

CREWS HILL

SA11.4: Land North and South of Cattlegate Road, Crews Hill

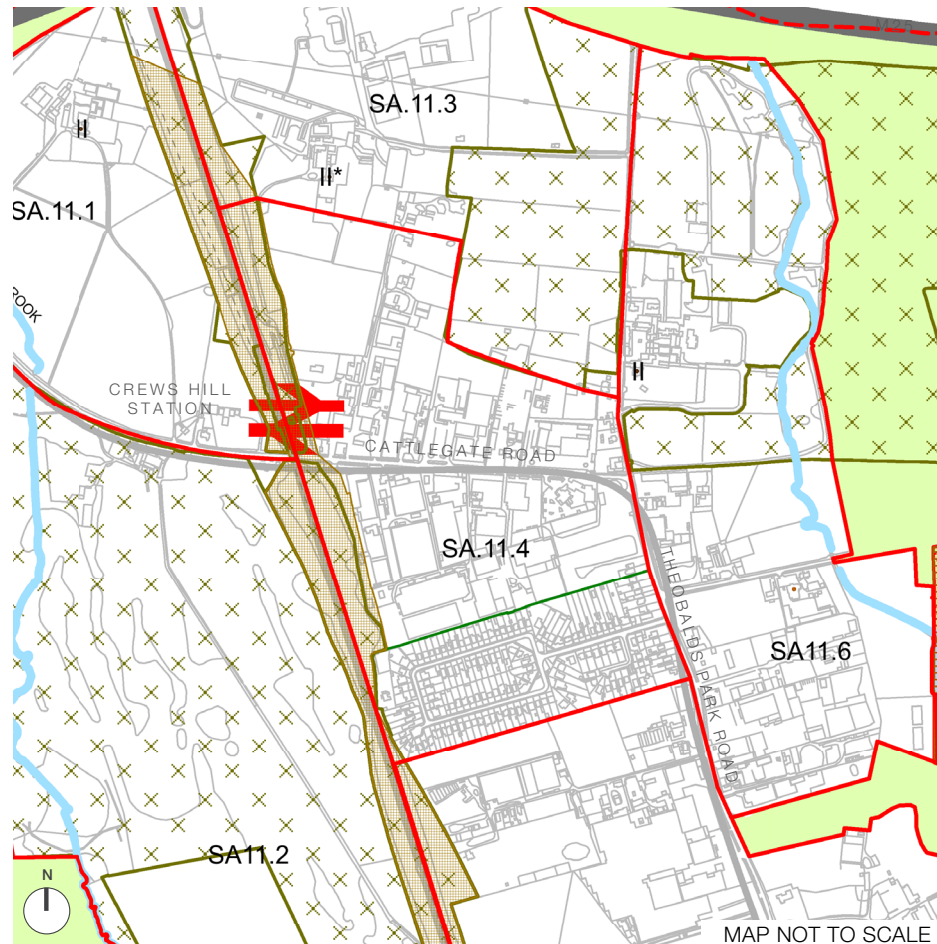


Table C1.88: SA11.4 - Land North and South of Cattlegate Road, Crews Hill

SA11.4: LAND NORTH AND SOUTH OF CATTLEGATE ROAD, CREWS HILL			
Existing site information			
Address	Land North and South of Cattlegate Road, Crews Hill		
Site Area	40.21ha		
Existing Use(s)	Residential, garden centres, nurseries warehouses, building and construction supplies		
Site considerations			
Flood Zone	1 - 3		
PTAL	1a - 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 2,250 new homes , around 1,000 of which within the plan period public open space, formal play and playing pitch provision. It should also provide a new Local Centre		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	1000 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.89: SA11.4 - Land North and South of Cattlegate Road, Crews Hill

SA11.4: LAND NORTH AND SOUTH OF CATTLEGATE ROAD, CREWS HILL	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must contribute towards strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. B. Must deliver a new Local Centre along Cattlegate Road C. Must contribute to the off-site construction of a 2FE primary school and a secondary school D. Should provide elements of green and blue infrastructure across the site E. Must provide new or enhanced movement and access
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be comprehensively delivered through a master planned approach to avoid piecemeal development and ensure the delivery of a network of streets, avoiding cul-de-sacs. B. must provide a new mixed use local centre located primarily to the east of the station along Cattlegate Road C. must provide a new station square stepped back from Cattlegate Road providing improved visibility and accessibility to the existing station D. should create a series of new yard typologies set back from Cattlegate Road to create public spaces protected from the traffic along Cattlegate Road E. should create new town centre ground floor frontages along Cattlegate Road and the new yards, incorporating existing commercial uses where appropriate F. should provide a mix of typologies including courtyard blocks and mansion blocks. Lower density typologies should create a transition to the residential area to the south, creating a back to back relationship with existing houses. G. Should provide higher residential densities to the western end of Cattlegate Road around the existing rail station H. Should create new linear green spaces along existing water courses south of Cattlegate Road, and linking north into the Glasgow Stud SINC. East to west green spaces should link the railway SINC with green spaces to the east at Land East of Theobalds Park Road I. Should create a new network of active travel connections linking the station to Land South of M25 J. should facilitate reconfiguration of Cattlegate Road to create a segregated cycle route along its length. K. Should seek to provide a direct north-south link to the Local Centre in conjunction with allocation SA11.6 L. Could encourage incremental intensification of the existing residential area through the production of a design code, facilitating the creation of new north to south pedestrian routes where possible.

CREWS HILL

SA11.5: Land East of Theobalds Road Park, Crews Hill

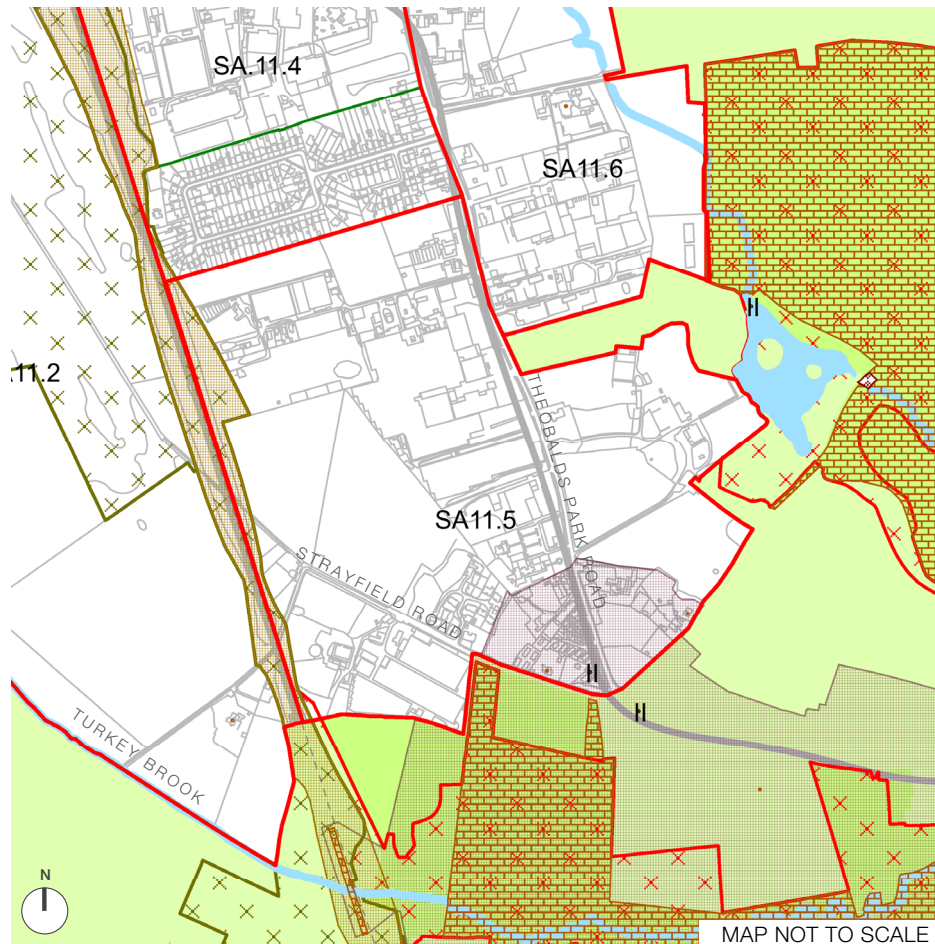


Table C1.90: SA11 - Land Est of Theobalds Road Park, Crews Hill

SA11.5: LAND EAST OF THEOBALDS ROAD PARK			
Existing site information			
Address	Land East of Theobalds Park Road, Crews Hill		
Site Area	41.5ha		
Existing Use(s)	Residential, garden centres, nurseries, warehouses, building and construction supplies, museum		
Site considerations			
Flood Zone	1 - 3		
PTAL	0 - 1a		
Heritage Considerations	Glasgow Stud Farmhouse (Grade II) Pumping Station (Local Heritage Asset)		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 550 new homes , of which around 370 in the plan period, public open space, formal play and playing pitch provision.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	550 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.91: SA11.5 - Land Est of Theobalds Road Park, Crews Hill

SA11.5: LAND EAST OF THEOBALDS ROAD PARK	
Proposal	
Infrastructure requirements	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Must contribute towards strategic infrastructure requirements across the Crews Hill placemaking area as a whole including movement and connectivity infrastructure, green and blue infrastructure, and social and community infrastructure. B. Must contribute to the off-site construction of a 2FE primary school and a secondary school C. must provide new or enhanced movement and access D. must provide elements of green and blue infrastructure across the site
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Should limit new development to the area to the south of the Glasgow Stud SINC B. Should create new east-west linear green spaces aligned to existing water courses on Land North and South of Cattlegate Road, providing new connections to Cuffley Brook C. Must provide a new public park along Cuffley Brook, renaturalising the brook D. Should set development back 60m from the edge of the brook to comply with Water Framework Directive. E. should create an improved setting for Whitewebbs Museum of Transport through creation of the new public park F. Should create a new active travel network along Cuffley Brook, linking into new cycle routes along Cattlegate Road and Theobalds Park Road

CREWS HILL

SA11.6: Land South West of Theobalds Park Road

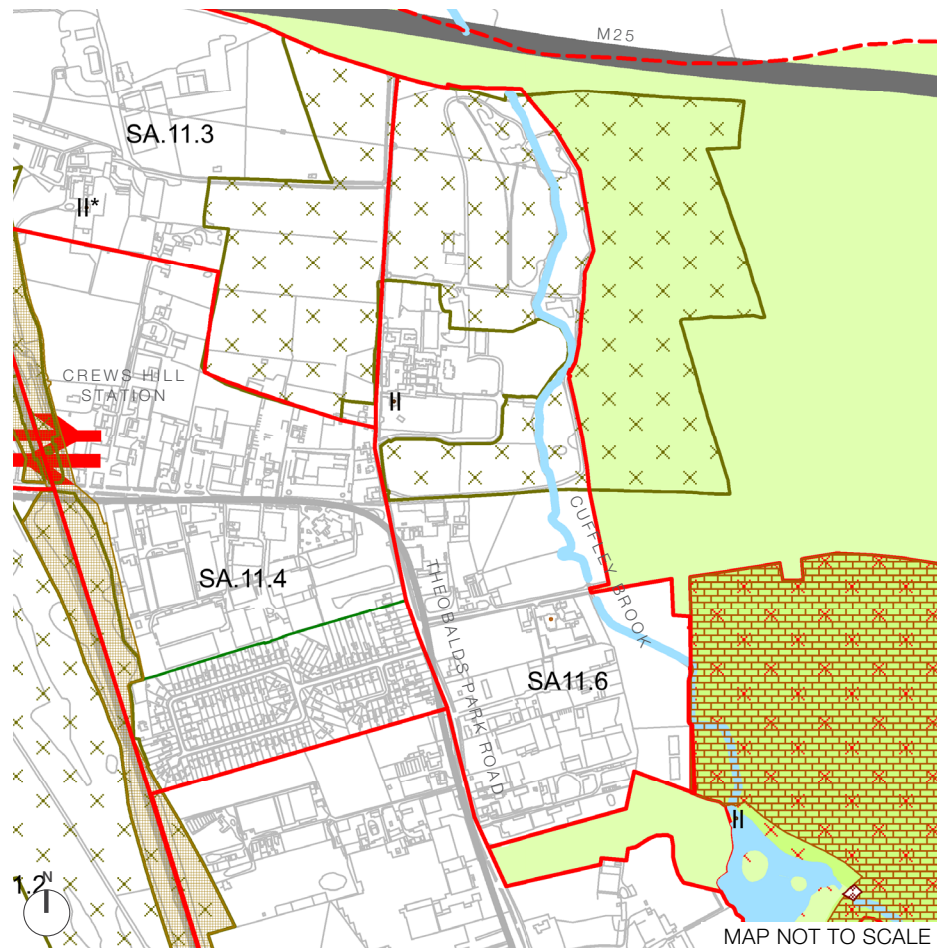


Table C1.92: SA11.6 - Land South West of Theobalds Park Road, Crews Hill

SA11.6: LAND SOUTH WEST OF THEOBALDS PARK ROAD, CREWS HILL			
Existing site information			
Address	Land South West of Theobalds Park Road, Crews Hill		
Site Area	54.28ha		
Existing Use(s)	Mix of uses including paddocks, storage and other uses.		
Site considerations			
Flood Zone	1 -3		
PTAL	0 - 1a		
Heritage Considerations	Clay Hill Conservation Area Adjacent to area of Ancient Woodland Within 500m of Church of St John the Baptist (Grade II) Within 500m of Bridge at west end of lane, Whitewebbs Wood (Grade II) Within 500m of The Fallow Buck Inn (Grade II) Within 500m of Flash Road Aqueduct (Scheduled Ancient Monument)		
Impacts on Archaeological Priority Area	Within APA3: Whitewebbs Hill, Bulls Cross and Forty Hill.		
Proposal			
Land Use Requirements	Development should provide around 1,000 new homes , of which around 700 within the plan period, educational facilities including a primary school, public open space and multi-functional community hub including retail as part of a Local Parade.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	700 new homes		
Approximate Estimated Non-residential capacity (Class E)	See land use requirements		

Table C1.93: SA11.6 - SA11.6 - Land South West of Theobalds Park Road, Crews Hill

SA11.6: LAND SOUTH WEST OF THEOBALDS PARK ROAD, 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. Must provide land for and contribute funding towards a new pedestrian and public transport bridge over the railway connecting to allocation SA11.2 C. Must deliver a 2FE primary school on site D. Must deliver a 6FE Secondary school on site E. Should provide elements of green and blue infrastructure across the site F. Must provide new or enhanced movement and access
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must be comprehensively delivered through a master planned approach to avoid piecemeal development and ensure the delivery of a network of streets, avoiding cul-de-sacs. B. must provide a new mixed use local parade located along Theobalds Park Road C. should provide new secondary and primary schools, potentially co-located, along Theobalds Park Road. The potential to locate school playing fields within the ecological buffer around the ancient woodland should be explored. D. Should maintain a buffer of 50m from ancient woodland, Whitewebbs Wood SINC and priority deciduous woodland. E. Should provide a new public park within the ecological buffer to the west of Theobalds Park Road F. Should create a diverse area of mixed habitats to consolidate the fragmented ancient woodland to the east of Theobalds Park Road. G. Should create a new active travel network providing new connections between Theobalds Park Road and Cuffley Brook, linking into onwards connections to Whitewebbs Wood. East -west links should be extended to provide improved access to the London Loop via Strayfield Road H. Should seek to provide a direct north-south link to the Local Centre in conjunction with allocation SA11.4 I. Should buffer the retained waste site at Theobalds Park Road through appropriate uses such as green spaces if this is not relocated J. should facilitate reconfiguration of Theobalds Park Road to create a segregated cycle route along its length. K. Must safeguard the delivery of a new cycle and pedestrian bridge over the railway, fronted by development on both sides to ensure overlooking L. Should ensure a clear separation of built form between the existing residential area at Clay Hill and new development. M. Should provide new natural space, allotments and play pitches to provide a clear separation between Clay Hill and new neighbourhoods

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.01: Brimsdown Sports Ground



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

SA URB.01: BRIMSDOWN SPORTS GROUND			
Existing site information			
Address	Land known as Brimsdown Sports Ground EN3 7LL		
Site Area	8.06ha		
Existing Use(s)	SG, C3, F.2, D2		
Site considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	<p>The site could be appropriate to provide renewed community uses alongside a limited amount of other enabling uses such as housing. Densities must be optimised to make the best use of land.</p> <p>Any net loss of open space would need to be supported by a masterplan approach</p>		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	225	0
Approximate Estimated Non-residential capacity (Class E)	Provision of some supporting community use		

Table C1.95: SA URB.01 - Brimsdown Sports Ground

SA URB.01: BRIMSDOWN SPORTS GROUND	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards improvements to access and facilities at Brimsdown Station</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 IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must promote north-south pedestrian and cycle connections through a key green spine from Carterhatch Road to Osborne Road.</p> <p>B. must provide a new vehicular route linking Goldsdown Road to Vista Avenue.</p> <p>C. should improve secondary pedestrian gateways on Bowood Road and Osborne Road.</p> <p>D. should create active frontages along the green spine, the open space and new vehicular route.</p> <p>E. should provide a mix of typologies. Courtyard blocks, perimeter blocks, mansion blocks and terrace housing considered the most appropriate.</p> <p>F. must minimise overlooking of the existing rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach</p> <p>G. should locate buildings of no more than 18m in height toward the centre of the site. Building height must decrease toward the site boundary to respond to the existing buildings. Tall buildings are not considered acceptable on this site.</p> <p>H. should locate any non-residential uses (community) along the green spine. The community use should be linked to provision of a new sports pitch and allotments.</p> <p>I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>J. should locate access for servicing from Goldsdown Road, Carterhatch Road and Vista Avenue.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.02: Cockfosters Station Car Park

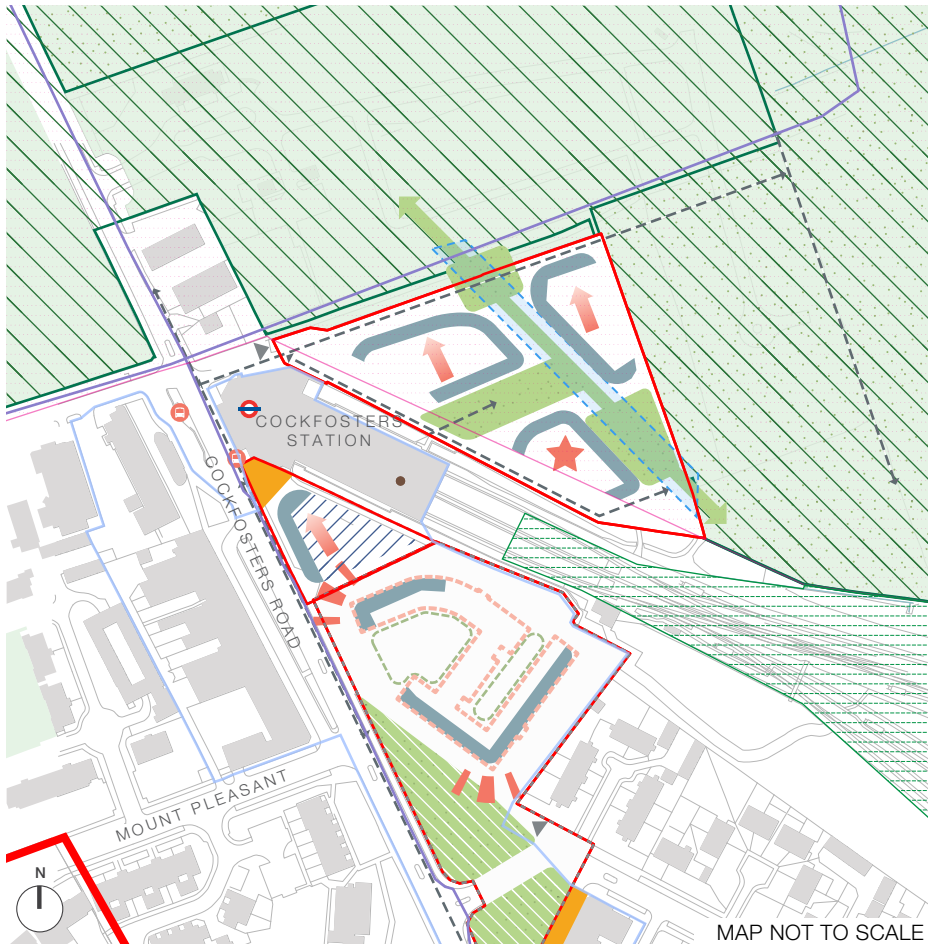


Table C1.96: SA URB.02 - Cockfosters Station Car Park

SA URB.02: COCKFOSTERS STATION CAR PARK			
Existing site information			
Address	Cockfosters Station Car Park (Parcels a & b) Cockfosters Road		
Site Area	1.15ha		
Existing Use(s)	Car park		
Site considerations			
Flood Zone	1		
PTAL	6a		
Heritage Considerations	Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.		
Impacts on Archaeological Priority Area	Within immediate setting of APA 2: Enfield Chase and Camlet Moat		
Proposal			
Land Use Requirements	Development of the site should provide new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	351	0
Approximate Estimated Non-residential capacity (Class E)	924sqm- Limited provision of non-residential floorspace adjacent to station and local centre to support vitality		

