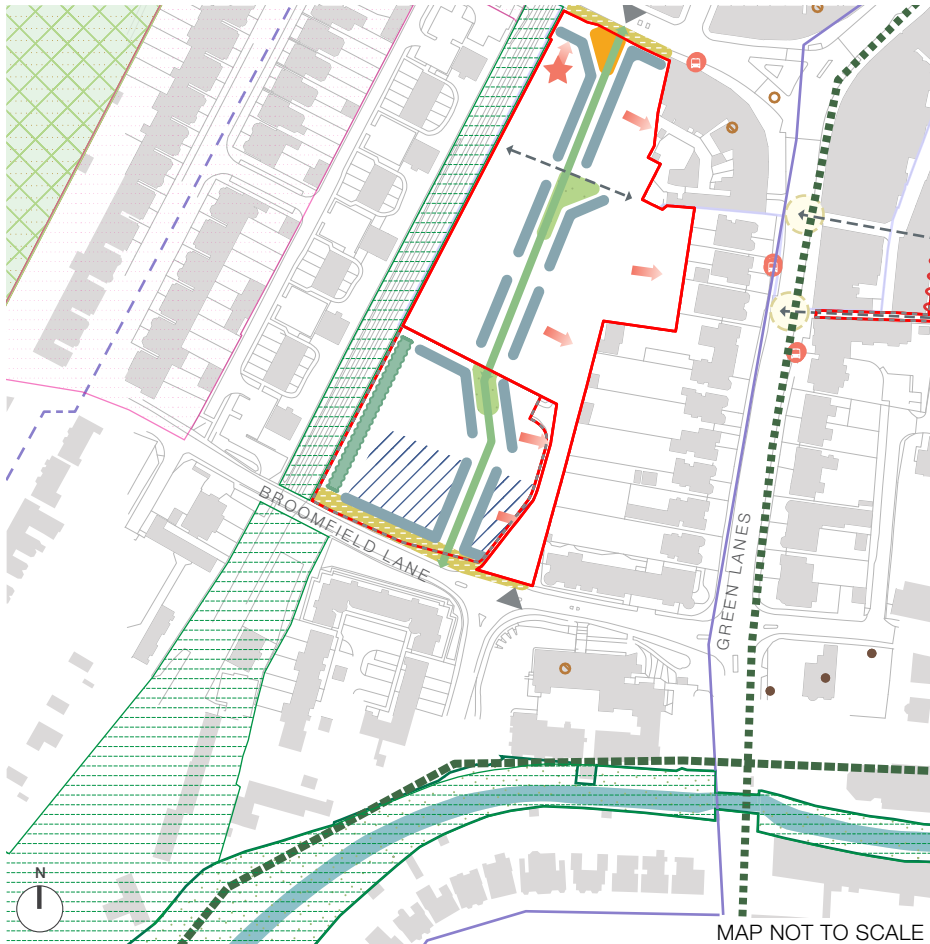


Table C1.71: SA8.4 - Travis Perkins, Palmers Green

SA8.4: TRAVIS PERKINS, PALMERS GREEN			
Existing site information			
Address	Travis Perkins Palmers Green, Bridge Drive, Broomfield Lane, N13 4EU		
Site Area	0.62ha		
Existing Use(s)	Builders Merchant		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment of the site should deliver new homes and non-residential space . It is anticipated this will comprise re-provision of a Travis Perkins.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	84	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing use		

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

SA8.4 TRAVIS PERKINS, PALMERS GREEN	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the placemaking policy or IDP</p> <p>II. should contribute towards improvements to access and facilities at Palmers Green Station</p> <p>III. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP</p> <p>* The Environment Agency has noted that sites within SPZ1 are particularly sensitive with respect to groundwater, and additional constraints will be placed on the above development proposals.</p>
Design Principles	<p>Development on the site:</p> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA8.1)</p> <p>B. must improve north-south pedestrian and cycle connections from the adjacent site allocation to the north, to Broomfield Lane through a new green spine leading to the New River Path.</p> <p>C. should provide streetscape improvements along Broomfield Lane, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>D. should provide a new residential pocket park within the centre of the development along the green spine.</p> <p>E. should provide a green buffer along the railway line.</p> <p>F. must create active frontages along Broomfield Lane, the central green spine, main square and pocket park.</p> <p>G. could provide a mix of typologies. Courtyard blocks, perimeter blocks and taller buildings are considered the most appropriate.</p> <p>H. must minimise overlooking into existing properties along Green Lanes.</p> <p>I. could relocate Bridge Drive (currently allowing vehicular access to the site allocation to the north) towards the centre of the site, along the new green spine, in order to secure the rear garden boundaries of existing homes to the east through a back-to-back approach.</p> <p>J. should locate non-residential uses along the new green spine and Broomfield Lane.</p> <p>K. must provide dual aspect dwellings where these face the railway line.</p> <p>L. must orientate building layouts to reduce noise impacts from the railway line and embed noise mitigation measures into the design of the elevations facing these.</p> <p>M. must provide car-free residential development to promote active travel. If required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting Any podium/undercroft parking must not create long stretches of inactive building frontage.</p> <p>N. must locate access for servicing from Broomfield Lane.</p>