Table C1.97: SA URB.01 -

SA URB.01:	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes, footpath widening and rapid transit route as identified in the 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 IDP</p> <p>*The Environment Agency has noted that the site is in close proximity to potable groundwater abstractions we 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> <p>A. must improve east-west pedestrian and cycle permeability with connections linking into existing paths beyond the site boundary.</p> <p>B. should provide streetscape improvements along Cockfosters Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. must create a new arrival public space on Cockfosters Road adjacent to the existing station.</p> <p>D. must consider implications of the Thames Water main running through the site.</p> <p>E. should create a green spine through the site, which provides residential amenity and creates a biodiversity link with the surrounding Green Belt.</p> <p>F. must create active frontages along Cockfosters Road and central green spine.</p> <p>G. should provide a mix of typologies. mansion blocks, point block and taller buildings are considered the most appropriate.</p> <p>H. should provide tall buildings of no more than 39m in height. Tall buildings should be located towards the centre of the development parcel north of the railway line. A tall building could be considered acceptable for development parcel south of the railway line and its location will need to be carefully considered to mitigate impact on the heritage assets.</p> <p>I. must consider long views from Trent Park Conservation Area.</p> <p>J. should provide dual aspect dwellings along the railway line.</p> <p>K. should minimise overlooking issues onto the railway line when designing the residential uses.</p> <p>L. should deliver car-free development to promote active travel as the site has a high level of public transport accessibility. 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 non-residential uses along Cockfosters Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.03: Former Chase Park Farm Hospital

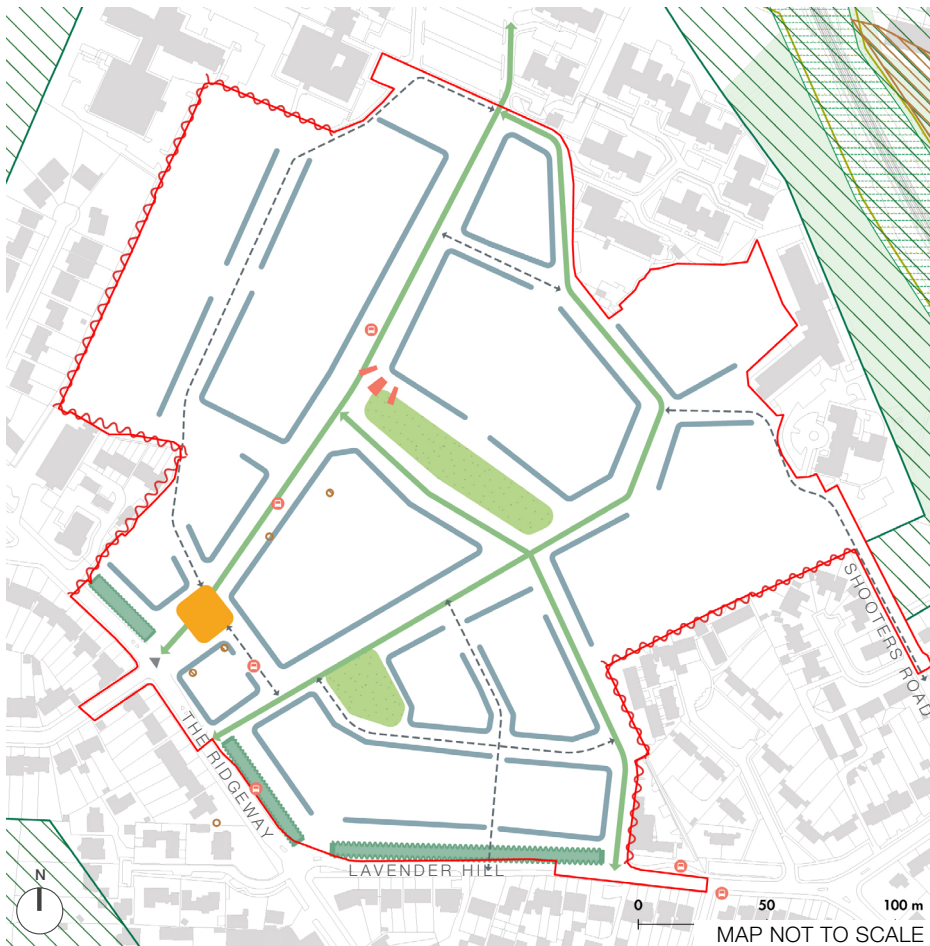


Table C1.98: SA URB.03 - Former Chase Farm Hospital

SA URB.03: FORMER CHASE FARM HOSPITAL			
Existing site information			
Address	Former Chase Farm Hospital, The Ridgeway, EN2 8JL		
Site Area	15.70ha		
Existing Use(s)	Former hospital site – now partially residential and partially vacant		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	1		
PTAL	2-3		
Heritage Considerations	4 Local Heritage Assets within site boundary. Within setting of Clay Hill Conservation Area.		
Impacts on Archaeological Priority Area	Adjacent to APA		
Within Protected Viewing corridor?	No. Located just outside of view 3		
Proposal			
Land Use Requirements	New homes and supporting social infrastructure , as well as a replacement hospital facility		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	344	0	0
Approximate Estimated Non-residential capacity (Class E)	36,320sqm of replacement hospital facilities ¹²		

* The estimated residential and non-residential capacities are based on extant planning permission: 15/04547/FUL. The site has been included as a site allocation as work has yet to be completed 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 1.1: SA URB.03 - Former Chase Farm Hospital

SA URB.03: Former Chase Park Farm Hospital	
Proposal	
Infrastructure requirements	<p>Development 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 IDP II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the placemaking policy or IDP III. Facilitate hospital continuity and potential future expansion IV. Deliver primary care enabling school
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. Should maximise retention of existing high value trees. B. should promote nature recovery strategy for areas along the boundaries. C. should promote more diverse and better-connected habitats. D. must promote pedestrian/cycle permeability through the site with an improved link to Shooters Road to the south and potential connections to the Turkey Brook and Green Loop to the north. E. should provide perimeter blocks/mansion blocks typologies with some terraced housing and avoid lower density detached and semi-detached house types. F. should provide buildings that directly overlook primary routes promoting passive surveillance. G. Tall buildings are not considered acceptable on this site. H. must minimise overlooking of the rear gardens of existing residential dwellings and secure the boundary through a back-to-back approach I. should minimise residential parking to promote active travel. Where required, on-street parking typology must be fully integrated with tree planting and public realm. J. should introduce SuDS running through the centre of the site and adjacent to primary routes. K. should locate service access onto The Ridgeway.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.04: Blackhorse Tower, Cockfosters Road

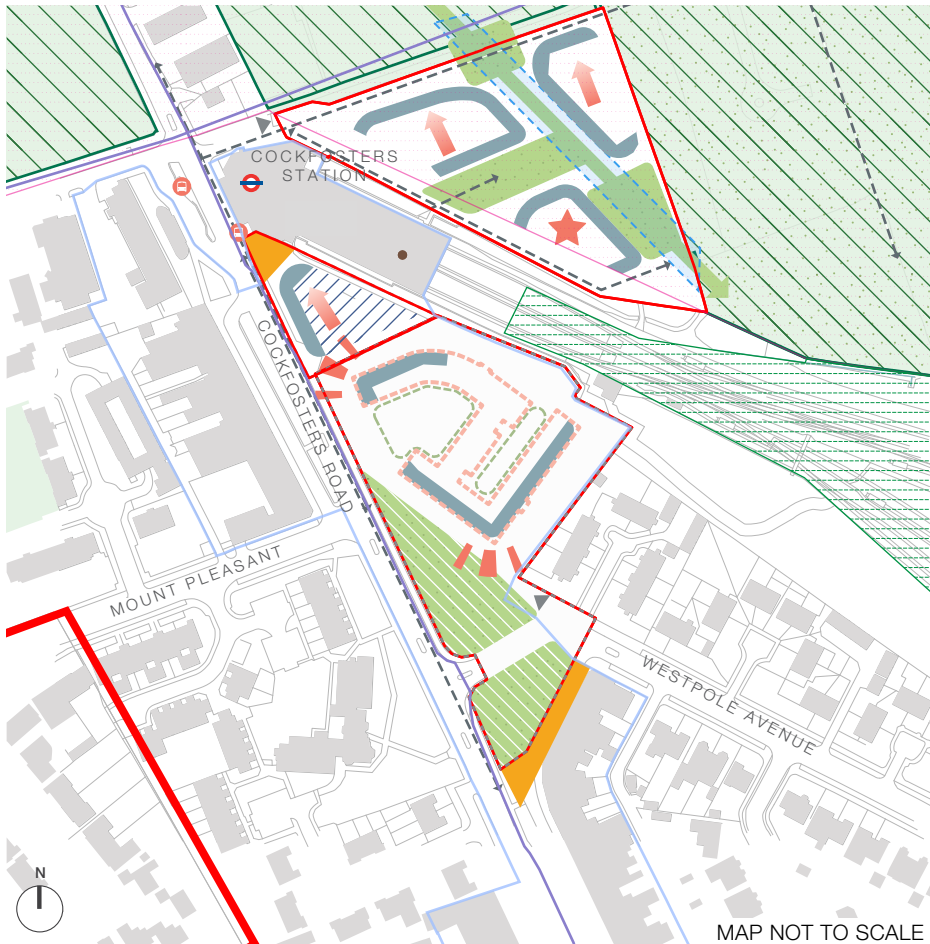


Table C1.99: SA URB.04 - Blackhorse Tower, Cockfosters Road

SA URB.04: BLACKHORSE TOWER, COCKFOSTERS ROAD			
Existing site information			
Address	Blackhorse Tower, Holbrook House And Churchwood House, 116 Cockfosters Road, EN4 0DY		
Site Area	1.25 ha		
Existing Use(s)	Non-residential		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Within the immediate setting of Trent Park Conservation Area; Cockfosters Station (Grade II Listed Building) and Trent Park Registered Park and Garden. Within the wider setting of numerous other heritage assets.		
Impacts on Archaeological Priority Area	Within immediate setting of APA 2: Enfield Chase and Camlet Moat		
Proposal			
Land Use Requirements	Development of the site should provide new homes and non-residential floorspace that is compatible with new and existing nearby residential uses		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	216	0	0
Approximate Estimated Non-residential capacity (Class E)	Provision of non-residential floorspace.		

Table C1.100: SA URB.04 - Blackhorse Tower, Cockfosters Road

SA URB.04: BLACKHORSE TOWER, COCKFOSTERS ROAD	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards identified TfL upgrades to London underground network serving Arnos Grove</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 IDP</p> <p>IV. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park</p>
Design Principles	<p>Development on the site:</p> <p>A. should provide streetscape improvements along Cockfosters Road facilitating pedestrian and cycle movement between Cockfosters station and Station Parade.</p> <p>B. should retain and improve the existing green space between Cockfosters Road and Westpole Avenue.</p> <p>C. should retain the existing high value trees along Cockfosters Road.</p> <p>D. should contribute to the promotion of Cockfosters as a 'Gateway to Enfield' with a marker building located in the north of the site along Cockfosters Road. Height, articulation, change of material, colour or window arrangement should be considered to mark this.</p> <p>E. should provide public realm improvements between Westpole Avenue and the shops along Station Parade and promote this with a marker building in the south of the site. Articulation, change of material, colour or window arrangement should be considered to mark this important corner.</p> <p>F. must consider long views north and south of Cockfosters Road which will capture these marker buildings and ensure they respond positively to the existing character of the built environment.</p> <p>G. must create active frontages along Cockfosters Road and the southern edge.</p> <p>H. must consider long views from Trent Park Conservation Area.</p> <p>I. should create a central amenity space for leisure, recreation, and play used by residents.</p> <p>J. must consider the visual connection and relationship with tall buildings within the site allocation to the north of the railway line.</p> <p>K. should secure boundaries to existing homes along Norfolk Close.</p> <p>L. should provide dual aspect dwellings along the railway line.</p> <p>M. should deliver car-free development to promote active travel as the site has a high level of public transport accessibility. 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>N. should locate access for servicing from Cockfosters Road and Westpole Avenue.</p>

Appendix C

SA URB.05: New Avenue Estate

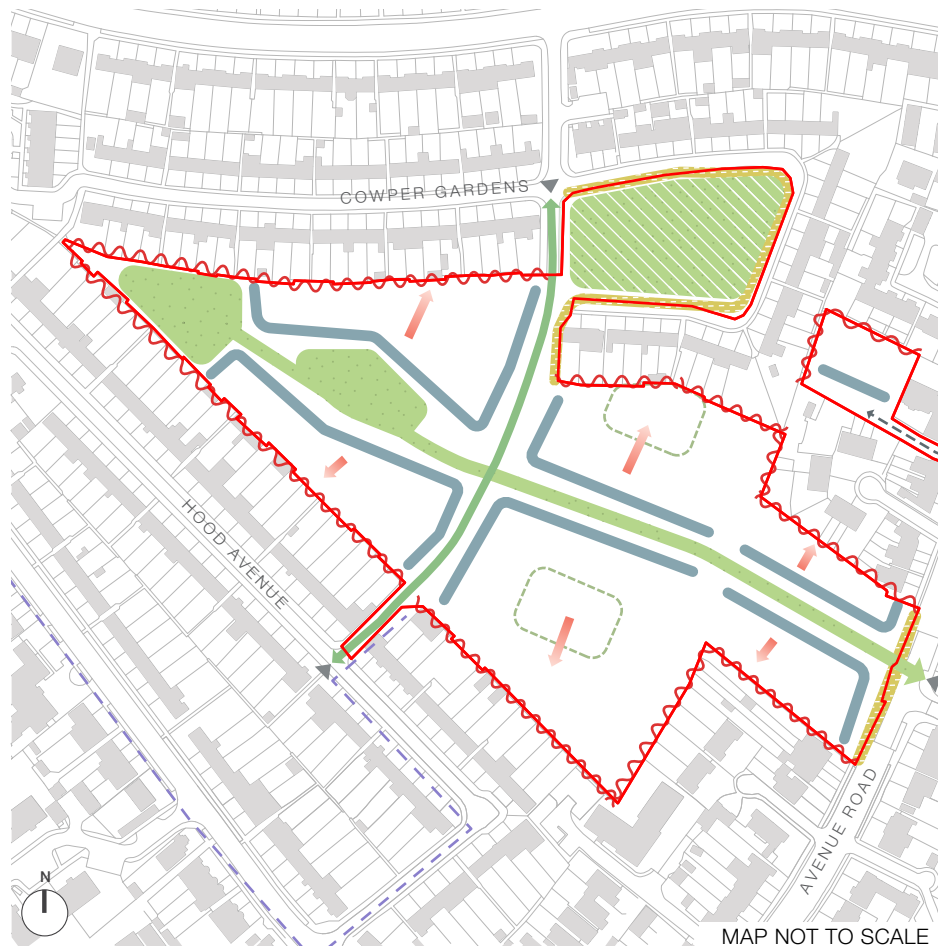


Table C1.101: SA URB.05 - New Avenue Estate

SA URB.05: NEW AVENUE ESTATE			
Existing site information			
Address	New Avenue Estate, London, N14		
Site Area	4.26 ha		
Existing Use(s)	Housing and open space		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	1a – 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes and reprovion of non-residential floorspace suitable for provision of social infrastructure (e.g. crèche, nursery, health facility)		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	156	48	0
Approximate Estimated Non-residential capacity (Class E)	319sqm ¹³		

* The estimated residential and non-residential capacities are based on extant planning permission: 16/01578/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 C1.102: SA URB.05 - New Avenue Estate

SA URB.05: NEW AVENUE 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must re-provide existing open space with additional tree planting and biodiversity enhancements.</p> <p>B. must promote north-south connections from Hood Avenue toward The Fairway.</p> <p>C. must promote east-west connections toward Avenue Road, and create a new green spine.</p> <p>D. must provide streetscape improvements along The Avenue and Cowper Gardens, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>E. must deliver formal and informal play along the green spine.</p> <p>F. must create active frontages along Avenue Road, Cowper Gardens and the green spine.</p> <p>G. should provide a mix of typologies. Perimeter blocks, point blocks, mansion blocks, courtyard blocks and terrace housing are considered the most appropriate.</p> <p>H. Buildings must decrease in height to the north, south and west of the site, to respond to the neighbouring lower rise buildings. Tall buildings are not considered acceptable on this site.</p> <p>I. should secure the rear garden boundaries of homes along the eastern and western boundary through a back-to-back approach.</p> <p>J. must sensitively design residential uses and minimise overlooking onto existing rear gardens of properties along the eastern, western and northern boundary.</p> <p>K. must carefully consider relationship with existing culvert.</p> <p>L. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting</p> <p>M. must locate access for servicing from Cowper Gardens and Avenue Road.</p>

SA URB.06: Former Middlesex University, Trent Park

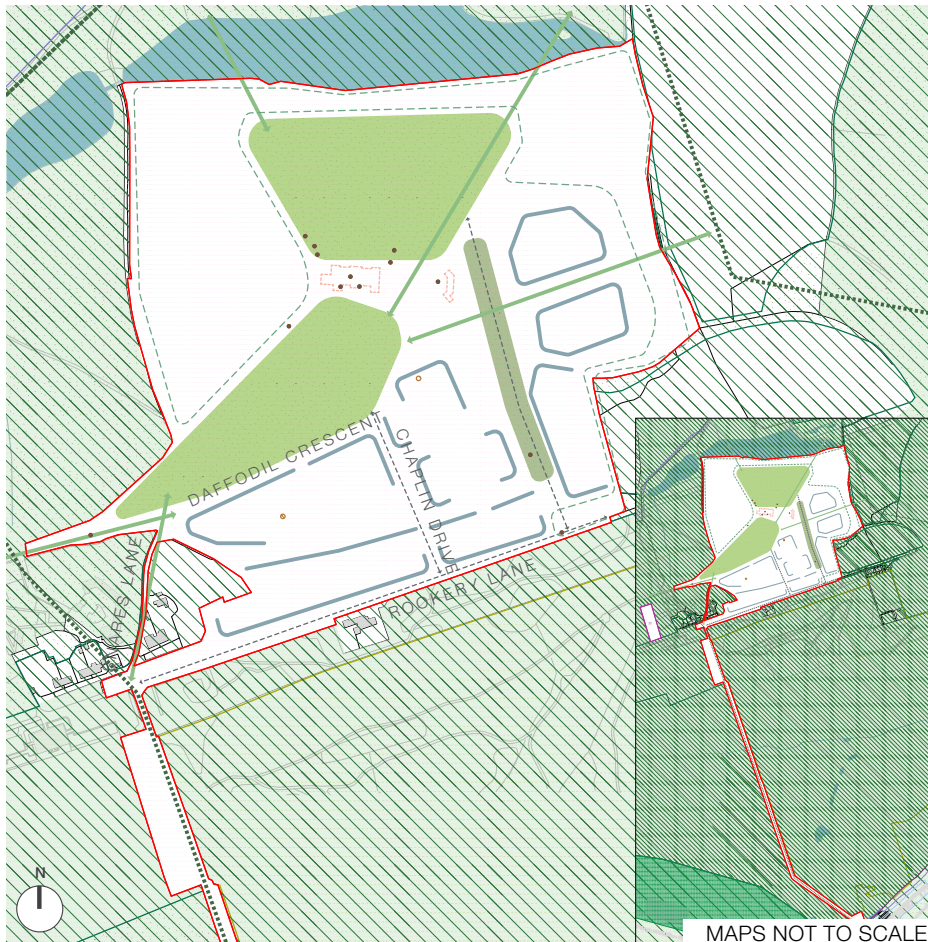


Table C1.103: SA URB.06 - Former Middlesex University, Trent Park

SA URB.06: FORMER MIDDLESEX UNIVERSITY, TRENT PARK			
Existing site information			
Address	Former Middlesex University Trent Park Bramley Road, N14 4YZ		
Site Area	22.48 ha		
Existing Use(s)	n/a - principle of development established through permission		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	0 -1		
Heritage Considerations	Registered Park and Garden, Conservation Area and setting of designated and non-designated heritage assets. 2 Heritage assets within site, located within Conservation area and Registered Park and Garden.		
Impacts on Archaeological Priority Area	Within Area of Archaeological Importance		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	249	0	0

Table C1.104: SA URB.06 - Former Middlesex University, Trent Park

SA URB.06: FORMER MIDDLESEX UNIVERSITY, TRENT PARK	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. facilitate delivery of wildlife centre</p>
Design Principles	<p>Development on the site:</p> <p>A. should follow a landscape-led approach.</p> <p>B. should promote nature recovery strategy for areas along the boundaries.</p> <p>C. should promote more diverse and better-connected habitats.</p> <p>D. should increase woodland cover.</p> <p>E. should introduce SuDS running through the centre of the site and adjacent to primary routes.</p> <p>F. must promote pedestrian and cycle connections through the site to the Green Links in the east and west and the Enfield Green Loop to the north.</p> <p>G. should provide perimeter blocks and mansion blocks typologies and avoid lower density detached and semi-detached house types.</p> <p>H. Tall buildings are not considered acceptable on this site. should carefully consider relation with existing designated and non-designated heritage assets.</p> <p>I. should create active frontages onto primary connections, promoting passive surveillance.</p> <p>J. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting</p> <p>K. must locate access for servicing from Snakes Lane.</p> <p>L. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.07: Sainsbury's Green Lanes



Table C1.105: SA URB.07 - Sainsbury's Green Lanes

SA URB.07: SAINSBURY'S GREEN LANES			
Existing site information			
Address	Sainsbury's Green Lanes, N21 3RS		
Site Area	2.2 ha		
Existing Use(s)	Supermarket + car park		
Site considerations			
Flood Zone	1		
PTAL	3		
Heritage Considerations	Adjacent to a Grade II Listed Building and within the setting of 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. Public realm and environmental improvements, including improved walking and cycling routes.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	368	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential floorspace.		