CHASE PARK

SA10.1: Land at Chase Park South

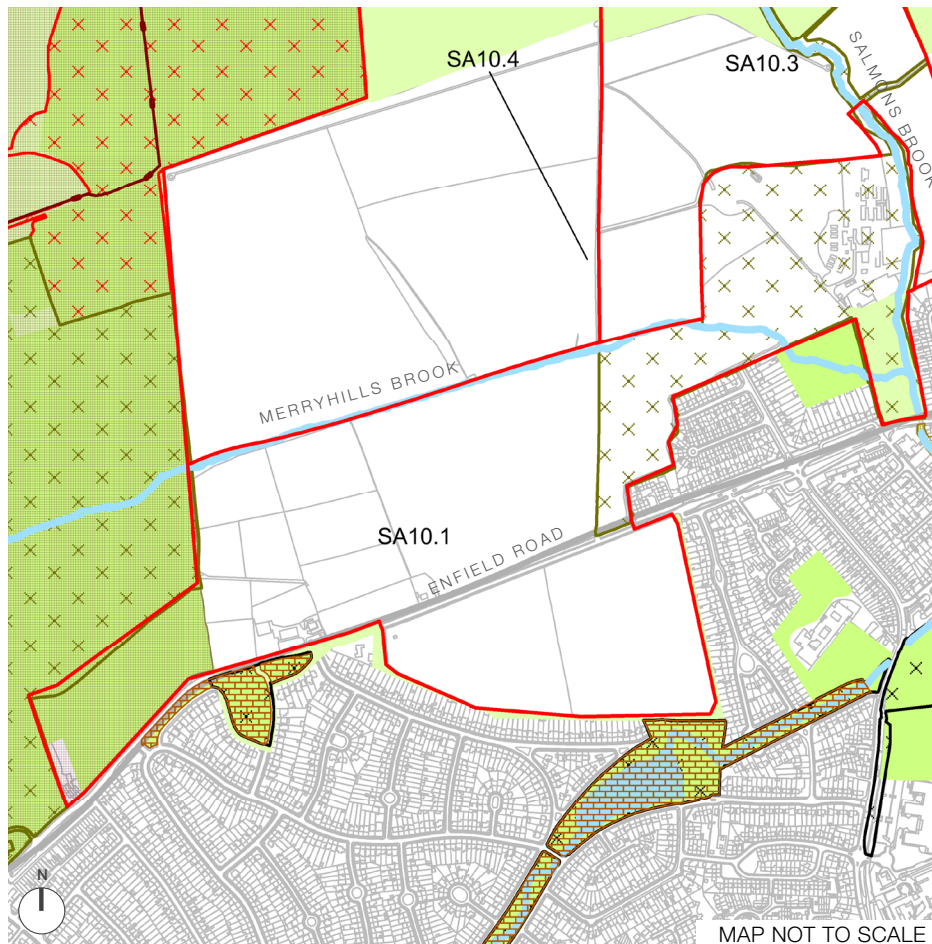


Table C1.73: SA10.1 - Land at Chase Park South

SA10.1: LAND AT CHASE PARK SOUTH			
Existing site information			
Address	Land south of Merryhills Brook; north and south of A110 (Enfield Road)		
Site Area	64.7ha		
Existing Use(s)	Mix of uses including equestrian, pasture, fields and other uses.		
Site considerations			
Flood Zone	1-3		
PTAL	1a - 3		
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill		
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat		
Proposal			
Land Use Requirements	Approximately 2130 new homes, including affordable and older persons accommodation. A local centre providing a flexible mix of uses to include retail and community (Use Class F); Strategic green infrastructure including informal and formal public open space across the site including green corridors to Salmon's Brook and Merryhill's Brook, playing pitches for shared school and community use and the creation of a heritage park including the enhancement of the existing SINC and the former Slade's Hill Military Camp and Gun Battery.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	2130 new homes (across whole Place making areas)		
Approximate Estimated Non-residential capacity (Class E)	A local centre providing a flexible mix of uses to include retail and community (Use Class F).		

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

SA10.1: SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> I. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure. II. A 3FE Primary School, including provision of nursery and early years III. Provision of new or enhanced accesses from Enfield Road and improvements to the A110 (Enfield Road) corridor, including the provision of new bus and cycle lanes IV. An east-west active travel route V. The provision of a pedestrian/cycling bridge over Salmon’s Brook as part of the active travel route and onward link across allocation site CP 10.3 to the boundary of allocation CP 10.2. VI. New junctions onto Enfield Road providing vehicular access to land north and south of Enfield Road. The northern junction(s) and primary streets are to be designed to accommodate bus movements. All junctions are to be designed to prioritise pedestrian and cycling connectivity east-west and north-south.

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

SA10.1: SA10.1: LAND AT CHASE PARK SOUTH	
Proposal	
Design Principles	<p>Development on the site:</p> <p>A. Should provide the gateway into Chase Park with a distinctive and cohesive urban character fronting onto Enfield Road from the north and south.</p> <p>B. Provide a centrally located local centre with active frontage onto Enfield Road and onto a new public square within the site. Uses are to be mixed vertically with residential or employment uses above retail and community services on the ground floor.</p> <p>C. Provide a primary school located adjacent to the local centre and on an active travel corridor. It is to have an efficient, urban form with 2-3 storey buildings and an appropriate outdoor space in line with BB103 and specification to be agreed with LBE education officers. Offsite provision of soft outdoor play (grassed sports pitches) and habitat areas are acceptable subject to safe working arrangements and may be provided in the SINC.</p> <p>D. Facilitate the character of Enfield Road to be transformed from a highways dominated space into a street fronted by new residential and mixed use development, and which prioritises walking, cycling and bus use. Trees and hedgerows are to be retained wherever possible and where compatible with the change in character that is being sought (compensatory planting is to be provided within the site boundary for any loss).</p> <p>E. Should make efficient use of the land with greater density and compactness than the surrounding suburban areas. Higher density development, including taller buildings of up to 5 storeys should be focused around the A110 (Enfield Road) and the new local centre; buildings of 3-4 storeys should be located in the interior of sites and 2-3 storeys fronting towards Trent Park to the west and Salmon's Brook to the east.</p> <p>F. should use the site topography to inform the alignment of streets and active travel routes, and the placement of taller buildings with consideration of solar gain and energy efficiency.</p> <p>G. Should respond to the setting of Trent Country Park and surrounding residential neighbourhoods, ensuring sensitive treatment at the site boundaries.</p> <p>H. Must ensure that Merryhill's Brook, Salmon's Brook, existing public rights of way and permissive paths, woodland and hedgerows are to be retained and incorporated within green corridors and public open space. Proposals should ensure the sensitive treatment of the existing watercourses, providing enhancements to the brook corridors and their environmental quality.</p> <p>I. Must provide a heritage park to be created incorporating the heritage assets associated with Slades Hill military camp, and the habitats of the SINC. The park is to have a semi-natural character with areas of grassland, woodland and wetland habitat, alongside provision of grassed playing fields and play space adjacent to the school, and enhancement of east-west walking and cycling routes. Heritage and ecological interpretation material, natural play and public art should be incorporated into the park. The south western part of the park is to provide a green connection to Enfield Road opposite the Jolly Farmer's public house and forms part of the proposed Green Link (LBE green and blue infrastructure strategy) .</p> <p>J. Must ensure that the internal layout of the site is permeable and legible, to enable easy access by walking and cycling towards the local centre, public transport and local facilities, as part of the CPPA-wide approach to integrated movement which enables onward connections to the open countryside, Enfield Chase and the London Loop</p> <p>K. Should deliver view corridors which are to be created east-west following Merryhills Brook towards Trent Country Park and the SINC, from the brook corridor towards Enfield Road, and from Enfield Road towards Boxer's Open Space in the south, through the retention of field boundaries within green corridors.</p> <p>L. Must provide active frontages to all streets and public spaces to ensure good surveillance and safe and secure routes</p>

SA10.2: Arnold House & Land to the rear

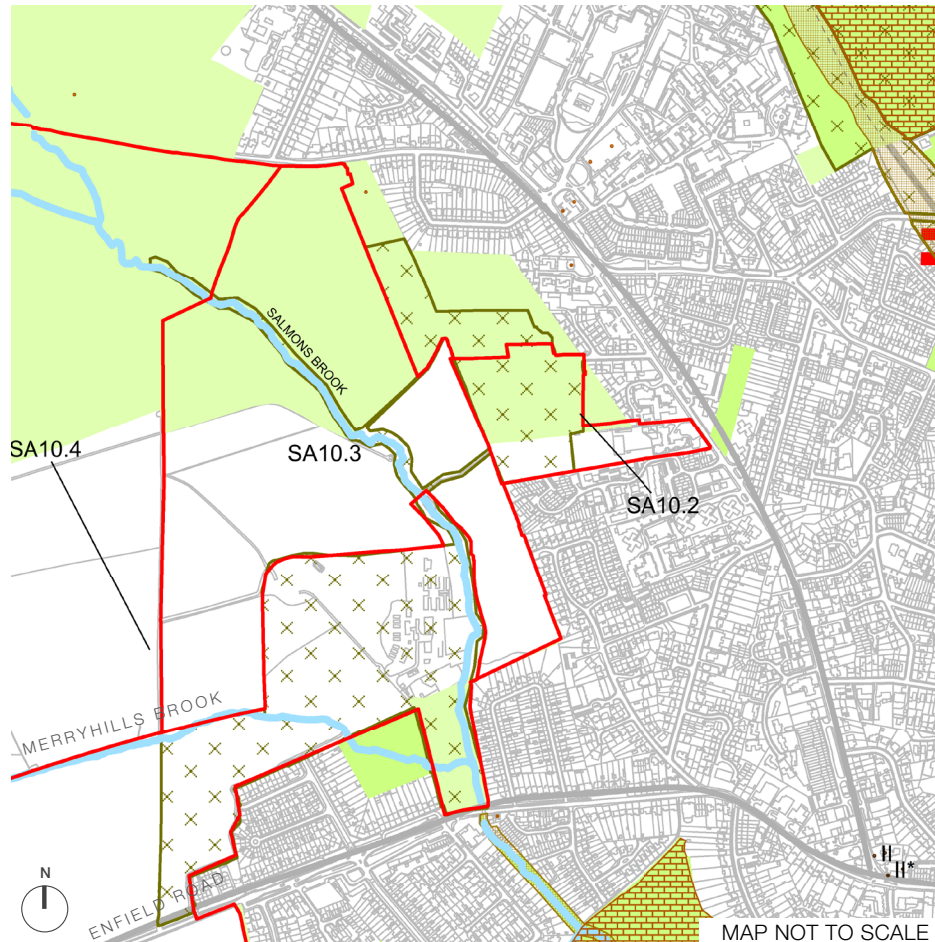


Table C1.76: SA10.2 - Arnold House and Land to the rear

SA10.2: ARNOLD HOUSE & LAND TO THE REAR			
Existing site information			
Address	66 Ridgeway, EN2 8JA.		
Site Area	5.3ha		
Existing Use(s)	Care home and grounds to the rear, Woodland.		
Site considerations			
Flood Zone	1		
PTAL	1b		
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill		
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat		
Proposal			
Land Use Requirements	Development should provide: I. Approximately 95 new homes/units of care II. Potential additional residential capacity in western part of the site subject to SINC and TPO constraints.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	2130 new homes (across whole Place making areas)		
Approximate Estimated Non-residential capacity (Class E)	A local centre providing a flexible mix of uses to include retail and community (Use Class F).		