Table C1.106: SA URB.07 - Sainsbury's Green Lanes

SA URB.07: SAINSBURY'S GREEN LANES	
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 lane and footpath widening identified in the 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 IDP</p> <p>III. Contribution towards the extension of Firs Farm flood alleviation scheme</p> <p>*The Environment Agency has noted that the site is in close proximity to potable groundwater abstractions we 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> <p>A. must retain existing open space and existing high value trees.</p> <p>B. should provide additional tree planting and biodiversity enhancements.</p> <p>C. should improve east-west pedestrian connections from Halsmere Road to Green Lanes towards the New River Path.</p> <p>D. must improve north-south permeability within the site through the creation of secondary connections within the development.</p> <p>E. should improve existing entrances into the retained green space along Halsmere Road.</p> <p>F. must deliver/contribute towards streetscape improvements along Green Lanes (identified as a Green Link in the Policies Map).</p> <p>G. should enhance the public realm fronting at the gateways into the site from Green Lanes.</p> <p>H. must create active frontages along Green Lanes, the green space edge and internal pedestrian and cycle connections.</p> <p>I. should provide a mix of typologies. Courtyard blocks, perimeter blocks and mansion blocks are considered the most appropriate.</p> <p>J. must decrease building heights towards the north-east of the site to address the sensitivity of the existing Grade II listed building. Tall buildings are not considered acceptable on this site.</p> <p>K. should locate non-residential uses along Green Lanes to create a connection to the existing Local Centre (Winchmore Hill Broadway).</p> <p>L. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. Podium parking for non-residential uses must avoid the creation of long stretches of inactive frontage.</p> <p>M. should locate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from Green Lanes.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.08: Hoe, Eastfield, Cherry and Bouvier Estates

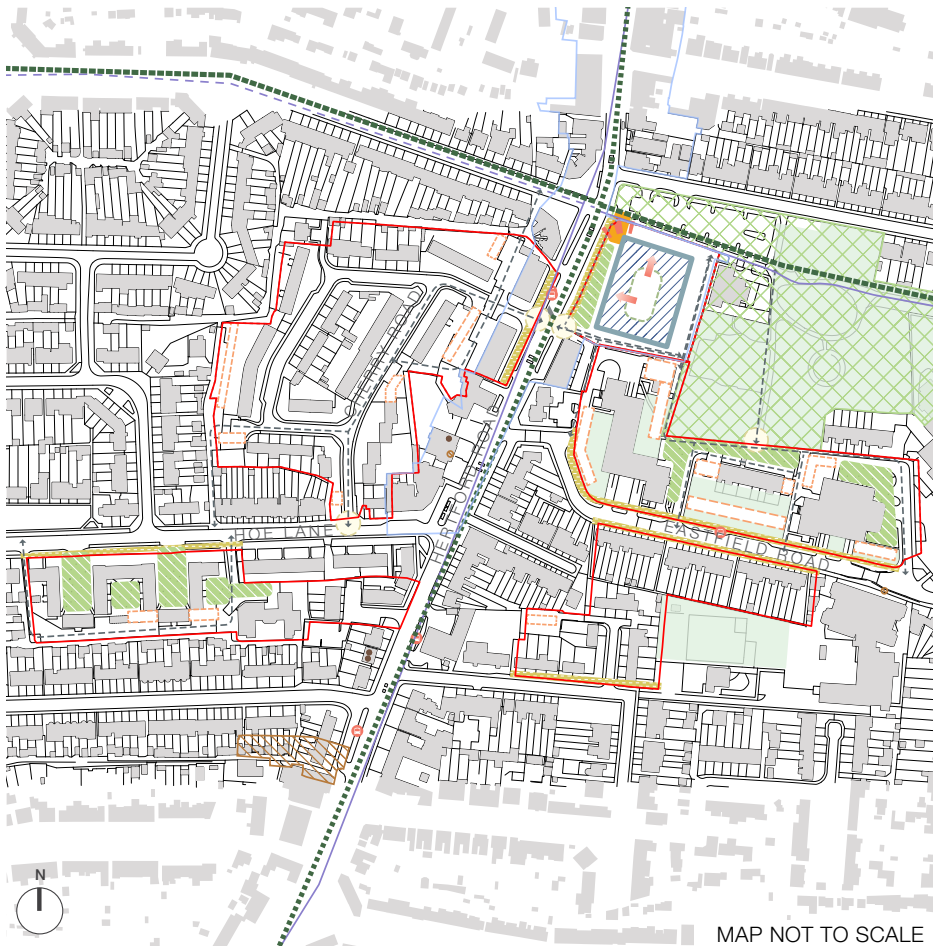


Table C1.107: SA URB.08 - Hoe, Eastfield, Cherry and Bouvier Estates

SA URB.08: HOE, EASTFIELD, CHERRY AND BOUVIER ESTATES			
Existing site information			
Address	Hoe, Eastfield, Cherry and Bouvier Estates		
Site Area	6.61ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	Adjacent to a designated and non-designated heritage asset		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	240	0

Table C1.108: SA URB.08 - Hoe, Eastfield, Cherry and Bouvier Estates

SA URB.08: HOE, EASTFIELD, CHERRY AND BOUVIER ESTATES	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>should contribute towards Albany Park river restoration and flood alleviation scheme</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 (SA U.19)</p> <p>B. must improve north-south and east-west pedestrian connections and facilitate links to the Green Loop and Albany Park.</p> <p>C. should provide streetscape improvements along Hertford Road Road (identified as a Green Link in the Policies Map), Eastfield Road, Hoe Lane, Ingersoll Road and Bouvier Road. Tree planting along Hertford Road must be maximised.</p> <p>D. should create new pedestrian gateways along Hertford Road improving links to Albany Park.</p> <p>E. should improve existing green spaces.</p> <p>F. should provide infill development in a mix of villa blocks and mansion blocks up to 18m in height, townhouses along the blank walls of existing podiums and a mews for backland infill.</p> <p>G. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear garden boundaries through a back-to-back approach.</p> <p>H. should create active frontages along the Albany Park edge exploiting long views across the green space.</p> <p>I. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.09: Exeter Road Estate

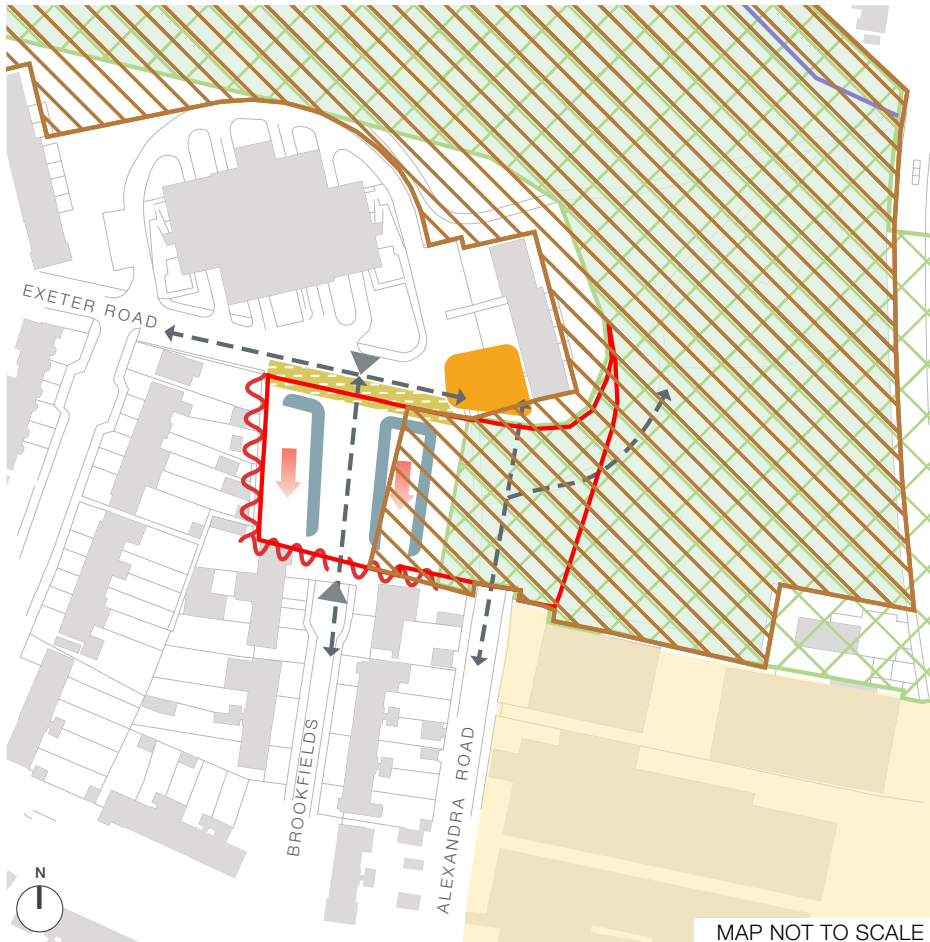


Table C1.109: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD ESTATE			
Existing site information			
Address	Land at former Wessex Hall Building, EN3 7TU		
Site Area	0.38 ha		
Existing Use(s)	Vacant Land		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	129	0	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of non-residential floorspace ¹⁴		

* The estimated residential and non-residential capacities are based on extant planning permission: 21/02076/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 C1.110: SA URB.09 - Exeter Road Estate

SA URB.09: EXETER ROAD 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 IDP II. should contribute towards improvements to access and facilities at Brimsdown Station I. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP II. Contribution towards Durants Park Floor Alleviation Scheme
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must retain existing MOL and deliver additional tree planting and biodiversity enhancements. B. should deliver/improve pedestrian and cycling connections from Brookfields Road and Alexandra Road to Exeter Road. C. must provide streetscape improvements along Exeter Road and Brookfields, for example wider footpaths, trees, planting, and the incorporation of street furniture. D. could consider provision of a new public space at the intersection of Exeter Road and Alexandra Road as gateway into the existing MOL. E. must create active frontages along Exeter Road, Brookfields and the MOL edge. F. should provide perimeter block and mansion block typologies. G. must decrease building height toward the southern and western site boundary to respond to the existing properties. Tall buildings are not considered acceptable on this site. H. must minimise overlooking into existing rear gardens. I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting J. should locate access for servicing from Exeter Road and Brookfields.

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.10: Alma Estate

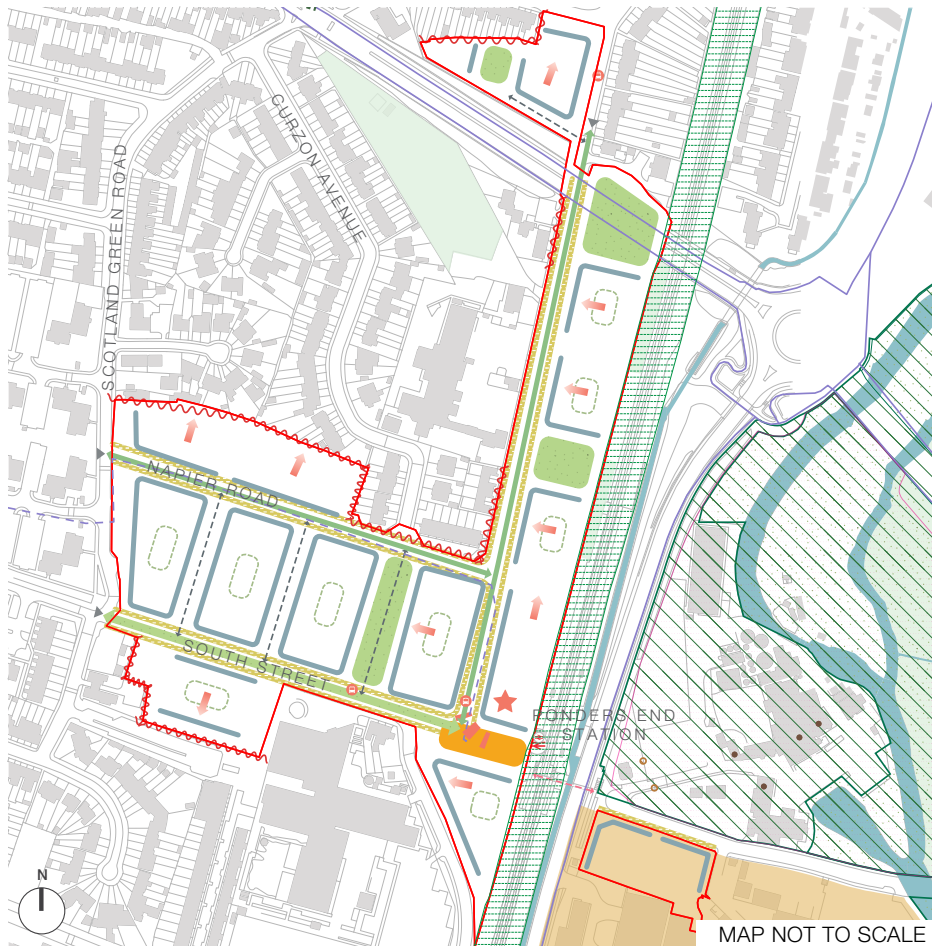


Table C1.111: SA URB.10 - Alma Estate

SA URB.10: ALMA ESTATE			
Existing site information			
Address	Alma Estate, EN3		
Site Area	7.79ha		
Existing Use(s)	Existing residential		
Current Ownership(s)	Multiple ownerships		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	To the west of a Conservation Area and associated statutorily listed buildings. To the west of landscape on Local Heritage list.		
Impacts on Archaeological Priority Area	Adjacent to Lea Valley West Bank APA		
Within Protected Viewing corridor?	Yes. View 2 (King's Head Hill) and View 9 (Approach to Enfield Town)		
Proposal			
Land Use Requirements	Development of this site should provide new homes and could be supported with social infrastructure uses such as a nursery or community space.		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	127 remaining (net) to be delivered ¹⁵	0	0
Approximate Estimated Non-residential capacity (Class E)	3,800sqm ¹⁶		

* Estimated gross capacity of 1204 homes

** Approximate estimates are informed by the planning reference: 19/03624/VAR

Table C1.112: SA URB.10 - Alma Estate

SA URB.10: ALMA 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. should deliver reprovision of a community centre</p> <p>IV. should deliver the reprovision of a youth centre</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along South Street, Alma Road, Napier Road, for example for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. should create a green spine along South Street which connects to a new public space fronting the station entrance.</p> <p>C. should create a network of public open spaces including play areas on South Street, Alma Road and Napier Road.</p> <p>D. must create active frontages along South Street, Alma Road, Napier Road and around main station square.</p> <p>E. should provide a mix of typologies. Perimeter blocks, courtyard blocks, terrace housing and towers are considered the most appropriate.</p> <p>F. should locate tall buildings of no more than 33m in height adjacent to Ponders End station. Buildings must decrease in height to the north, south and west of the site, to respond to the neighbouring lower rise buildings.</p> <p>G. should secure the rear garden boundaries of homes along the northern boundary through terrace housing and a back-to-back approach.</p> <p>H. must sensitively design residential uses and minimise overlooking onto existing properties along the northern, western, and southern boundary.</p> <p>I. should provide limited parking to promote active travel. If required, on-street parking should be integrated into the public realm, with long runs broken down with tree planting</p> <p>J. must locate access for servicing from South Street and Alma Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.11: The Former Royal Chace Hotel

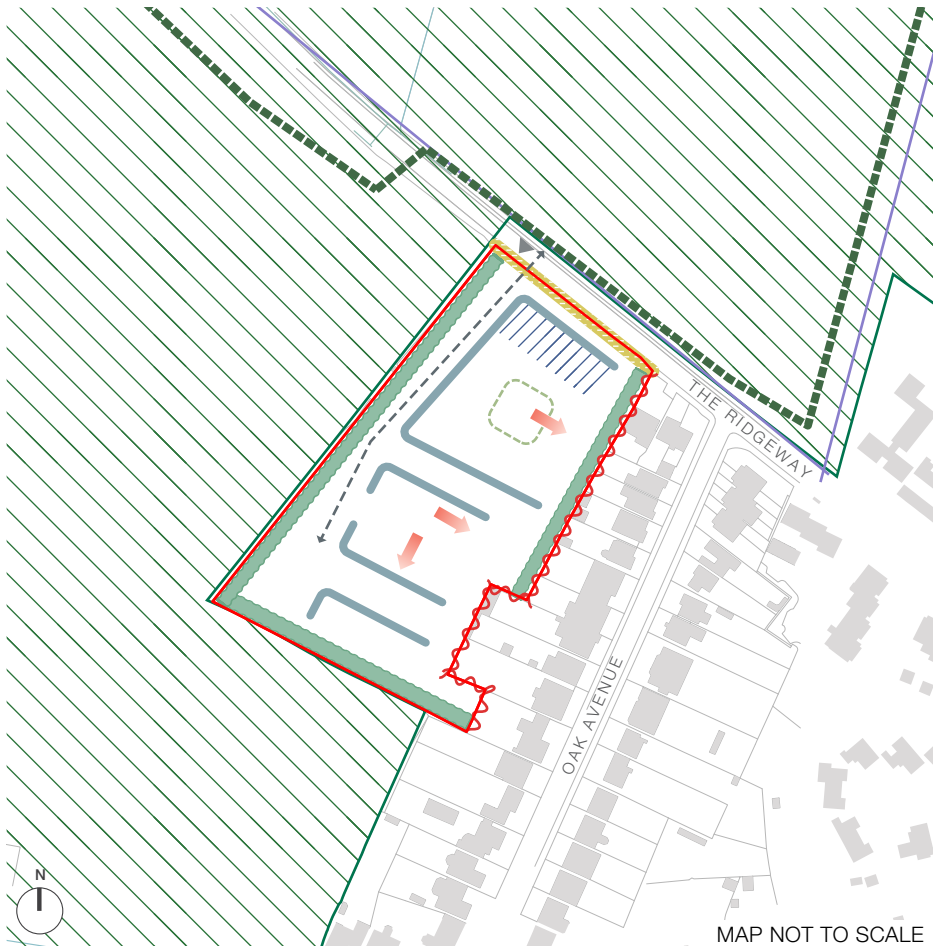


Table C1.113: SA URB.11 - The Former Royal Chace

SA URB.11: THE FORMER ROYAL CHACE HOTEL			
Existing site information			
Address	The Royal Chace Hotel, The Ridgeway, Enfield, EN2 8AR		
Site Area	1.76ha		
Existing Use(s)	Former hotel		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	1a		
Heritage Considerations	Some non-designated heritage assets in vicinity.		
Impacts on Archaeological Priority Area	Adjacent to APA		
Proposal			
Land Use Requirements	New homes (which could include older person's care home)		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	115	0	0