Table C1.77: SA10.2 - Arnold House and Land to the rear

SA10.2: ARNOLD HOUSE & LAND TO THE REAR	
Proposal	
Infrastructure requirements	<p>A. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure.</p> <p>B. Provision of an active travel (walking, cycling) and vehicular link to the western boundary to serve later phases of development within CPPA to the west of Salmon’s Brook.</p> <p>C. Provision of at least one walking and cycling bridge crossing Salmon’s Brook as part of the active travel route(s).</p>
Design Principles	<p>Development on the site:</p> <p>A. Must be restricted to the site currently occupied by the Arnold House care home and the land directly to the rear of this. The heavily wooded areas should not be developed, but could deliver green infrastructure enhancements.</p> <p>B. Should provide streetscape improvements along The Ridgeway, for example wider footpaths, cycle ways trees, planting, and the incorporation of street furniture.</p> <p>C. must maximise the retention of existing high value trees and hedgerows.</p> <p>D. should create active frontages along The Ridgeway</p> <p>E. should provide a mix of typologies, with a care home building (mansion block) toward The Ridgeway on previously developed land. Any further residential development in the western part of the site should be provided as perimeter block/terrace housing.</p> <p>F. should decrease in height towards the western boundary (2-3 storeys) in keeping with the wider approach to the western part of the CPPA.</p> <p>G. Should secure existing rear boundaries through a back-to-back approach at the site edges.</p> <p>H. must provide overlooking and passive surveillance to the active travel route through the site.</p> <p>I. should carefully consider overlooking issues with existing properties to the north and south.</p> <p>J. should provide limited residential parking to promote active travel.</p> <p>K. should locate access for servicing from The Ridgeway</p>

SA10.3: CHASE PARK NORTH EAST

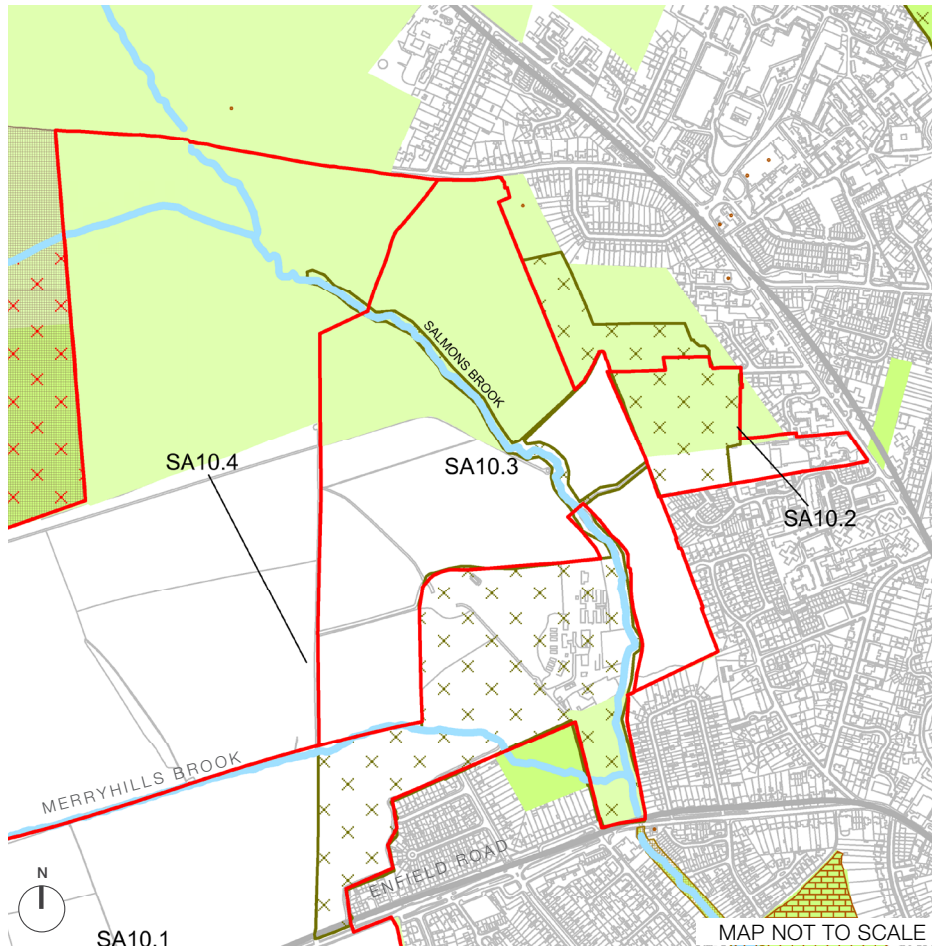


Table C1.78: SA10.3 - Chase Park North East

SA10.3:CHASE PARK NORTH EAST			
Existing site information			
Address	Land North East of Merryhills Brook,		
Site Area	31.6ha		
Existing Use(s)	Pasture, fields, brook corridor		
Site considerations			
Flood Zone	1-3		
PTAL	0 - 1b		
Heritage Considerations	Within the wider setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings. Former military camp and artillery battery at Slade's Hill.		
Impacts on Archaeological Priority Area	Within the setting of APA 2: Enfield Chase and Camlet Moat		
Proposal			
Land Use Requirements	Existing woodland (Williams Wood, Shaw's Wood), and Merryhills Brook adjacent to the site, Salmon's Brook within the site. Locally designated SINC at Slade's Hill		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	2130 new homes (across whole Place making areas)		