* The estimated capacities are based on extant planning permission: 21/01816/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 C1.114: SA URB.11 - The Former Royal Chace

SA URB.11: THE FORMER ROYAL CHACE HOTEL	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. should follow a landscape-led approach.</p> <p>B. should promote nature recovery strategy for areas along the boundaries.</p> <p>C. should promote more diverse and better-connected habitats.</p> <p>D. must retain existing high value trees. The site is subject to an area of Tree Preservation Order.</p> <p>E. should introduce SuDS running through the site and adjacent to primary routes.</p> <p>F. should deliver streetscape improvements along The Ridgeway promoting connections with the Green Loop to the east and north of the site.</p> <p>G. should provide a mix of typologies with an extra care building (courtyard block) located along The Ridgeway and an additional courtyard block or terrace housing to its rear.</p> <p>H. must decrease building heights towards the east and south boundary to respond to the neighbouring lower rise existing buildings and sensitivity of the green belt edge. Tall buildings are not considered acceptable on this site.</p> <p>I. should provide an extra care facility with communal and staff areas along the north-east facing the main access.</p> <p>J. should promote clear views of the main entrance from the access on The Ridgeway.</p> <p>K. must minimise overlooking onto the rear gardens of the properties along Oak Avenue.</p> <p>L. Should locate on-street parking close to the main access and should be integrated into the public realm, with long runs broken down with tree planting</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.12: 241 Green Street

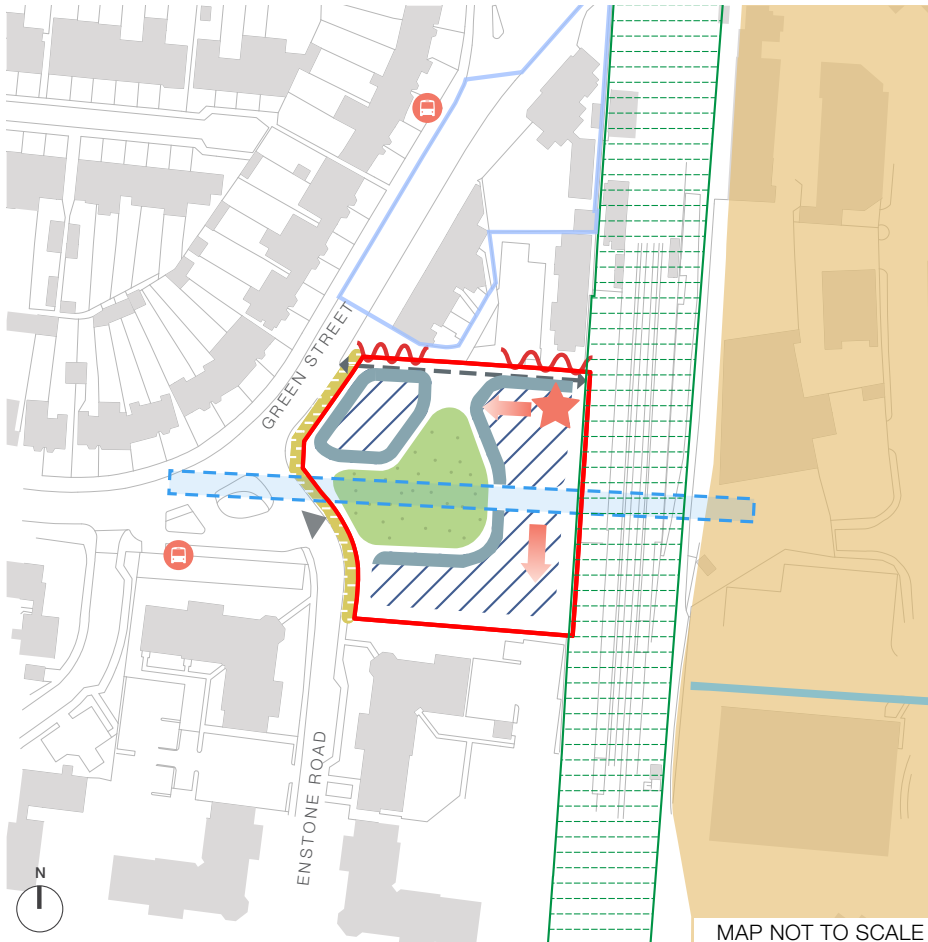


Table C1.115: SA URB.12 - 241 Green Street

SA URB.12: 241 GREEN STREET			
Existing site information			
Address	241 Green Street Enfield, EN3 7HQ		
Site Area	0.45 ha		
Existing Use(s)	Employment		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment of the site should provide new homes and replacement employment floorspace with no net loss		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	92	0	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing non-residential floorspace ¹⁸		

* The estimated capacities are based on extant planning permission: 20/01526/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 C1.116: SA URB.12 - 241 Green Street

SA URB.12: 241 GREEN STREET	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards improvements to access and facilities at Brimsdown Station</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 IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Green Street and Enstone Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>B. should enable connections to the existing site to the north.</p> <p>C. must include a central open space.</p> <p>D. should provide point block and perimeter block typologies.</p> <p>E. must provide active frontages along Green Street, Enstone Road and the central open space.</p> <p>F. should locate tall buildings of no more than 48m in height along the railway line. Height must decrease toward the northern / southern / western boundary of the site.</p> <p>G. must include flexible employment spaces accessed from the central open space</p> <p>H. should provide dual aspect dwellings along the railway line.</p> <p>I. should carefully consider relation with existing sewer running east-west.</p> <p>J. should provide limited parking to promote active travel, given proximity to the station. 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 Enstone Road.</p> <p>L. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.13: Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate

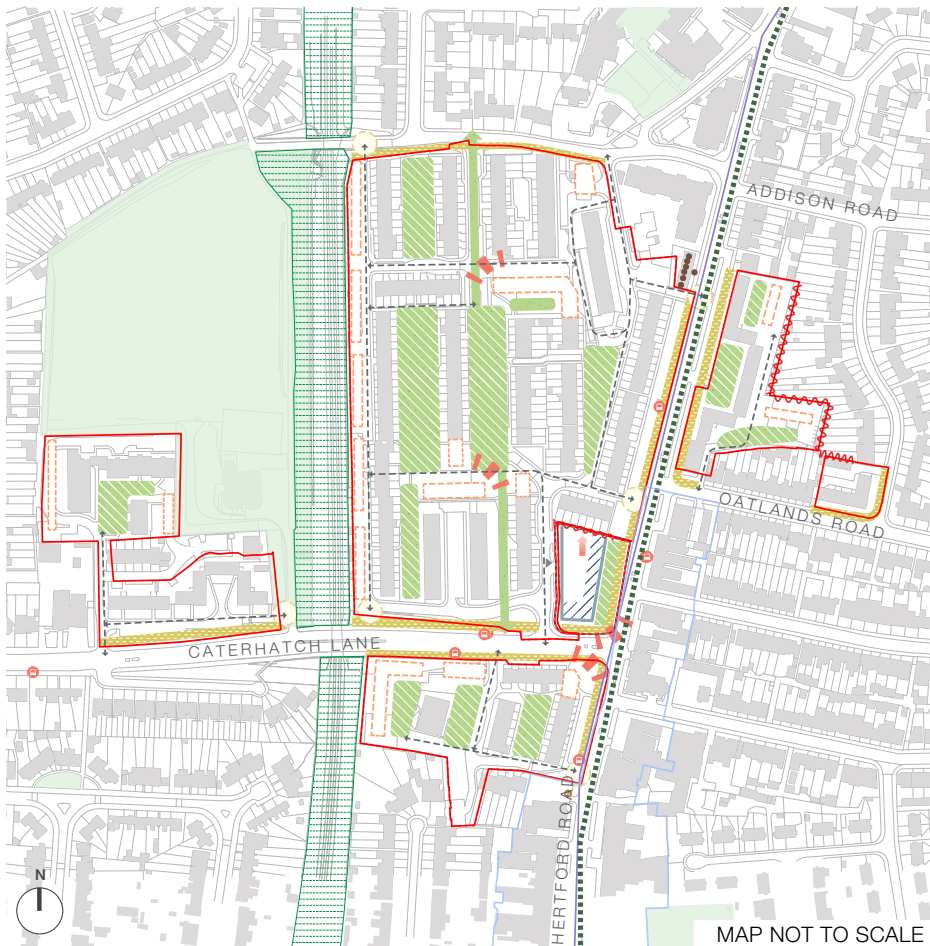


Table C1.117: SA URB.13 - Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate

SA URB.13: HERTFORD ROAD, ARCHERS AND ROMAN WAY, LARKSFIELD GROVE, CATERHATCH, LYTCHET WAY AND SHERBOURNE AVENUE ESTATE			
Existing site information			
Address	Hertford Road, Archers and Roman Way, Larksfield Grove Caterhatch, Lytchet Way and Sherbourne Avenue Estate,		
Site Area	12.26ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	At its NW extent, the site is immediately adjacent to Grade II Almshouses. To the south is the locally listed Enfield Highway Library.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	199	0

Table C1.118: SA URB.13 - Hertford Road, Archers and Roman Way, Larksfield Grove, Caterhatch, Lytchet Way and Sherbourne Avenue Estate

SA URB.13: HERTFORD ROAD, ARCHERS AND ROMAN WAY, LARKSFIELD GROVE, CATERHATCH, LYTCHET WAY AND SHERBOURNE AVENUE 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. is strongly encouraged to be designed and delivered in conjunction with the directly adjacent site (SA U.21)</p> <p>B. must improve north-south pedestrian connections from Palmers Lane to Carterhatch Lane through the creation of a new green spine and by linking existing cul-de-sacs.</p> <p>C. must improve east-west pedestrian connections.</p> <p>D. must improve existing pedestrian gateways along Hertford Road, Palmers Lane and Carterhatch Lane.</p> <p>E. must deliver streetscape improvements along Hertford Road, Palmers Lane, Carterhatch Lane, Oatlands Road, Lombard Avenue, Old Road, Lytchet Way, Lawson Road and Moorfield Road. Improvements along Hertford Road and Carterhatch Lane</p> <p>F. must maximise tree planting to provide a green buffer.</p> <p>G. should improve existing green spaces.</p> <p>H. should locate marker buildings along the green spine at each end of the existing green space. Articulation, change of material, colour or window arrangement should be considered for these buildings to frame the green space.</p> <p>I. should provide infill development in a mix of villa blocks and mansion blocks up to 15m in height to reinforce the existing building frontages. Mews development should be used for backland infill opportunities and along the railway line. Buildings of up to 18m in height are acceptable along Carterhatch Lane.</p> <p>J. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear garden boundaries through a back-to-back approach.</p> <p>K. should provide dual aspect dwellings along Hertford Road and Carterhatch Lane.</p> <p>L. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.14: Four Hills Estate, Lavender Hill

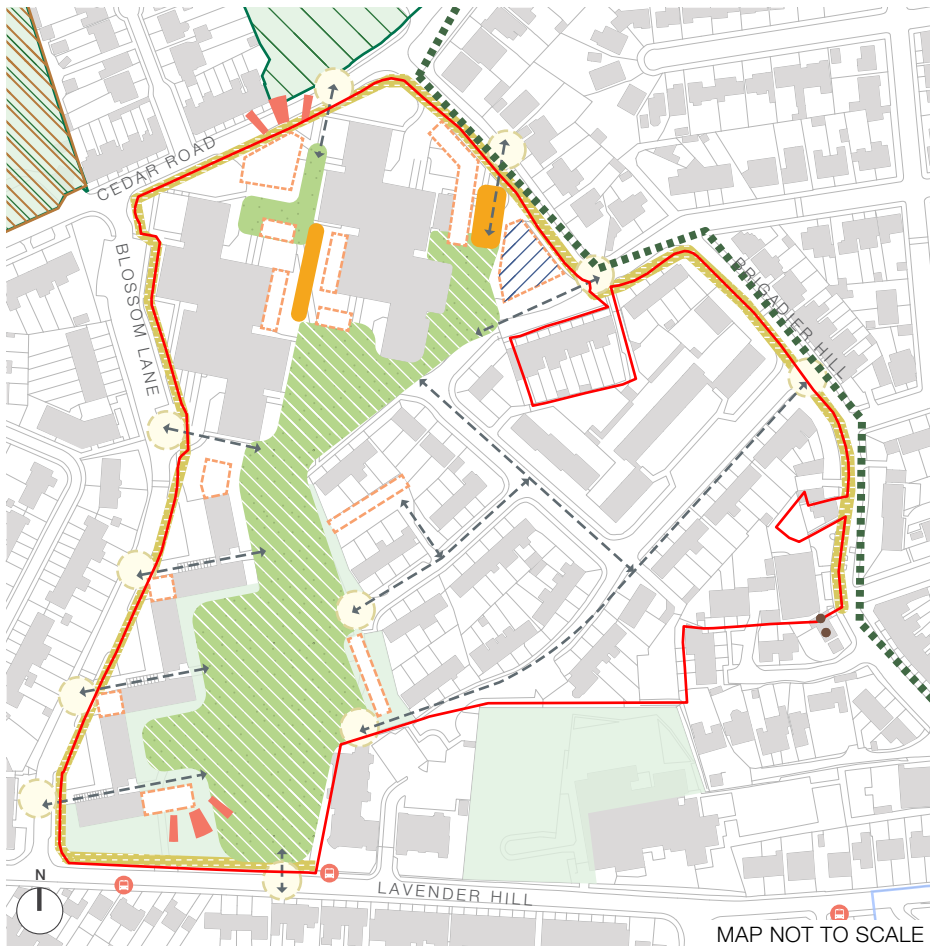


Table C1.119: SA URB.14 - Four Hills Estate, Lavender Hill

SA URB.14: FOUR HILLS ESTATE, LAVENDER HILL			
Existing site information			
Address	Four Hills Estate, Lavender Hill		
Site Area	12.31		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	Potentially adjacent to APA		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	99	0

Table C1.120: SA URB.14 - Four Hills Estate, Lavender Hill

SA URB.14: FOUR HILLS ESTATE, LAVENDER HILL	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must improve east-west pedestrian connections through the central open space from Blossom Lane to Brigadier Hill.</p> <p>B. must improve north-south pedestrian connections through the central open space from Cedar Road to Lavender Hill.</p> <p>C. should provide improvements to the existing central open space including additional tree planting, biodiversity enhancements and formal/informal play.</p> <p>D. should provide streetscape improvements along Blossom Lane, Cedar Road, Brigadier Hill, and Lavender Hill, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>E. should improve existing pedestrian gateways on Blossom Lane, Cedar Road, Brigadier Hill, and Lavender Hill.</p> <p>F. should locate marker buildings at the gateways to the site from lavender Hill and Cedar Road. Articulation, change of material, colour or window arrangement should be considered to mark these gateways.</p> <p>G. should improve existing vehicular entrances.</p> <p>H. should provide infill development which uses the opportunities presented by the blank walls of the existing podiums, securing existing rear garden boundaries, and introducing marker buildings at the entrances into the open space.</p> <p>I. should provide a mix of typologies villa blocks of up to 15m in height and terrace housing considered the most appropriate.</p> <p>J. should re-provide the community use and associated new public space along Brigadier Hill.</p> <p>K. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.15: Kettering Road Estate

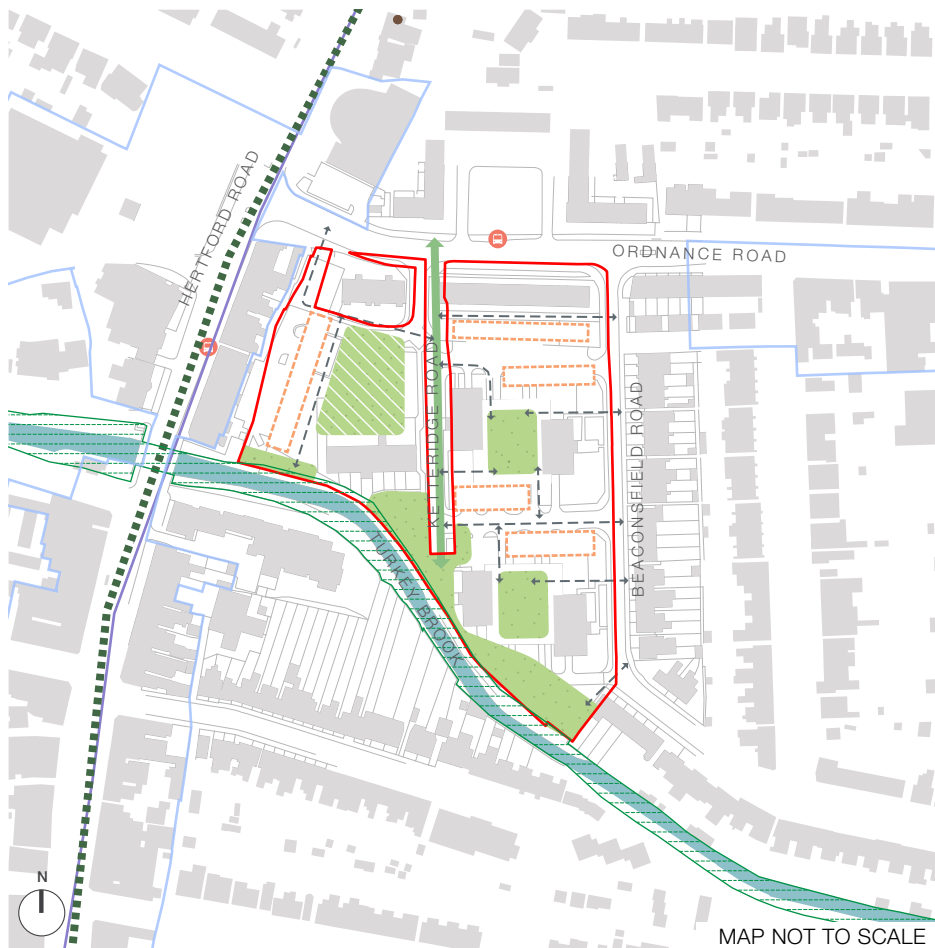


Table C1.121: SA URB.15 - Kettering Road Estate

SA URB.15: KETTERING ROAD ESTATE			
Existing site information			
Address	Kettering Rd Estate		
Site Area	1.89ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	2-3		
Heritage Considerations	Nearby designated and non-designated heritage assets and conservation area.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	90	0

Table C1.122: SA URB.15 - Kettering Road Estate

SA URB.15: KETTERING 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. should contribute towards Albany Park river restoration and flood alleviation scheme Delivering high quality access and public realm improvements to Turkey Street Station</p>
Design Principles	<p>Development on the site:</p> <p>A. must improve east-west and north-south pedestrian connections.</p> <p>B. should provide streetscape improvements along Ordnance Road, Beaconsfield Road and Kettering Road.</p> <p>C. should create a central open space along Kettering Road including a playground.</p> <p>D. should create active frontages along Kettering Road, Beaconsfield Road and the central open space.</p> <p>E. should create a new public open space along the Turkey Brook and reinforce existing wildlife corridor through additional planting and biodiversity enhancements.</p> <p>F. should remove existing podium parking to create residential courtyards which are enclosed by infill mansion blocks of up to 15m and the existing towers.</p> <p>G. should provide mews infill to the rear of the housing block along Ordnance Road.</p> <p>H. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.16: 188-200 Bowes Road