Table C1.79: SA10.3 - Chase Park North East

SA10.3:CHASE PARK NORTH EAST	
Proposal	
Infrastructure requirements	<p>Development should provide:</p> <p>A. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure.</p> <p>B. New pedestrian and cycle routes/links including incorporation of east-west link from Salmon’s Brook to the boundary of the allocation site which is to be delivered under site allocation SA 10.4 (Chase Park North West)</p> <p>C. Enhancement of Salmon’s Brook corridor as part of a wider site-wide SuDS scheme and brook restoration project.</p>
Design Principles	<p>Development on the site:</p> <p>A. Must maximise the retention of existing high value trees and hedgerows, along with the provision of new landscaping and planting.</p> <p>B. Should create a new public country park in the northern part of the area as part of wider framework of strategic green infrastructure and public open space, incorporating new areas of woodland, grassland and wetland habitat creation, accessible paths and trails, informal/natural play, interpretation, wayfinding and public art.</p> <p>C. Should create woodland planting at the southern boundary of the new country park to provide habitat connectivity with woodland at the eastern boundary site / SINC and reduce the visual impact of built development to the south.</p> <p>D. Should create a view point in the north eastern part of the site utilising key strategic views through and over the site to the south.</p> <p>E. Should provide suitable buffers between new built form and existing/proposed woodland, SINC and strategic planting.</p> <p>F. The local parade is to act as a community hub for the eastern part of CPPA providing a mix of uses such as small scale convenience retail, services and food/drink. It should be located to overlook the heritage park and have an associated high quality public realm including a small square/spill out space.</p> <p>G. Should provide an appropriate mix of housing typologies with a focus on delivering 3-4 bedroom homes, which should be in excess of borough-wide requirements to reflect the location.</p> <p>H. Building heights should be 3-4 storeys in the western part of the site providing overlooking to the proposed heritage park, woodland and active travel corridors. To the west of Salmon’s Brook heights should decrease to 2-3 storeys adjacent to existing residential neighbourhoods.</p> <p>I. The layout should deliver a clear hierarchy of well-overlooked streets and routes which enable walking and cycling connectivity with adjacent residential areas to the west,</p> <p>J. Urban blocks and streets should be arranged to provide overlooking to the Salmon’s Brook green corridor, the heritage park / SINC and active travel routes running north-south and east-west.</p> <p>K. Where development is adjacent to existing residential neighbourhoods a back-to-back arrangements is required to provide secure rear boundaries and appropriate residential overlooking distances.</p> <p>L. Should prioritise active travel for all movement and connectivity and be fully integrated with the wider CPPA.</p> <p>M. Should form part of an integrated movement framework as part of a site-wide approach, providing links towards the open countryside, Enfield Chase and the London Loop.</p>

Appendix C

SA10.4: Crews Hill North West

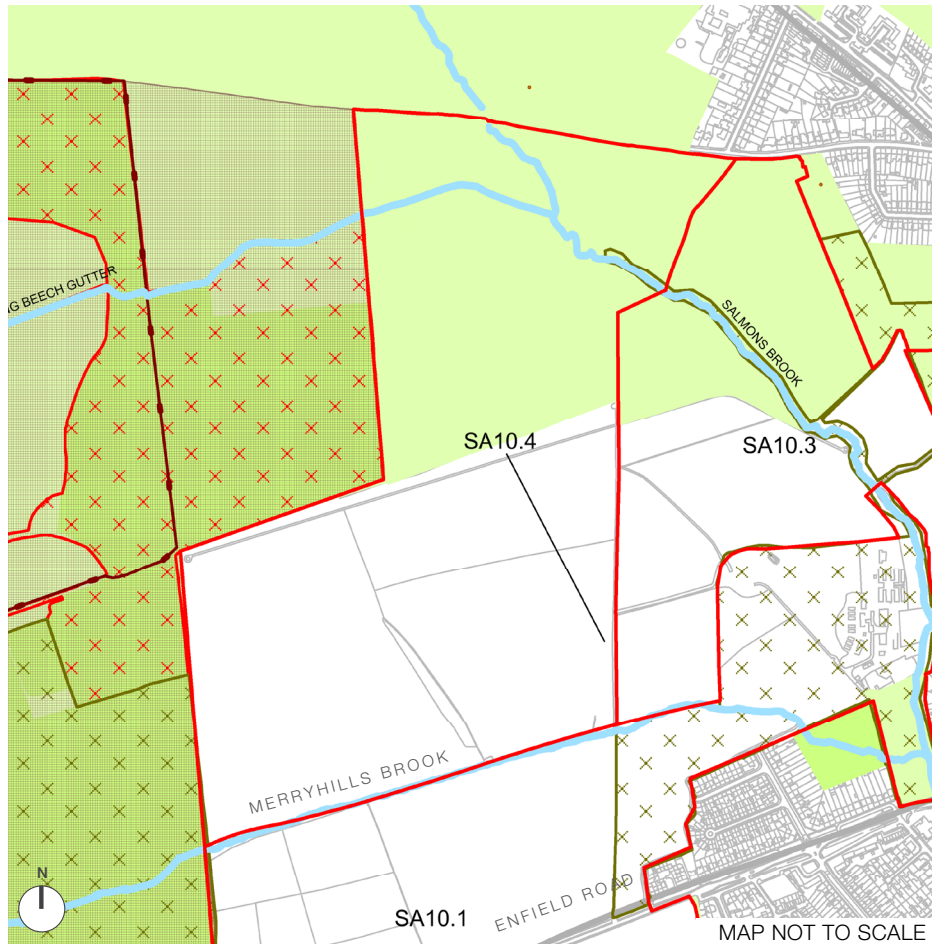


Table C1.80: SA10.4 - Crews Hill North West

SA10.4: CREWS HILL NORTH WEST			
Existing site information			
Address	Land north of Merryhills Brook;		
Site Area	65.6ha		
Existing Use(s)	Mix of uses including equestrian, pasture, fields and other uses.		
Site considerations			
Flood Zone	1-3		
PTAL	0-1a		
Heritage Considerations	Within the setting of the Trent Park Conservation Area as well as the immediate setting of two groups of locally listed buildings		
Impacts on Archaeological Priority Area	Former military camp and artillery battery at Slade's Hill		
Landscape and Ecology	Existing woodland (Williams Wood, Shaw's Wood), and Merryhills Brook adjacent to the site, Salmon's Brook within the site. Locally designated SINC at Slade's Hill		
Proposal			
Land Use Requirements	Development should provide: I. Approximately 890 new homes, including affordable. II. Strategic green infrastructure and open space including a Country Park III. A local parade providing a flexible mix of uses to include retail and community (Use Class F) IV. Strategic landscaping and planting, including the provision of new woodland to the east of Williams Wood V. A SuDS Scheme (to form part of a site wide comprehensive approach) VI. Community food growing and play space VII. Retention of existing residential and agricultural / equestrian uses adjacent to Hadley Road		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	890 new homes		
Approximate Estimated Non-residential capacity (Class E)	Flexible mix of uses to include retail and community (Use Class F)		