Table C1.123: SA URB.16 - 188-200 Bowes Road

SA URB.16: 188-200 BOWES ROAD			
Existing site information			
Address	188-200 Bowes Road, London, N11 2JH		
Site Area	0.48ha		
Existing Use(s)	Mixture of uses		
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 replacement employment floorspace		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	47	39	0
Approximate Estimated Non-residential capacity (Class E)	526 sqm ¹⁹		

* The estimated capacities are based on extant planning permission: 18/00388/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 C1.124: SA URB.16 - 188-200 Bowes Road

SA URB.16: 188-200 BOWES ROAD	
Proposal	
Infrastructure requirements	<p>Development of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Bowes Road including a protected cycle route. Tree planting should be maximised to create a green buffer.</p> <p>B. must create a central green space linked to Wells Mews.</p> <p>C. must create active frontages along Bowes Road, Wells Mews and the central open space.</p> <p>D. should align with the existing building frontages along Bowes Road.</p> <p>E. should reinforce the tree buffer along the playing fields boundary.</p> <p>F. should provide perimeter block and mansion block typologies.</p> <p>G. could locate a building of up to 21m in height adjacent to the playing field, with height decreasing along Bowes Road. Tall buildings are not considered acceptable on this site.</p> <p>H. should provide non-residential uses along Bowes Road.</p> <p>I. should minimise 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>J. should locate access for servicing from Bowes Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.17: Main Avenue Estate

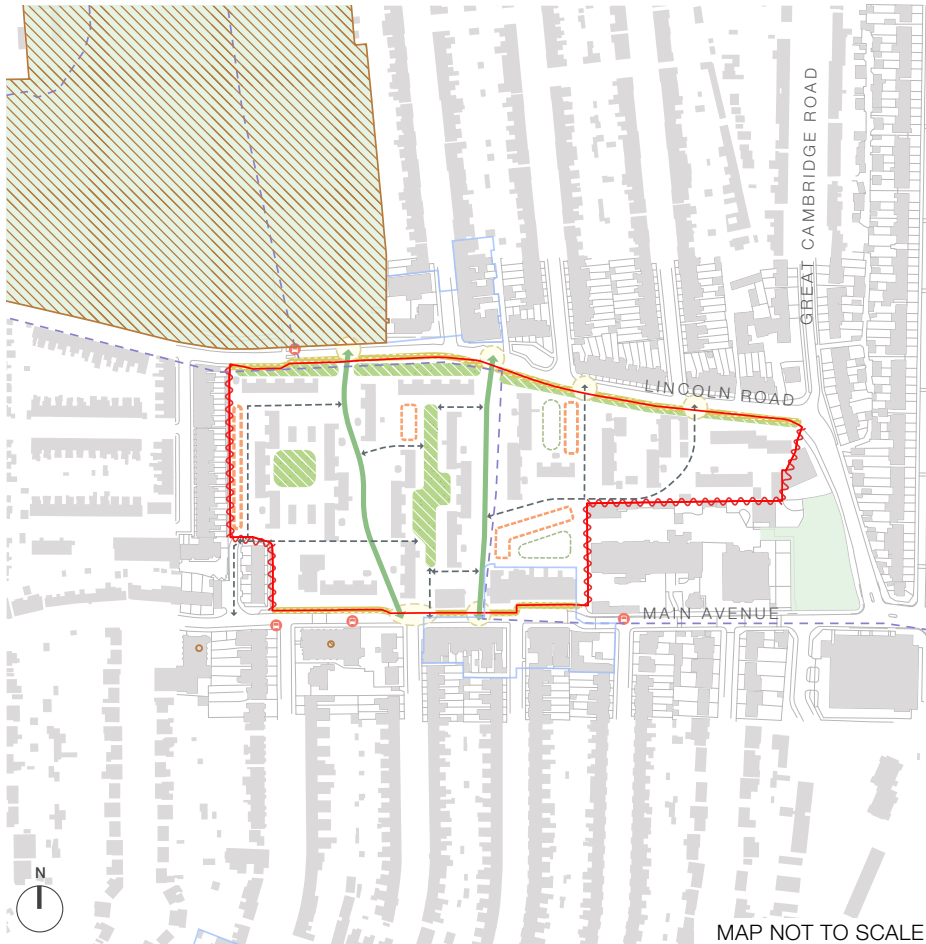


Table C1.125: SA URB.17 - Main Avenue Estate

SA URB.17: MAIN AVENUE ESTATE			
Existing site information			
Address	Main Avenue Site		
Site Area	4.49 ha		
Existing Use(s)	Residential		
Site considerations			
Flood Zone	1		
PTAL	1a		
Heritage Considerations	Within the setting of numerous non-designated heritage assets. Value of existing twentieth century housing estate will need further research.		
Impacts on Archaeological Priority Area	Within APA 7: Ermine Street		
Proposal			
Land Use Requirements	Housing estate regeneration, comprehensive redevelopment for residential uses		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	80	0

Table C1.126: SA URB.17 - Main Avenue Estate

SA URB.17: MAIN AVENUE 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 IDP</p> <p>II. should contribute towards improvements to access and facilities at Bush Hill Park 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>
Design Principles	<p>Development on the site:</p> <p>A. must improve north-south and east-west pedestrian connections and facilitate access to Bush Hill Park.</p> <p>B. should provide streetscape improvements along Main Avenue, Lincoln Road and estate roads, for example for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>C. should provide improvements to existing green strip along Lincoln Road with additional tree planting and biodiversity enhancements.</p> <p>D. should provide improvements to existing Florence Green Park with improved pedestrian gateways, additional tree planting, biodiversity enhancements and formal/informal play.</p> <p>E. should use infill opportunities on garage sites and car park areas.</p> <p>F. should provide an infill mews on Agricola Place, securing the rear garden boundaries to existing homes through a back-to-back approach.</p> <p>G. should, if infill, provide mansion blocks on Hadrian's Ride and Ermine Side promoting the creation of enclosed residential courtyards. Height must decrease to the east to respond to Bush Hill Primary School.. Tall buildings are not considered acceptable on this site.</p> <p>H. should, if partial or full re-development, provide courtyard typologies and height must decrease towards the east, west and south site boundary. Tall buildings are not considered acceptable on this site.</p> <p>I. must carefully consider its relationship with the Library, Wheatsheaf Hall, Bush Hill Park and Lincoln Road Medical Practice.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.18: Land at Ritz Parade

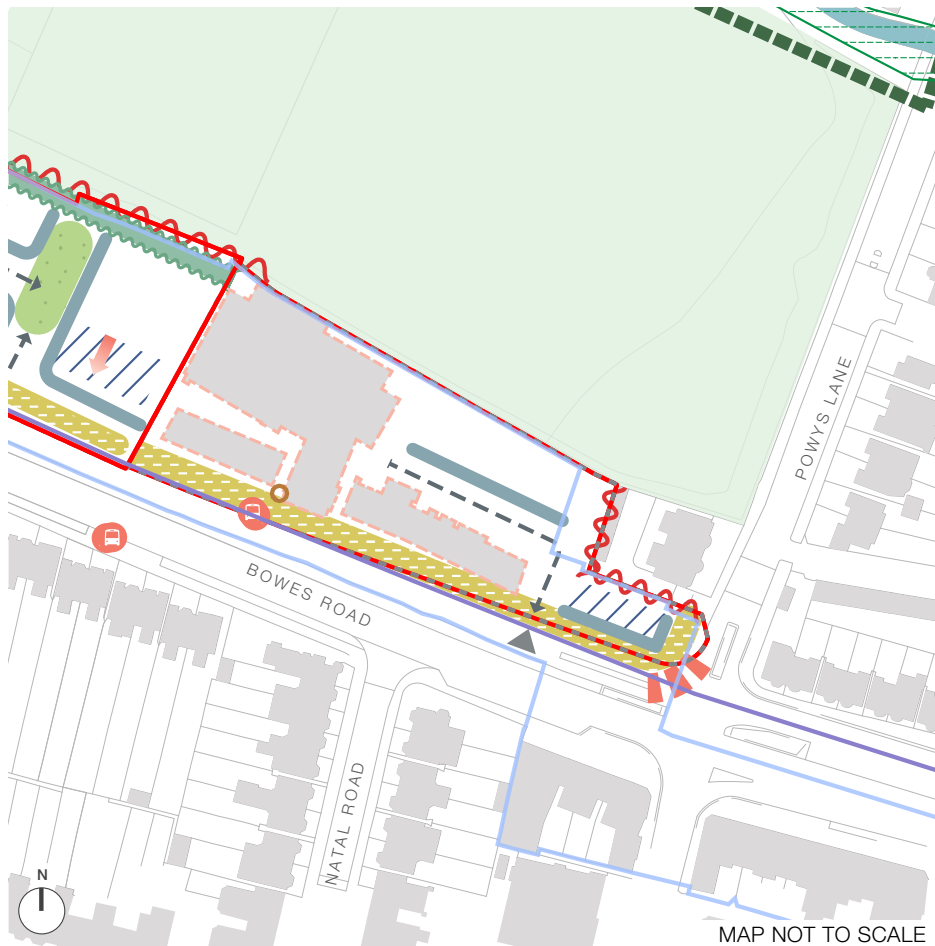


Table C1.127: SA URB.18 - Land at Ritz Parade

SA URB.18: LAND AT RITZ PARADE			
Existing site information			
Address	Land at Ritz Parade		
Site Area	0.65 ha		
Existing Use(s)	Commercial / retail		
Site considerations			
Flood Zone	1		
PTAL	4		
Heritage Considerations	Existing building is a locally listed building.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Redevelopment of the site should deliver new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	71	0
Approximate Estimated Non-residential capacity (Class E)	Some re-provision of non-residential floorspace		

Table C1.128: SA URB.18 - Land at Ritz Parade

SA URB.18: LAND AT RITZ PARADE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must retain and restore Ritz Parade and the Assembly Hall.</p> <p>B. must provide streetscape improvements along Bowes Road and Powys Lane. Bowes Road improvements must include a protected cycle route. Tree planting should be maximised to create a green buffer.</p> <p>C. must secure the existing boundaries of the playing field through a back-to-back approach.</p> <p>D. should create a linear shared surface to the rear of Ritz Parade serving the new and existing buildings.</p> <p>E. must create active frontages along Bowes Road and Powys Lane.</p> <p>F. should provide perimeter block and mansion block typologies.</p> <p>G. should locate a building of up to 18m towards the playing field and a building of up to 15m in height along Bowes Road/Powys Lane. Tall buildings are not considered acceptable on this site.</p> <p>H. should locate non-residential uses along Bowes Road.</p> <p>I. 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>J. should locate access for servicing from Bowes Road.</p> <p>K. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.19: Albany Leisure Centre

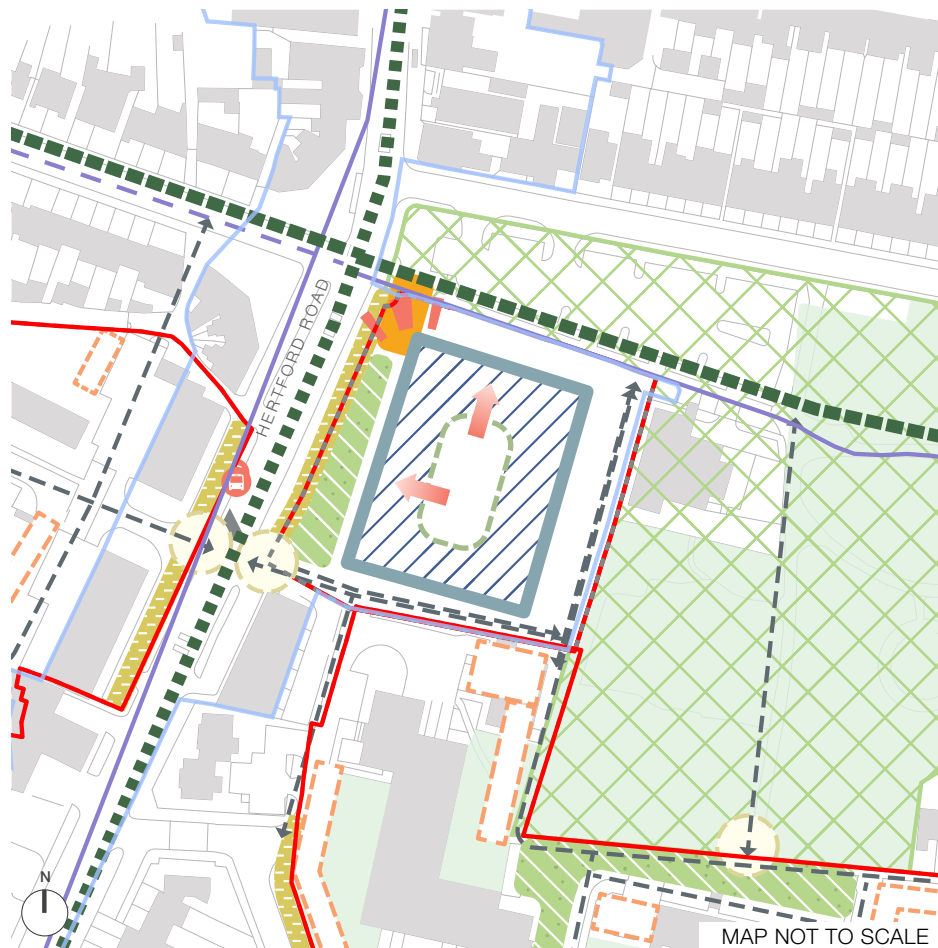


Table C1.129: SA URB19 - Albany Leisure Centre

SA URB.19: ALBANY LEISURE CENTRE			
Existing site information			
Address	Albany Leisure Centre and Car Park, 55 Albany Road, EN3 5XH		
Site Area	0.63ha		
Existing Use(s)	Site is currently a leisure centre		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within the wider setting of numerous designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	The site should provide approximately 30 extra care homes The site must offer community floorspace at ground floor level with retention/renewal of the existing leisure centre		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	85	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing uses.		

Table C1.130: SA URB19 - Albany Leisure Centre

SA URB.19: ALBANY LEISURE CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. contribution towards wetland creation/restoration at Albany Park</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 (SA U.08)</p> <p>B. must improve east-west pedestrian connections from Hertford Road to Albany Park and the existing play area.</p> <p>C. must provide streetscape improvements along Hertford Road (identified as a Green Link in the Policies Map), for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>D. must maximise the retention of existing high value trees and reinforce greening along Hertford Road with additional tree planting.</p> <p>E. should improve the entrance into Albany Park with a new public space along Hertford Road creating a gateway into the development and connecting into Albany Park.</p> <p>F. must create active frontages along Hertford Road, the Enfield Green Loop and Albany Park.</p> <p>G. should create a marker building at the corner fronting the entrance into the park. Articulation, change of material, colour or window arrangement should be considered to mark this.</p> <p>H. must co-locate non-residential uses (leisure centre) and residential uses (extra care). The residential uses should have access to a courtyard at ground or podium level.</p> <p>I. must decrease height toward north and west boundary. Tall buildings are not acceptable on this site.</p> <p>J. should minimise residential parking to promote active travel. Where 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 Hertford Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.20: Cuckoo Hall Lane Estate

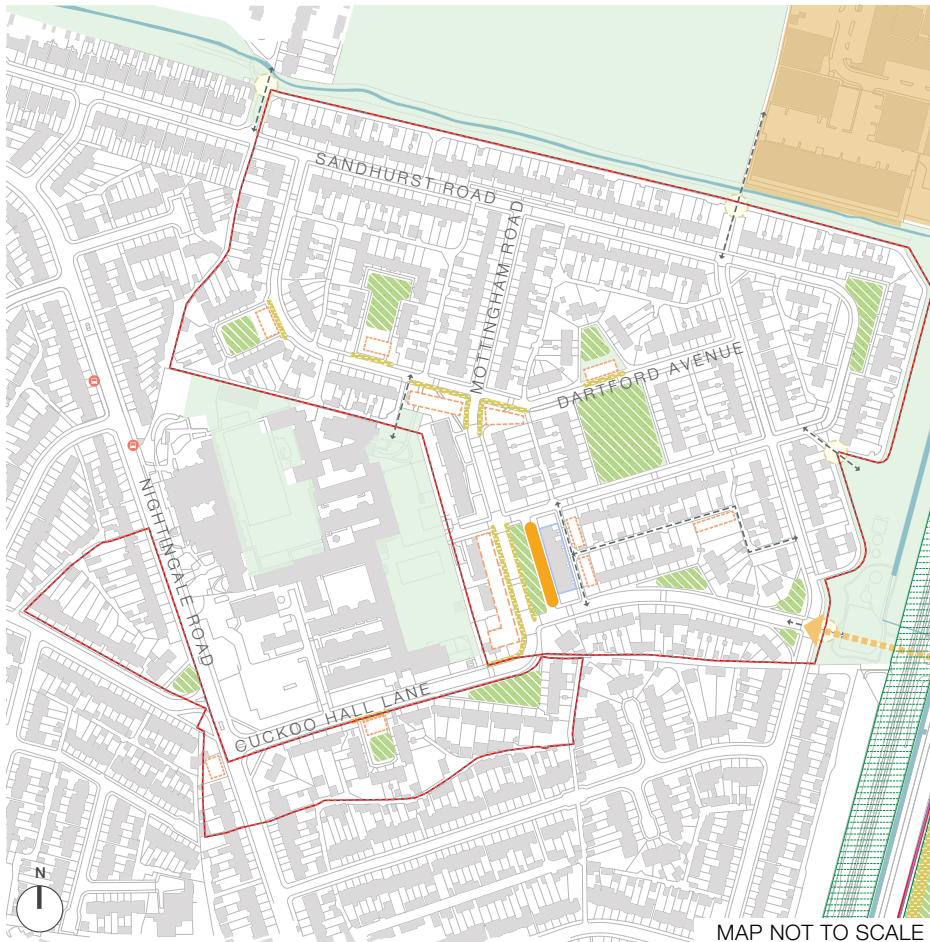


Table C1.131: SA URB.20 - Cuckoo Hall Lane Estate

SA URB.20: CUCKOO HALL LANE ESTATE			
Existing site information			
Address	Cuckoo Hall Lane Estate		
Site Area	15.40ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	0 - 1a		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Within Protected Viewing corridor?	Yes. View 2 (King's Head Hill)		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	59	0

Table C1.132: SA URB.20 - Cuckoo Hall Lane Estate

SA URB.20: CUCKOO HALL LANE 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces, biodiversity and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. should improve pedestrian gateways to Charlton Road Park and Boundary Ditch.</p> <p>B. should consider improvements to streetscape and public realm, for example, trees, planting, and the incorporation of street furniture.</p> <p>C. should improve pedestrian/cycling connections from Sandhurst Road toward Falcon Fields allotments.</p> <p>D. should improve existing green spaces across the estate with additional planting and biodiversity enhancements.</p> <p>E. should improve public realm and green space fronting the parade of shops along Mottingham Road.</p> <p>F. should provide infill development with mansion blocks of up to 15m in height fronting the parade on Mottingham Road and at the junction Mottingham Road/ Dartford Avenue to reinforce existing building frontages.</p> <p>G. should provide infill development with townhouses enclosing existing green spaces to form private residential courtyards along Dartford Avenue and Cuckoo Hall Lane.</p> <p>H. should exploit backland infill opportunities along existing service roads with mews development.</p> <p>I. should minimise residential parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>J. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.21: Moorfield Health Centre