Table C1.81: SA10.4 - Crews Hill North West

SA10.4: CREWS HILL NORTH WEST	
Proposal	
Infrastructure requirements	<p>A. Contribute to the strategic infrastructure requirements for the CPPA as a whole, including movement and connectivity, green and blue infrastructure, social and community infrastructure.</p> <p>B. Provision of active travel routes running through the site and linking other Chase Park site allocations towards the local centre, public transport routes and Enfield Road including:</p> <ul style="list-style-type: none"> i. The creation of a new north-south active travel route with suitability for bus use connecting the site to Hadley Road, and with connectivity for walking and cycling towards Enfield Chase and the London Loop via existing public rights of way ii. The provision of a new bridge over Salmon’s Brook as part of the north-south active travel route with suitability for cycle, walking and bus use iii. Additional formal and informal walking routes and cycleways through the proposed Country Park, strategic landscape areas, green corridors iv. Appropriate walking and cycling provision on street <p>C. Creation of a primary street suitable for use by buses.</p> <p>D. Creation of transitional woodland and grassland habitats adjacent to Williams and Shaws Woods.</p> <p>E. Enhancement of Brook corridors as part of a wider site-wide SuDS scheme.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Should maximise the retention of existing high value trees and hedgerows, along with the provision of new landscaping and planting. B. Should create a new public country park as part of wider framework of strategic green infrastructure and public open space, incorporating new areas of woodland, grassland and wetland habitat creation, accessible paths and trails, informal/natural play, interpretation, wayfinding and public art. C. Should create woodland planting and transitional habitats to the east of Williams Wood, extending the existing wooded ridge of Hogs Hill and providing habitat connectivity with existing hedgerows and proposed woodland planting. D. Should retain an area of open land on the upper slopes adjacent to Shaws Wood and Williams Wood (approximately aligned to the area above 55m AOD), to maintain views to the wooded skyline of Trent Park. An area of publicly accessible grassland and transitional habitat is to be created, incorporating play space and walking and cycling routes connecting to existing public paths and with Trent Park. E. Should provide a local parade which is to act as a community hub for the western part of CPPA providing a mix of uses such as small scale convenience retail, services and food/drink. It is to be located to overlook the primary street and/or Merryhills Brook corridor and have an associated high quality public realm. F. Should provide an appropriate mix of housing typologies with a focus on delivering 3-4 bedroom properties. Building heights should be 3-4 storeys in the southern part of the site providing overlooking to the Merryhills Brook green corridor and the primary street, reducing to 2-3 storeys on the northern edge of the development overlooking the strategic open space. G. Must deliver a clear hierarchy of well-overlooked streets and routes which enable walking and cycling connectivity with adjacent residential areas of the wider CPPA and existing public rights of way. H. Must arrange urban blocks to provide overlooking to the Merryhill’s Brook green corridor, the strategic open space, streets and active travel routes. I. Must prioritise active travel for all movement and connectivity and be fully integrated with the wider CPPA integrated movement framework as part of a site-wide approach, providing links towards the open countryside, Enfield Chase and the London Loop. J. Should support diversification of existing equestrian and agricultural uses at Vicarage Farm to promote activity within the Country Park.