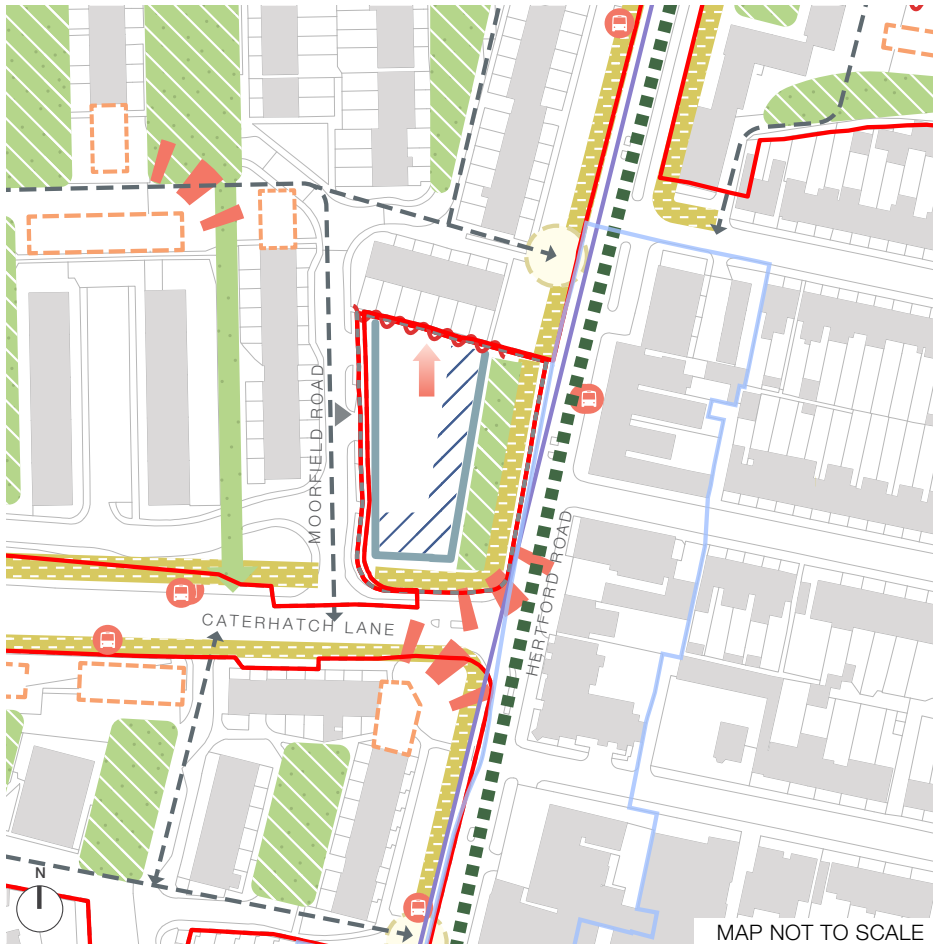


Table C1.133: SA URB.21- Moorfield Health Centre

SA URB.21: MOORFIELD HEALTH CENTRE			
Existing site information			
Address	Moorfield Health Centre, 2 Moorfield Road, EN3 5TU		
Site Area	0.3ha		
Existing Use(s)	Unused health centre		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	Within close proximity to designated and non-designated heritage asset.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes and re-provision of non-residential floorspace (Class E) suitable for provision of social infrastructure (e.g. creche, nursery, health facility)		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	52	0
Approximate Estimated Non-residential capacity (Class E)	Re-provision of existing floorspace ²⁰		

* The estimated capacities are based on extant planning permission: 20/03011/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 C1.134: SA URB.21- Moorfield Health Centre

SA URB.21: MOORFIELD HEALTH CENTRE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. Should contribute towards Albany Park river restoration and flood alleviation scheme</p> <p>IV. Contribution towards a new or improved healthcare needs based upon data from London Healthy Urban Development Unit (HUDU)</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 (SA U.13)</p> <p>B. must provide streetscape improvements along Hertford Road and Carterhatch Lane maximising tree planting to provide a green buffer.</p> <p>C. should maximise the retention of existing high value trees.</p> <p>D. should provide a perimeter/courtyard block which reinforces building frontages along Hertford Road and Carterhatch Lane.</p> <p>E. Building height must decrease from the junction of Carterhatch Lane/Hertford Road, toward the north of the site to respond to the neighbouring lower rise existing buildings. Tall buildings are not considered acceptable on this site.</p> <p>F. must carefully consider its relationship with existing rear gardens to the north. Design proposals should secure existing rear garden boundaries through a back-to-back approach.</p> <p>G. should provide dual aspect dwellings along Hertford Road.</p> <p>H. should provide non-residential uses at ground floor along Hertford Road and Carterhatch Lane.</p> <p>I. should minimise parking to promote active travel. Where required, on-street parking is preferred and should be integrated into the public realm, with long runs broken down with tree planting</p> <p>J. should locate access for servicing from Moorfield Road.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.22: Oakwood Station Car Park

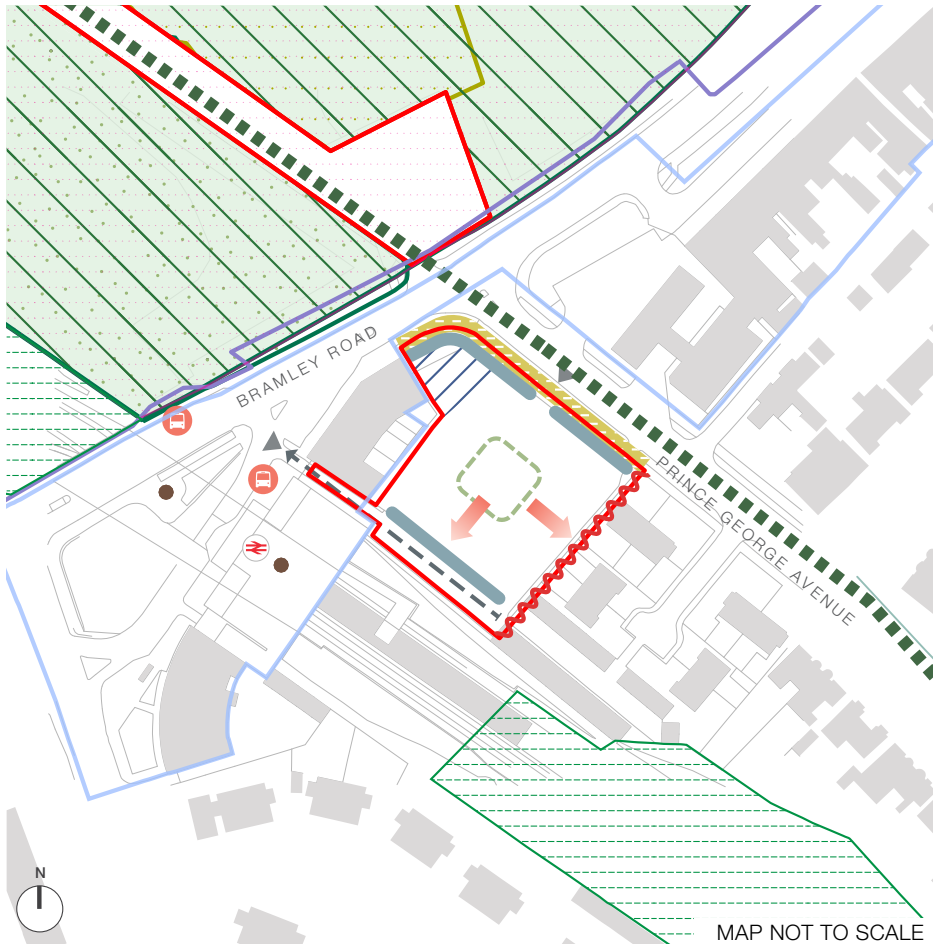


Table C1.135: SA URB.22 - Oakwood Station Car Park

SA URB.22: OAKWOOD STATION CARPARK			
Existing site information			
Address	Oakwood Station Car Park, Bramley Road, London		
Site Area	0.32ha		
Existing Use(s)	Car Park		
Current Ownership(s)	Multiple ownership (freehold/ leasehold)		
Site considerations			
Flood Zone	No		
PTAL	4		
Heritage Considerations	Adjacent to a conservation area and within its setting. Station is Grade II* heritage asset.		
Impacts on Archaeological Priority Area	Adjacent to APA		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	52	0

Table C1.136: SA URB.22 - Oakwood Station Car Park

SA URB.22: OAKWOOD STATION CARPARK	
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> <p>III. should contribute towards biodiversity initiatives, creation of new habitats, rain gardens and planters within Trent Park</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Prince George Avenue (identified as a Green Link) and Bramley Road.</p> <p>B. must create active frontages along Prince George Avenue and Bramley Road.</p> <p>C. must carefully consider its relationship with existing properties to the south-east.</p> <p>D. should provide a residential courtyard at the centre of the development.</p> <p>E. should provide a mix of typologies. Mansion blocks, perimeter blocks and a point block are considered the most appropriate.</p> <p>F. must decrease height towards south and east site boundary. Tall buildings are not considered acceptable on this site.</p> <p>G. should provide non-residential uses along Bramley Road.</p> <p>H. should provide dual aspect dwellings along the railway line.</p> <p>I. must embed noise mitigation measures into the design of the elevations facing the railway line.</p> <p>J. must limit vehicular parking to drop off, servicing and accessible bays due the high accessibility level of the site and proximity to public transport.</p> <p>K. should locate access for servicing from Prince George Avenue and retain access from Bramley Road for existing non-residential uses.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.23: Stoneleigh Avenue Estate

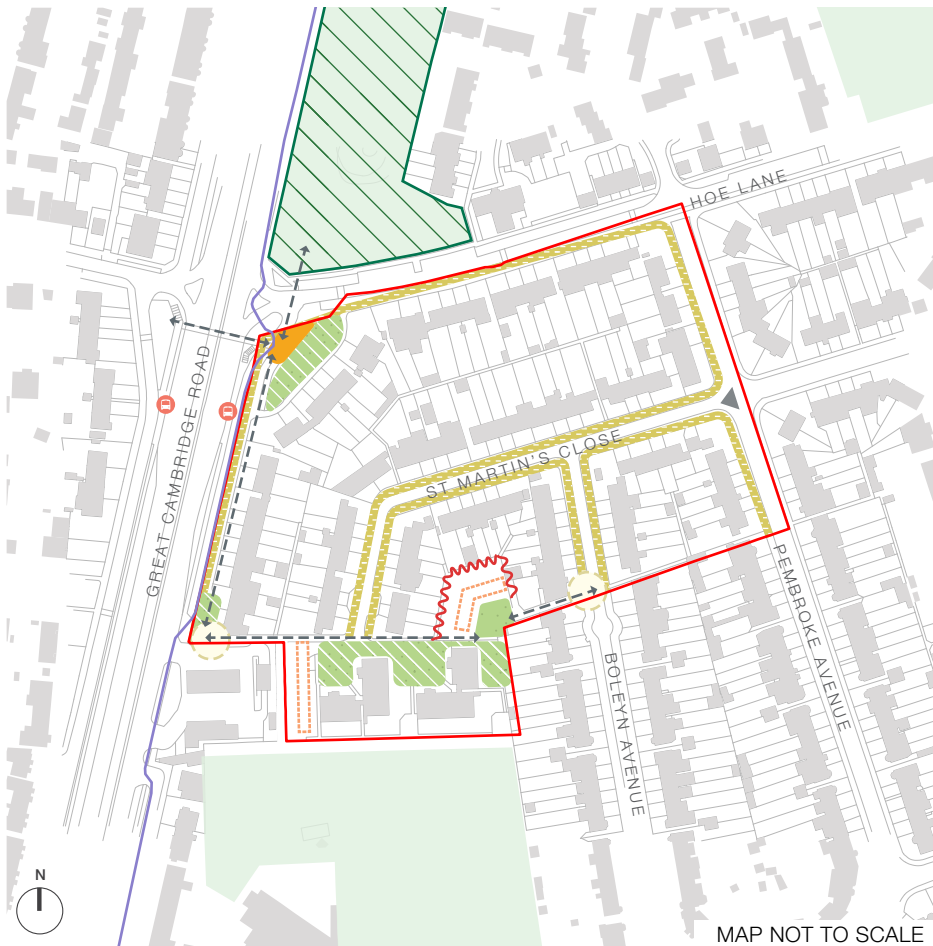


Table C1.137: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH AVENUE ESTATE			
Existing site information			
Address	Stoneleigh Avenue Estate. EN1, Off Hoe Lane.		
Site Area	3.60ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	No		
PTAL	0 - 1b		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	42	0

Table C1.138: SA URB.23- Stoneleigh Avenue Estate

SA URB.23: STONELEIGH AVENUE 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p> <p>III. should contribute towards Albany Park River restoration and flood alleviation scheme</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along A10, Hoe Lane, Pembroke Avenue, St Martin's Close and Boleyn Avenue. Tree planting along the A10 must be maximised to create a green buffer.</p> <p>B. must provide public realm improvements to the A10 underground pedestrian crossing entrance and associated green. Tree planting should be maximised in this location.</p> <p>C. must improve pedestrian connections along the link from the A10 to Boleyn Avenue with improved pedestrian gateways.</p> <p>D. must provide improvements to the existing green spaces along the pedestrian link A10 to Boleyn Ave with additional tree planting and biodiversity enhancements.</p> <p>E. should provide infill development along the pedestrian link connecting the A10 to Boleyn Ave in a mix of mews and townhouses.</p> <p>F. must carefully consider its relationship with existing properties along St. Martin's Close. Design proposals should secure existing rear gardens boundary through a back-to-back approach.</p> <p>G. should provide parking on-street that is well integrated into the public realm, with long runs broken down with tree planting</p> <p>H. should locate access for servicing from St Martin's Close.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.24: Fore Street Estate

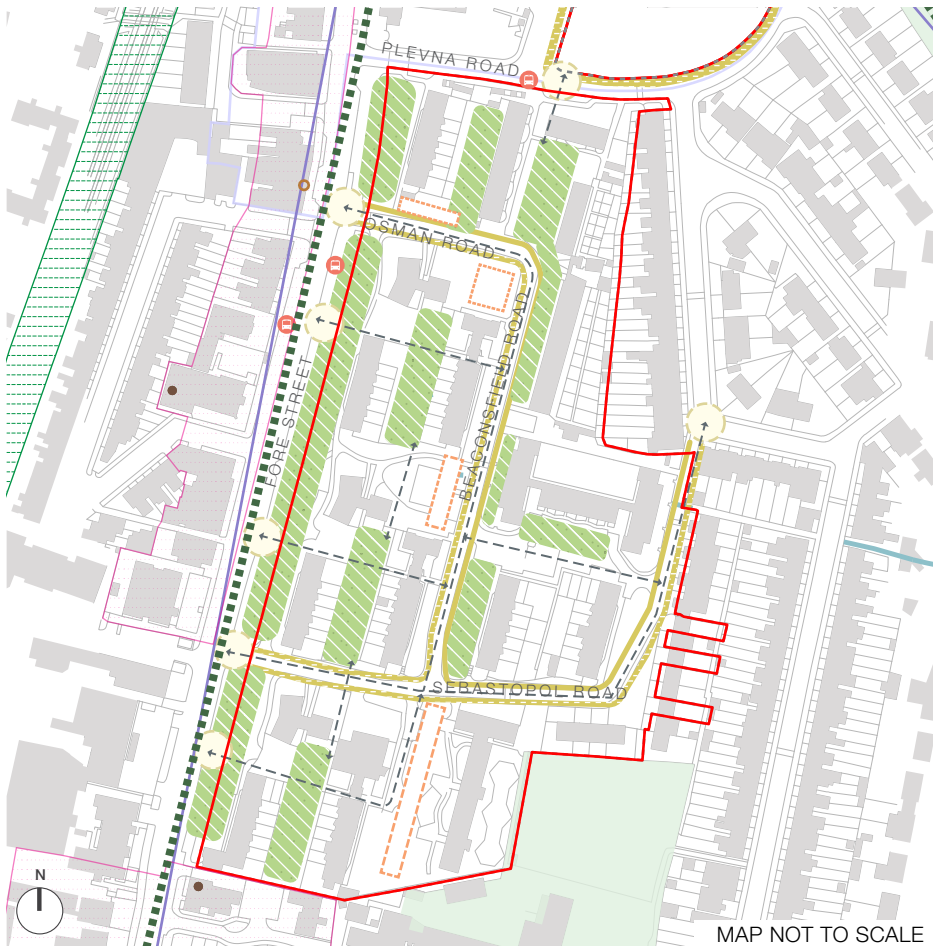


Table C1.139: SA URB.24 - Fore Street Estate

SA URB.24: FORE STREET ESTATE			
Existing site information			
Address	Fore Street Estate		
Site Area	4.77ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	2 - partial		
PTAL	5 - 6a		
Heritage Considerations	No local or national designations. Most important example of a post-war estate in the borough. Adjacent to two conservation areas and associated designated and non-designated heritage assets.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	39	0

Table C1.140: SA URB.24 - Fore Street Estate

SA URB.24: FORE STREET 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 IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must improve east-west pedestrian connections.</p> <p>B. should provide improvements to existing open spaces including additional tree planting, biodiversity enhancements and formal/informal play, and create a north-south green spine.</p> <p>C. should improve green edge along Fore Street with additional tree planting and biodiversity enhancements.</p> <p>D. should provide streetscape improvements along Sebastopol Road, Beaconsfield Road and Osman Road, for example wider footpaths, trees, planting, and the incorporation of street furniture.</p> <p>E. should improve existing pedestrian gateways along Fore Street and Plevna Road.</p> <p>F. should improve existing vehicular entrances from Fore Street and Felixstowe Road.</p> <p>G. should provide infill development along Osman Road and Beaconsfield Road in a mix of villa blocks up to 15m in height and terrace housing, to strengthen the existing building frontage.</p> <p>H. should provide limited residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting</p> <p>I. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.25: Pevensey Avenue

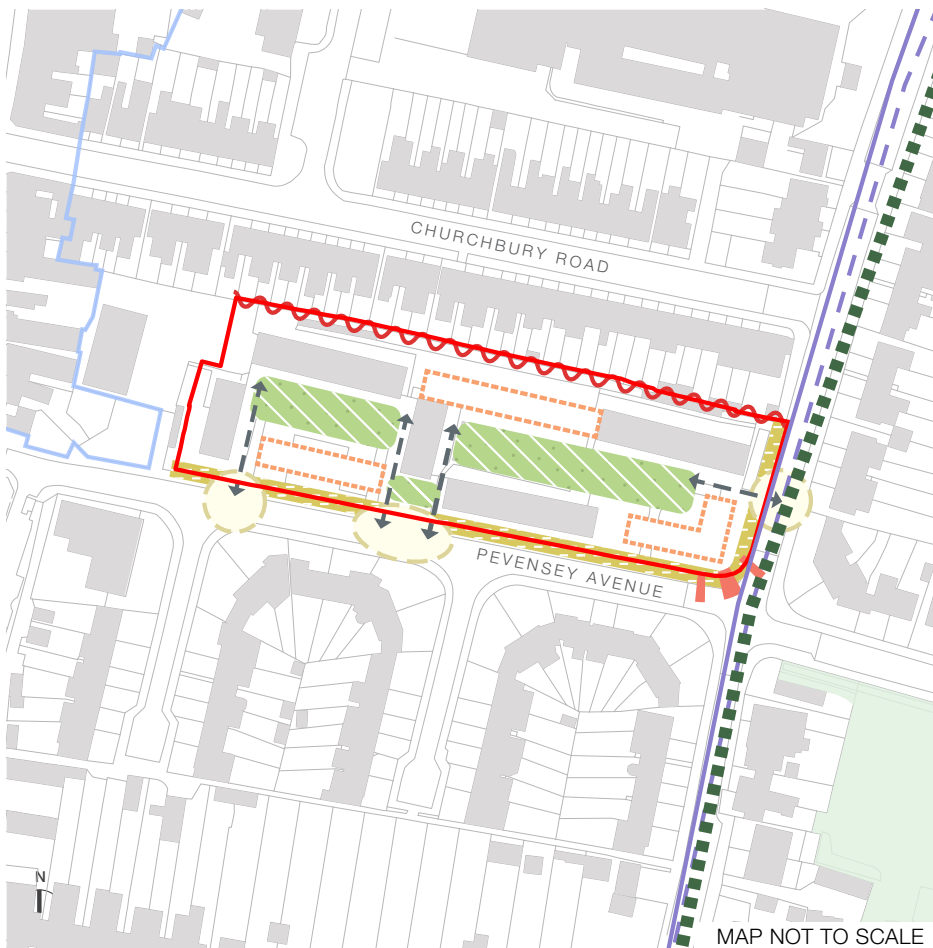


Table C1.141: SA URB.25 - Pevensey Avenue

SA URB.25: PEVENSEY AVENUE			
Existing site information			
Address	Pevensey Avenue, EN1		
Site Area	0.7ha		
Existing Use(s)	Residential		
Current Ownership(s)	Single ownership		
Site considerations			
Flood Zone	No		
PTAL	2		
Heritage Considerations	Within setting of designated and non-designated heritage assets		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	New homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	36	0