CREWS HILL

SA11.1: Land North of Cattlegate Road, Crews Hill

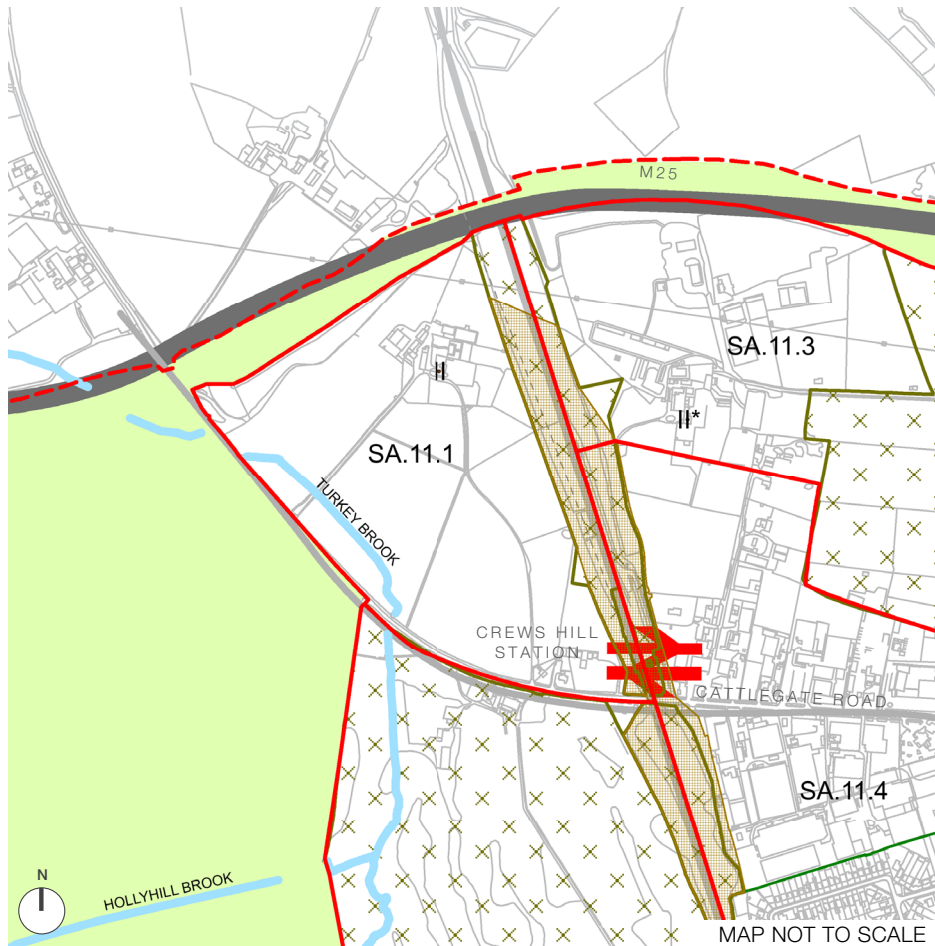


Table C1.82: SA11.1 - Land North of Cattlegate Road, Crews Hill

SA11.1: LAND NORTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land North of Cattlegate Road, Crews Hill		
Site Area	30.29ha		
Existing Use(s)	Agriculture		
Site considerations			
Flood Zone	1-3		
PTAL	0 - 1b		
Heritage Considerations	Owls Hall Farm (Grade II) Within 500m of Cattlegate Farmhouse (Grade II)		
Impacts on Archaeological Priority Area	Enfield Chase and Camelot Moat Archaeological Priority Area		
Proposal			
Land Use Requirements	Development should provide around 800 new homes , educational facilities including a new school , public open space, formal play and playing pitch provision. Multi-functional community hub including retail as part of a Local Parade.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	800 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.83: SA11 - Land North of Cattlegate Road, Crews Hill

SA11.1: LAND NORTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Must contribute to strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. B. Should provide elements of green and blue infrastructure across the site C. Must provide new or enhanced movement and access D. Must provide land and finance the construction of a 2FE primary school E. Must provide a new local parade F. Must provide land for and contribute funding towards a new public transport road bridge over the railway connecting to allocation SA11.3
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver a new public park along the functional floodplain of the Turkey Brook valley, restoring the watercourse and strengthening the Green Belt boundary through new planting B. must create a new active travel network linking to the rail station, across the railway, into the Golf Course and along Turkey Brook C. must provide a new public transport corridor connecting to Cattlegate Road at the south of the site via a new road bridge connection across the railway. The location of the bridge connection should minimise the impact on the railway SINC. The design of the bridge should minimise impact on the setting of the heritage assets. D. must create a public open space to buffer the existing farmstead at Owls Hall Farm from new development E. should explore the potential to re-use the farm buildings at Owls Hall for community or cultural facilities F. must provide a new local parade aligned to a new connection across the railway G. must provide a new primary school in close proximity to the local parade and public transport corridor H. should locate development in areas within 400m of a bus stop I. should enhance a landscape buffer along the M25, linking areas of priority habitat and provide allotment space and natural spaces J. must align streets to the existing landform contours and incorporate new trees to minimise the visual impact of new development on views from the west K. must safeguard the delivery of a new entrance to the rail station from the west

CREWS HILL

SA11.2: Land South of Cattlegate Road, Crews Hill

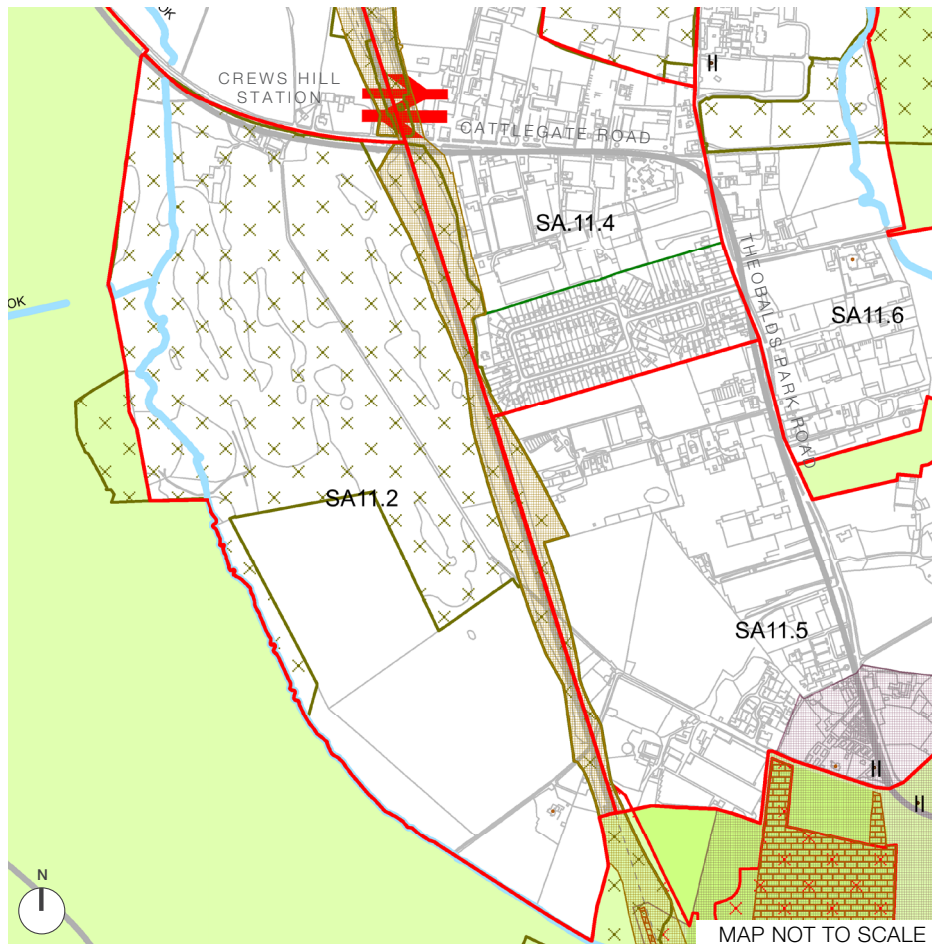


Table C1.84: SA11.2 - Land South of Cattlegate Road, Crews Hill

SA11.2: LAND SOUTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land South of Cattlegate Road, Crews Hill		
Site Area	78.38ha		
Existing Use(s)	Golf Course and open space		
Site considerations			
Flood Zone	1 - 3		
PTAL	0 - 1b		
Heritage Considerations	The Red House (Local Heritage Asset)		
Impacts on Archaeological Priority Area	Enfield Chase and Camelot Moat Archaeological Priority Area		
Proposal			
Land Use Requirements	Development should provide around 200 new homes , public open space, formal play and playing pitch provision.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	200 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.85: SA11.2 - Land South of Cattlegate Road, Crews Hill