Table C1.142: SA URB.25 - Peveney Avenue

SA URB.25: PEVENCY AVENUE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <p>I. should contribute towards delivery of streetscape improvements and improved highways in the vicinity to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP</p> <p>II. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP</p>
Design Principles	<p>Development on the site:</p> <p>A. must provide streetscape improvements along Pevensey Avenue and Churchbury Lane (identified as a Green Link in the Policies Map). Tree planting along Churchbury Lane should be maximised.</p> <p>B. should improve existing pedestrian gateways along Pevensey Avenue and Churchbury Lane.</p> <p>C. should provide improvements to existing green spaces with additional tree planting and biodiversity enhancements.</p> <p>D. should provide infill development with a mansion block typology to create enclosed residential courtyards.</p> <p>E. should include buildings of up to 15m in height along Pevensey Avenue and Churchbury Lane and a building to the north of the site of up to 12m.</p> <p>F. should locate a marker building at the key corner on the junction of Churchbury Lane and Pevensey Avenue. Articulation, change of material, colour or window arrangement should be considered to mark this.</p> <p>G. must carefully consider its relationship with existing rear gardens. Design proposals should secure existing rear gardens boundary through a back-to-back approach.</p> <p>H. should create active frontages along Pevensey Avenue and Churchbury Lane.</p> <p>I. should minimise residential parking to promote active travel. New and re-provided parking spaces should be integrated into the public realm, with long runs broken down with tree planting</p>

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.26: Ford's Grove Car Park

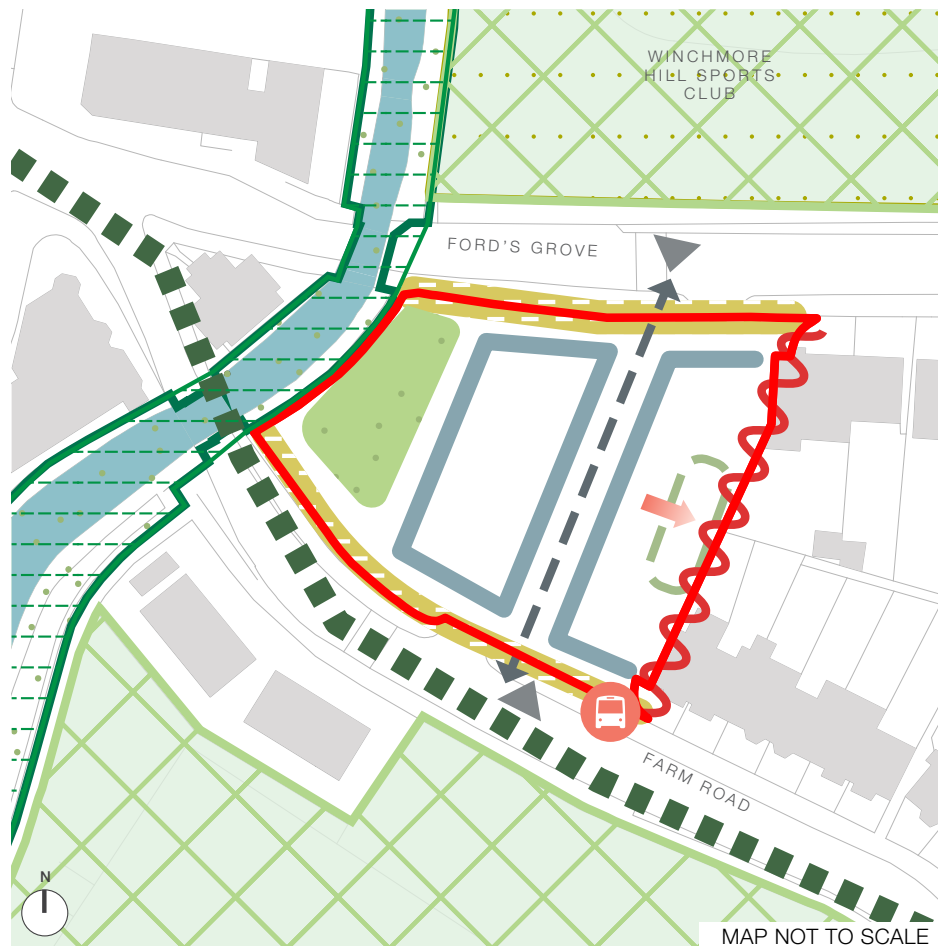


Table C1.143: SA URB.26 - Ford's Grove Car Park

SA URB.26: FORD'S GROVE CAR PARK			
Existing site information			
Address	Ford's Grove Car Park		
Site Area	0.24ha		
Existing Use(s)	Car Park		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within the setting of Palmers Green junction which includes numerous non-designated heritage assets.		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	The site should provide new homes		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Housing Capacity	0	29	0

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

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

OUTSIDE OF THE PLACEMAKING AREAS

SA URB.27: South Street

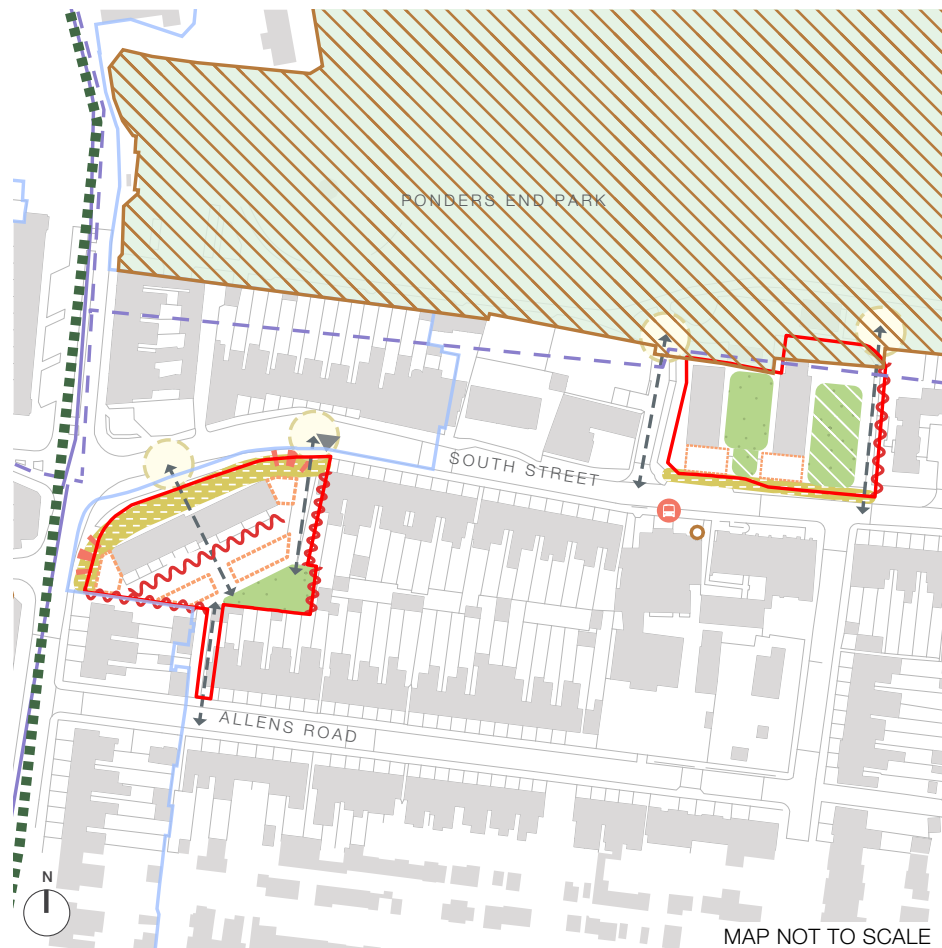


Table C1.145: SA URB.27 - South Street

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

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

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

OUTSIDE OF THE PLACEMAKING AREAS (NON-URBAN AREAS)

SA RUR.01: Land Opposite Enfield Crematorium

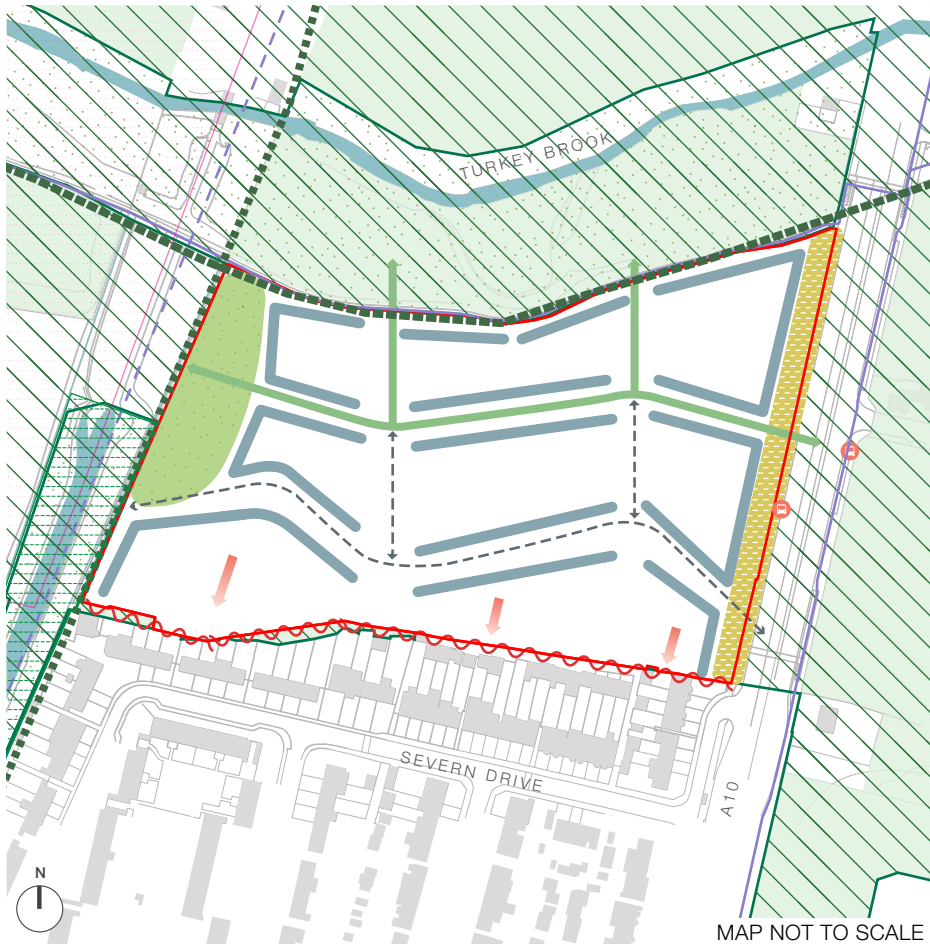


Table C1.147: SA RUR.01 - Land Opposite Enfield Crematorium

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

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

SA RUR.01: LAND OPPOSITE ENFIELD CREMATORIUM	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> i. should contribute towards delivery of streetscape improvements and improved highways along the A10 to encourage sustainable travel, potentially including but not limited to cycle lanes and footpath widening as identified in the IDP ii. should contribute towards upgrade or extend Turkey Brook wetlands iii. should provide community uses. <p>*The Environment Agency has noted that the site has been identified as partly or fully overlying historic landfills and may require an Environmental Permit. Developers are strongly advised to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver and enable improved east-west pedestrian and cycle connections towards the New River and Green Link, and onwards to a new open space fronting the river. B. must contribute towards improved north-south connections along the Turkey Brook and Enfield Green Loop. C. must set-back building frontages by 15m along the A10 to provide streetscape improvements and maximise tree planting (green buffer). D. must incorporate a new publicly accessible open space of approximately 0.5ha facing the New River including biodiversity enhancements. E. must create green biodiversity corridors along key routes and maximise retention of existing high value trees. F. should enhance views toward the New River and Turkey Brook. G. must create active frontages along the A10, the Enfield Green Loop, the New River and main east-west residential route. H. should provide a mix of typologies. Courtyard blocks, mansion blocks and terrace housing are considered the most appropriate. Terrace housing should be used along the southern edge to secure existing rear gardens boundary through a back-to-back approach. I. must decrease building height towards the south of the site to address the existing lower properties. Tall buildings are not considered acceptable for this site. J. should locate non-residential uses (church/community) along the A10. K. should consider long views from Forty Hill Conservation Area and demonstrate how design proposals respond to this to avoid harm. L. must carefully consider design solutions to minimise overlooking into the existing rear gardens of properties along Severn Drive. M. should locate areas to enable adequate servicing of residential and non-residential uses within the site boundary, with access for servicing and other larger vehicles from the A10.

OUTSIDE OF THE PLACEMAKING AREAS (NON-URBAN AREAS)

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



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

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

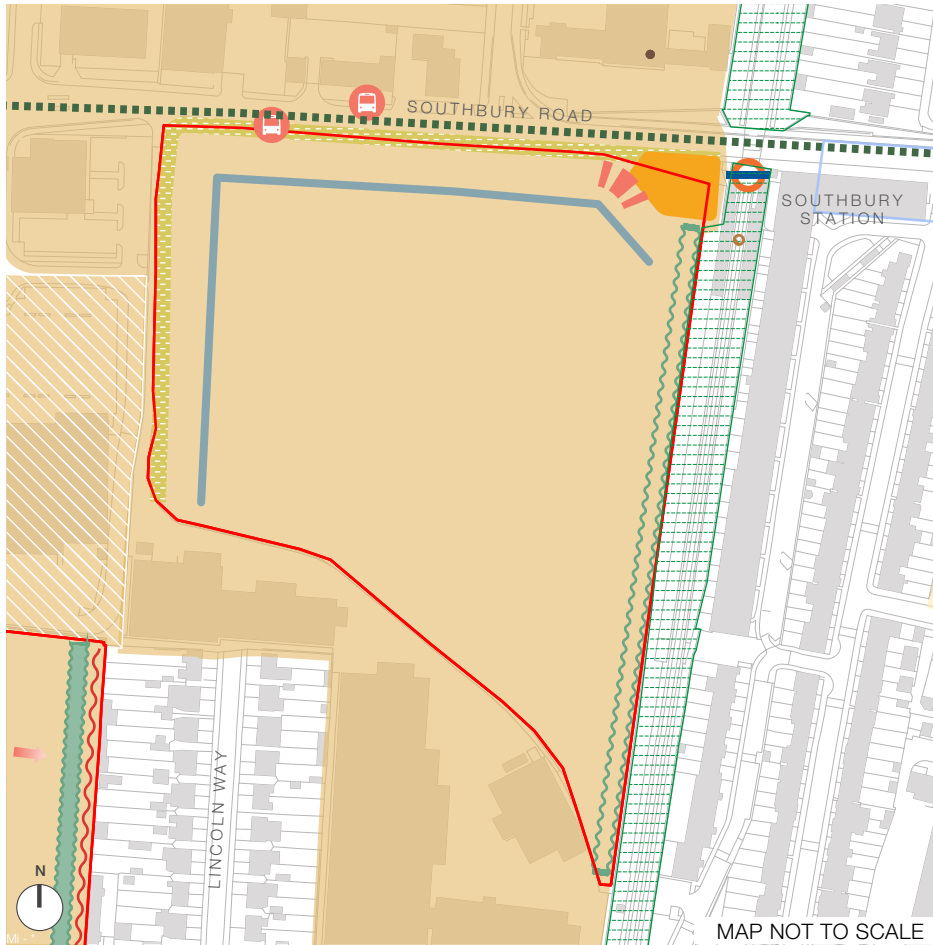
Table C1.150: SA RUR.02 - Land between Camlet Way and Crescent Way

SA RUR.02: LAND BETWEEN CAMLET WAY AND CRESCENT WAY	
Proposal	
Infrastructure requirements	<p>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 IDP ii. should contribute towards delivery of public realm, new and enhanced public spaces and gateway improvements to key areas within the vicinity as identified in the IDP iii. should contribute towards Salmons Brook Walking route (Hadley Wood to Meridian Water with new links to Green Loop) <p>Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network and strongly advises early engagement. Historic England has advised that the site is potentially important as unlike adjacent land it has not been contaminated with green waste and would need pre-determination archaeological fieldwork.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must deliver improvements to north-south pedestrian and cycle connections within the site, with access points from Camlet Way and Crescent West, a new pedestrian bridge over the Monken Mead Brook, and an improved connection to the station. B. must improve east-west pedestrian and cycle connectivity along the Monken Mead Brook, together with biodiversity enhancements along this route. C. must retain the area north of the Monken Mead Brook as open space. D. must maximise retention of existing high value trees and hedgerows creating green corridors linked to the surrounding Green Belt and SINC. E. should provide a new publicly accessible open space fronting the brook and the new footbridge. F. should work with the existing topography and capitalise on long views from higher points within the site, towards the open countryside. G. must create active frontages along the north-south residential connection, the Monken Mead Brook, and to frame a new access point from Crescent West. H. should comprise typologies that are sympathetic towards the Hadley Wood Conservation Area. Mansion blocks and houses are considered the most appropriate. I. should comprise of a large proportion of family homes. J. must not deliver buildings higher than 18m. Height must decrease toward the southern and eastern boundary to address the the lower existing buildings. K. must minimise overlooking into existing rear gardens of properties along Camlet Way and Crescent West L. must carefully consider impact on adjacent Monken Hadley Conservation Area (within the London Borough of Barnet). M. should minimise residential parking to promote active travel given proximity to the railway station and local parade. Where required, on-street parking is preferred and should be integrated into the public realm, interspersed with tree planting. N. should accommodate areas to enable adequate servicing of residential uses within the site boundary, with vehicular access from Camlet Way and Crescent West. O. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

C1.2 INDUSTRIAL SITE ALLOCATIONS

SOUTHBURY

SA 2.2: Heritage House



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

Table C1.151: SA 2.2 - Heritage House

SA 2.2: HERITAGE HOUSE			
Existing site information			
Address	Heritage House, 345 Southbury Road EN1 1TW		
Site Area	4.6 ha		
Existing Use(s)	Storage and distribution facility (Use Class B8)		
Current Ownership(s)	Single Ownership		
Site considerations			
Flood Zone	1		
PTAL	3 - 4		
Heritage Considerations	In close proximity to Grade II factory and locally listed station.		
Impacts on Archaeological Priority Area	Partly in APA		
Within Protected Viewing corridor?	Within '2. King's Head Hill' and '9. Approach to Enfield Town' important local views.		
Proposal			
Land Use Requirements	Redevelopment of the site should deliver a minimum of 19,726 sqm of net additional employment floorspace (use classes Egiii, B2 or B8). Innovative multi-storey employment development, to optimise the capacity of the site, is encouraged.		
Implementation			
Timeframe for Delivery	0-5 years	5-10 years	10+ years
Approximate Estimated Non-residential capacity (Class E)	2,040sqm workspace for SME	-	-
Approximate Estimated Industrial capacity	Minimum of 20,080 sqm net additional employment (industrial/ logistics) floorspace. ²¹	-	-

Table C1.152: SA 2.2 - Heritage House

SA 2.2: HERITAGE HOUSE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> i. must contribute towards improvements to active travel, including but not limited to enhancements to pedestrian and cycle connectivity ii. should contribute towards delivery of streetscape improvements, urban greening and tree planting
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must contribute to the placemaking objectives for Southbury. B. must safeguard the settings of nearby heritage assets, including Ripaults Factory and Southbury Station. C. should maximise potential for the incorporation of SME units D. could building heights of up to 39m suitable for industrial intensification. E. must create an active frontage along Southbury Road. F. should facilitate the delivery of a cycle route along Southbury Road G. must deliver an uplift in greening along Southbury Road, to support the vision for a 'grey to green' corridor. H. must reduce on-site car parking to promote active travel. I. should utilise roof space to deliver green roofs and/or PVs.