SA11.2: LAND SOUTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must contribute to strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. B. should provide elements of green and blue infrastructure across the site C. Must provide new or enhanced movement and access D. Must contribute to the off-site construction of a 2FE primary school and a secondary school E. Must provide land for and contribute funding towards a new pedestrian and public transport bridge over the railway connecting to allocation SA11.6
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must limit development to areas of lowest ecological value to the north of the site, on areas of built form, on areas with the highest levels of disturbance present and on areas of heavily managed grassland such as fairways and greens B. must retain existing trees and compensate for habitat loss within the wider SINC by enhancing retained habitats (subject to soil sampling and biodiversity net gain assessment) C. should deliver a new public park and natural space providing improved access to Turkey Brook D. should restore the water course along Turkey Brook E. should expand the existing active travel network through a new cycle and pedestrian bridge across the railway and improved a new connection from the existing PROW to the London Loop F. should align streets to the existing contours and incorporate new trees to minimise the visual impact of new development on views from the west

CREWS HILL

SA11.3: Land South of M25, Crews Hill

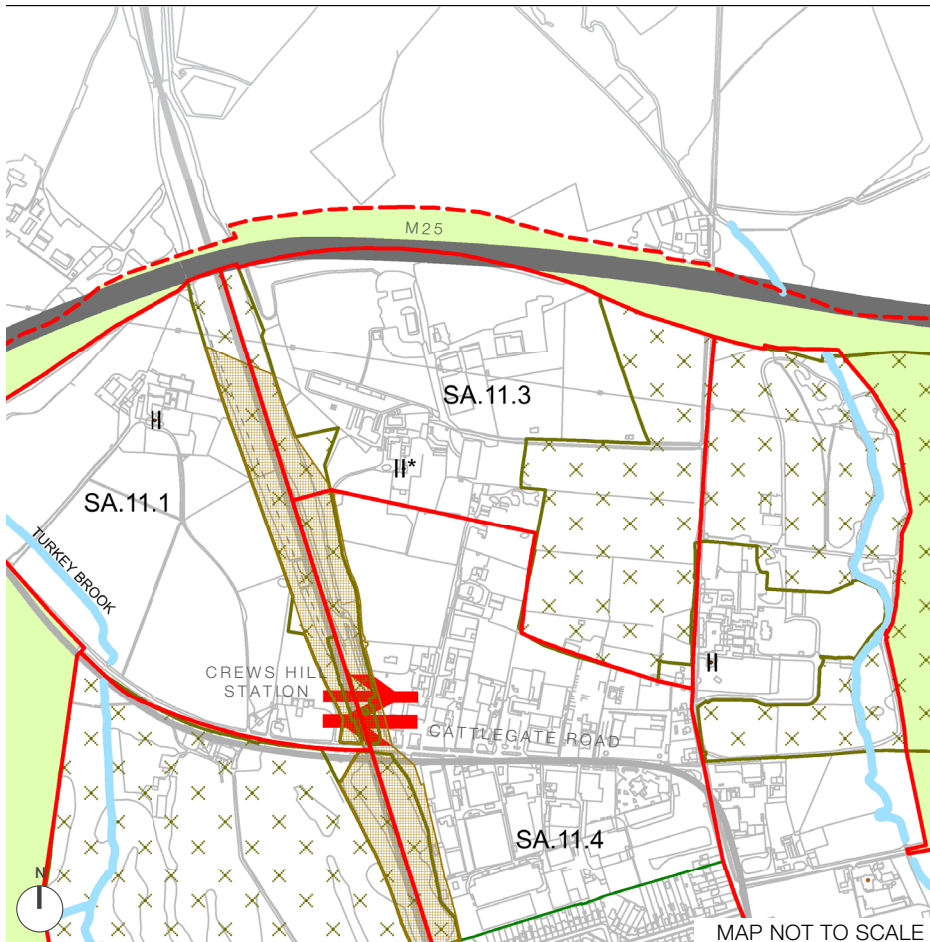


Table C1.86: SA11.3 - Land South of M25, Crews Hill

SA11.3: LAND SOUTH OF M25, CREWS HILL			
Existing site information			
Address	Land at Crews Hill		
Site Area	36.02 ha		
Existing Use(s)	Agriculture, warehousing, logistics		
Site considerations			
Flood Zone	1- 3		
PTAL	0 - 1B		
Heritage Considerations	The Paddocks (Grade II*) Two Barns (Grade II)		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 700 new homes , of which around 440 in the plan period , public open space, formal play and playing pitch provision.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	440 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.87: SA11.3 - SA11.3 - Land South of M25, Crews Hill

SA11.3: LAND SOUTH OF M25, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Contributions to strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. B. Should provide elements of green and blue infrastructure across the site C. Provision of new or enhanced movement and access D. Must contribute to the off-site construction of a 2FE primary school and a secondary school E. Must provide land for and contribute funding towards a new public transport road bridge over the railway connecting to allocation SA11.1
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. The location of the bridge connection should minimise the impact on the railway SINC. The design of the bridge should minimise impact on the setting of the heritage assets. B. should create new connections using an active travel network between Burnt Farm Ride and onwards connections through Land North and South of Cattlegate Road. C. should limit any development within the Glasgow Stud SINC to the western fields and any lost habitat should be compensated within the SINC through enhancing the condition of retained habitats D. should locate higher density development towards the south of the site. E. Should ensure development, new public transport route and new infrastructure maintains the sense of approach to the main house and green space around the historical assets of The Paddocks. F. should limit development to areas within 400m of a bus stop G. should enhance a landscape buffer along the M25, linking areas of priority habitat and provide allotment, sports pitches and natural spaces