SOUTHBURY

SA2.7: Crown Road Lorry Park, Crown Road

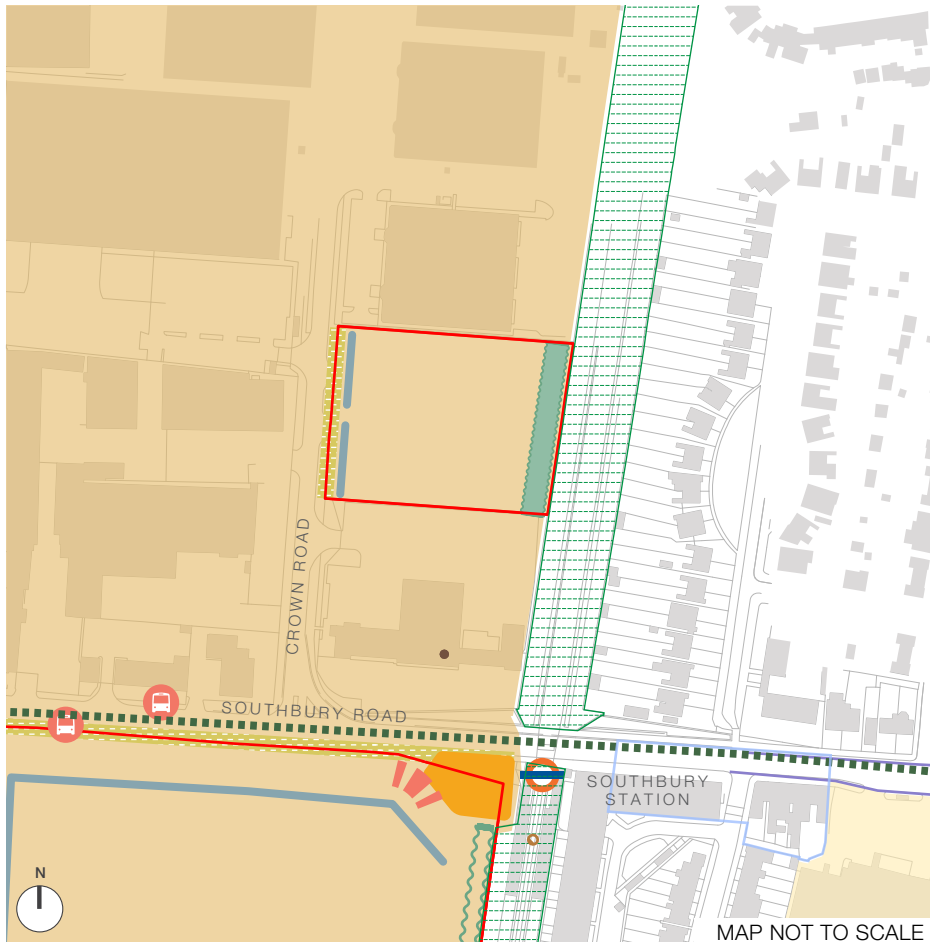


Table C1.153: SA2.7 - Crown Road Lorry Park, Crown Road

SA46: CROWN ROAD LORRY PARK			
Existing site information			
Address	Crown Road Lorry Park, Crown Road, Enfield EN1 1TH		
Site Area	0.7 ha		
Existing Use(s)	Lorry park and car compound		
Site considerations			
Flood Zone	1		
PTAL	2		
Heritage Considerations	Within immediate setting of Grade II Listed Building. Within the setting and wider setting of designated heritage assets		
Impacts on Archaeological Priority Area	Potentially within APA.		
Proposal			
Land Use Requirements	Redevelopment should provide an additional 4,530 sq m of employment floorspace (light industrial, general industrial, storage and distribution, and related sui generis) floorspace		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Industrial capacity	-	8,213 sqm	-

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

SA46: CROWN ROAD LORRY PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> i. should contribute towards enhanced pedestrian and cycle connectivity from Southbury Station ii. should contribute towards delivery of streetscape improvements, urban greening and tree planting <p>*Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network and strongly advise early engagement The site has been identified as partly or fully overlying historic landfills. Development on historic landfills may require an Environmental Permit. Developers for these sites would need to make enquires regarding potential requirements under the Environmental Permitting Regulations 2016.</p>
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide stacked industrial uses to make efficient use of available land. B. should provide streetscape improvements along Crown Road facilitating pedestrian and cycle connections to Southbury Station. C. must reinforce the building line along Crown Road by avoiding deep building setbacks. D. must create active frontages and high levels of visual permeability at street level along Crown Road. E. must locate yard and loading spaces away from the street edge and towards the middle and rear of the site. F. should respond sensitively to the listed building to the south of the site and the effect that development of the site will have upon its setting. G. should reinforce the green buffer along the railway line to positively contribute to the existing Wildlife Corridor. H. must provide buildings of no more than 21m in height and height must decrease to the south and east of the site to minimise impact on the listed building and the rear gardens of properties along Anglesey Road. I. should allow sufficient space for safe highways access to minimise impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site. J. should provide limited parking to promote active travel. K. Should minimise impacts on '9. Approach to Enfield Town' important local view.

SOUTHBURY

SA 2.8: Land and buildings North of Lincoln Road

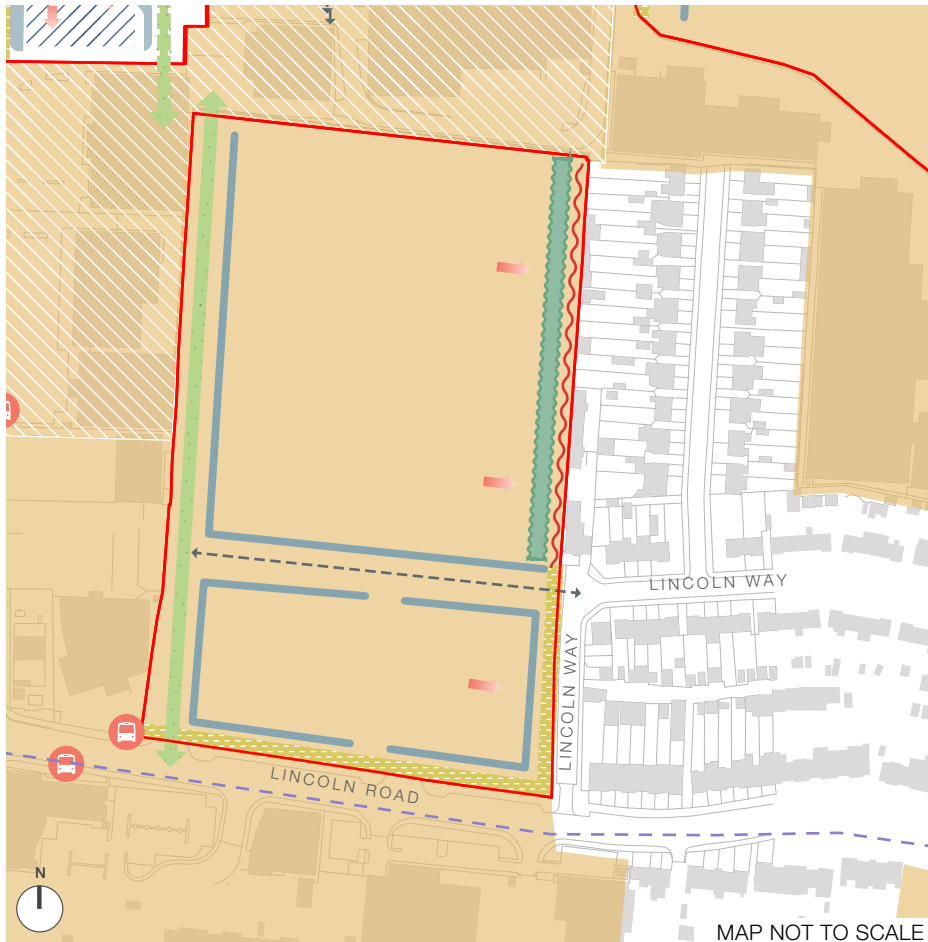


Table C1.155: SA 2.8 - Land and buildings North of Lincoln Road

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

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

SA 2.8: LAND AND BUILDINGS NORTH OF LINCOLN ROAD	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards bus service prioritisation and associated traffic management measures along A1010 II. should contribute towards enhanced pedestrian and cycle connectivity to Southbury Station III. should contribute towards delivery of streetscape improvements, urban greening and tree planting
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should orient active frontages to Lincoln Road B. should seek to deliver multilevel intensified development, with a focus on the needs of logistics occupiers. C. could consider heights of up to 39m for industrial intensification. D. must decrease building heights towards the east of the site to address the existing lower properties. E. must safeguard the amenity of residents living at Lincoln Way. F. must minimise overlooking into existing rear gardens of properties along the eastern site edge G. should utilise roof space to deliver green roofs and/or PVs.

MERIDIAN WATER

SA 5.7: Ravenside Retail Park



Table C1.157: SA 5.7 - Ravenside Retail Park

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

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

SA5.7: RAVENSIDE RETAIL PARK	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from industrial areas II. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations III. should contribute towards delivery of streetscape improvements, urban greening and tree planting IV. Successfully address any highways impacts and mitigate flood risk
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must demonstrate how the relationship between the site, the North Circular, SA5.2 (Meridian Water Phase 2) and any emerging design proposals within the place making area have been carefully considered and responded to. B. should provide stacked industrial uses to make efficient use of available land. C. must provide streetscape improvements along Argon Road and Ravenside Close and promote pedestrian and vehicular links with the adjacent site allocation to the south. D. should provide naturalisation of the River Lee Navigation and naturalisation/deculverting of the Pymmes Brook. E. should create a new open space fronting the pedestrian bridge over the North Circular Road. F. must reinforce the building line along Argon Road and Ravenside Close by avoiding deep building setbacks and the need for fences. G. must set the building line back along the River Lee Navigation by a minimum of 10m and along the Pymmes Brook by a minimum of 7m to create a linear open space which facilitates north-south pedestrian and cycle connections. H. must create active frontages and high levels of visual permeability at street level along Argon Road, Ravenside Close, Pymmes Brook and the River Lee Navigation. I. must locate yard and loading spaces away from the street and river edge and locate them toward the middle and rear of the site. J. should provide tall buildings of no more than 45m in height. K. should allow sufficient space for safe highways access to minimise impact on public highway, with specific consideration to the types of vehicles likely to be accessing the site. L. should provide limited parking to promote active travel. M. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

MERIDIAN WATER

SA 5.8: Kenninghall Metals and Waste

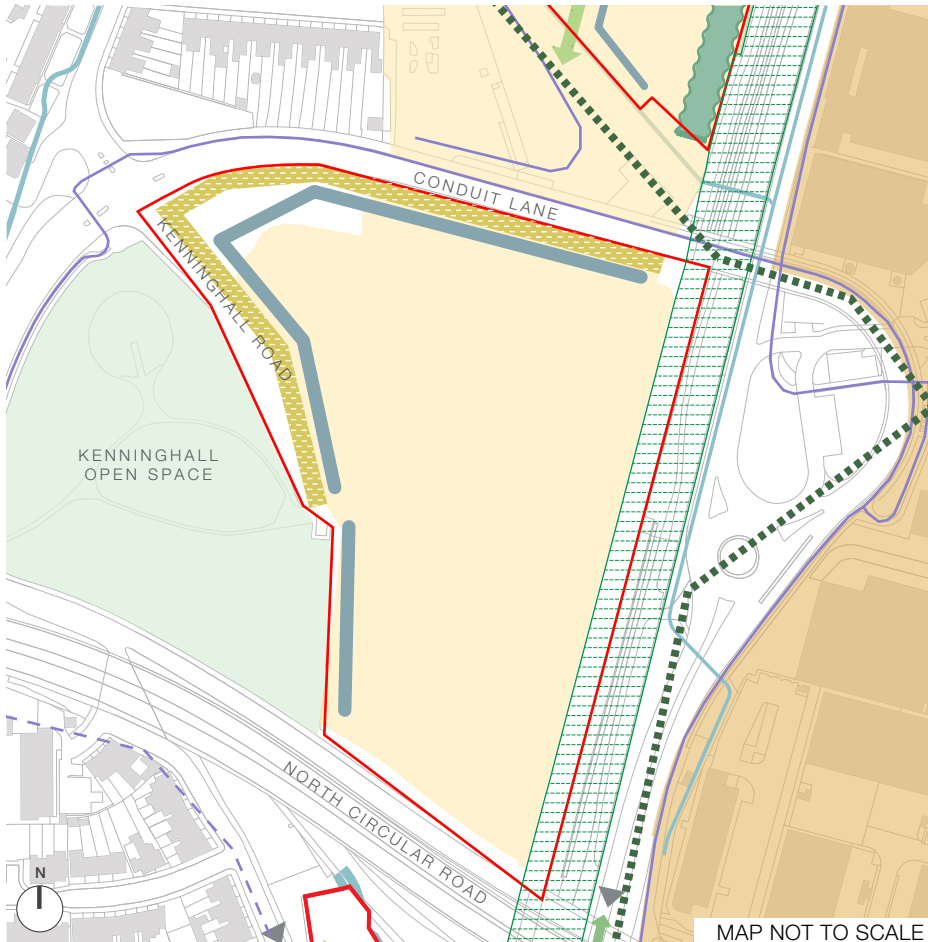


Table C1.159: SA 5.8 - Kenninghall Metals and Waste

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

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

SA 5.8: KENNINGHALL METALS AND WASTE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> i. should contribute towards increasing provision of more direct and frequent bus services to improve connectivity to and from this site ii. should contribute towards enhanced pedestrian and cycle connectivity from nearby railway stations iii. should contribute towards delivery of streetscape improvements, urban greening and tree planting
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must seek to deliver an enclosed waste management facility, in line with Policy 5 of the North London Waste Plan. B. should provide intensified employment floorspace on upper floors, with suitable access and servicing arrangements. C. should provide an active frontage to Kenninghall open space, with activities oriented to ensure surveillance and safety of the open space. D. must incorporate sustainable urban drainage systems (SuDS) to minimise and mitigate flood risk.

OUTSIDE OF THE PLACEMAKING AREAS

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



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

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

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

SA URB.28: LAND AND BUILDINGS SOUTH EAST OF STOCKINGSWATER LANE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards the delivery of the Green Loop to improve connectivity along the river corridor to existing routes II. should contribute towards Brimsdown Station accessibility and facility improvements III. contribute towards open space enhancements along the River Lee Navigation
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must maximise the development potential of the site. Multistorey solutions that provide an uplift in floorspace will be supported. B. should create active frontages along Stockingswater Lane and also along the River Lee Navigation. C. must incorporate greening across the site, including connections to the natural habitats of the River Lee and open space improvements to Mossops Creek Park with additional tree planting and biodiversity enhancements that positively contribute to the existing Site of Metropolitan Importance for Nature Conservation (SMINC) D. must facilitate access to the existing pedestrian river bridge and create a new public space at its landing within the site E. should facilitate the delivery of the Enfield Green Loop. F. must maximise retention of existing high value trees. G. should deliver/contribute to pedestrian and cycle connections, including to and from Brimsdown Station. H. should provide limited parking to promote active travel. I. should utilise roof space to deliver green roofs and/or PVs.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

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



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

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

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

SA URB.29: LAND TO THE SOUTH OF MILLMARSH LANE	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> I. should contribute towards increasing provision of more direct and frequent bus services along A1055 to improve connectivity to and from industrial areas II. should contribute to enhanced pedestrian and cycle connectivity to the River Lea Navigation and Green Loop to the east, and Brimsdown Station to the west III. must explore opportunities for urban greening/tree planting/biodiversity improvements
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. should provide stacked industrial uses to make efficient use of available land. B. must maximise the retention of existing high value trees. C. should provide streetscape improvements along Millmarsh Lane to facilitate pedestrian and cycle connections to the River Lee Navigation and the Enfield Green Loop to the east, and Brimsdown Station to the west. D. must reinforce the building line along Millmarsh Lane by avoiding deep building setbacks. E. must set the building line back along the River Lee Navigation to create a linear open space which facilitates pedestrian and cycle connections. F. must create active frontages and high levels of visual permeability at street level along Millmarsh Lane and the River Lee Navigation. G. must locate yard and loading spaces away from the street and river edge and locate them towards the middle and rear of the site. H. should consider the impact on long views from the east of the reservoir when designing building frontages along the river. Articulation, change of material, colour or window arrangement should be considered to add visual interest to this important frontage. I. could consider heights of up to 39m for industrial intensification J. must minimise impacts of overshadowing along the River Lee Navigation path with its massing and built form arrangement. K. should allow sufficient space for safe highways access to minimise impact on the public highway, with specific consideration to the types of vehicles likely to be accessing the site. L. should provide limited parking to promote active travel.

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.30: Montagu Industrial Estate

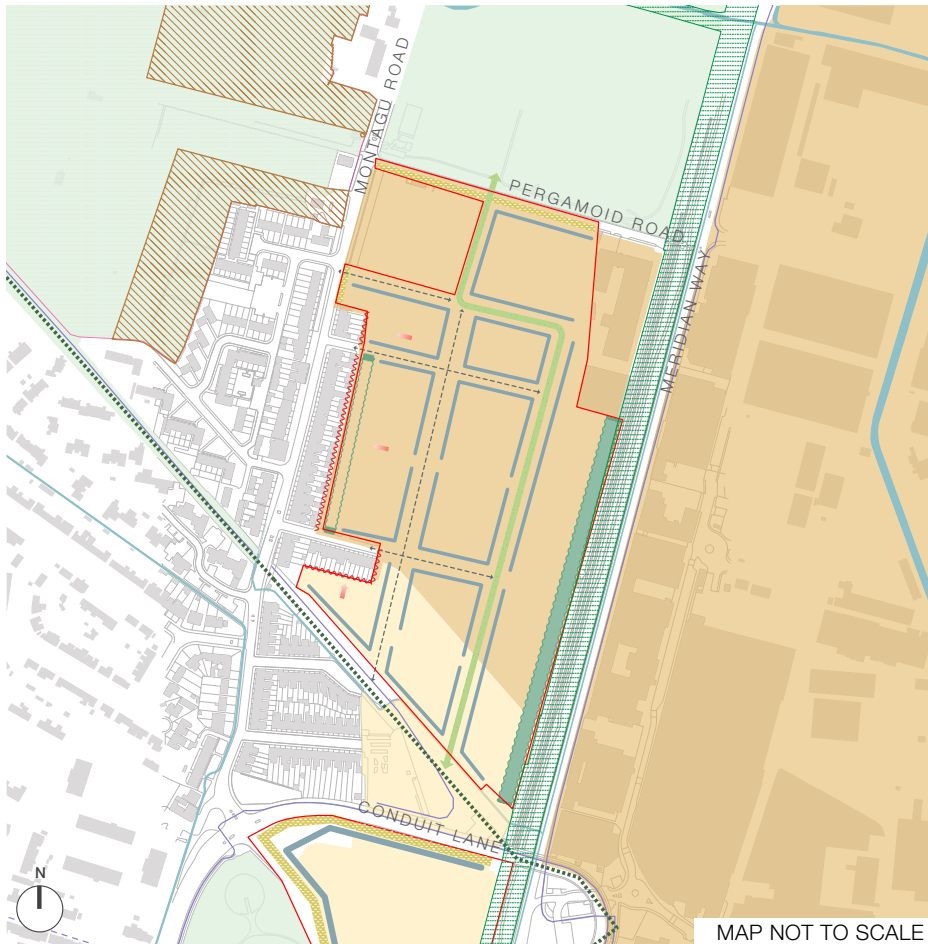


Table C1.165: SA URB.30 - Montagu Industrial Estate

SA URB.30 MONTAGU INDUSTRIAL ESTATE			
Existing site information			
Address	Montagu Ind Est, Montagu Road, Edmonton N18 3PP		
Site Area	5.676 ha		
Existing Use(s)	Industrial estate		
Site considerations			
Flood Zone	1 - 3		
PTAL	1a		
Heritage Considerations	None		
Impacts on Archaeological Priority Area	None		
Proposal			
Land Use Requirements	Provide a minimum of 38,600 sq m of employment floorspace (light and general industrial, storage and distribution, and related sui generis uses) floorspace, to deliver a net increase of 6,615 sqm of employment floorspace		
Implementation			
Timeframe	0-5	5-10	10+
Approximate Estimated Industrial capacity	6610 sqm industrial ²²		

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

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

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

OTHER SITES OUTSIDE THE PLACEMAKING AREAS

SA URB.31: Snowbirds Food Extension

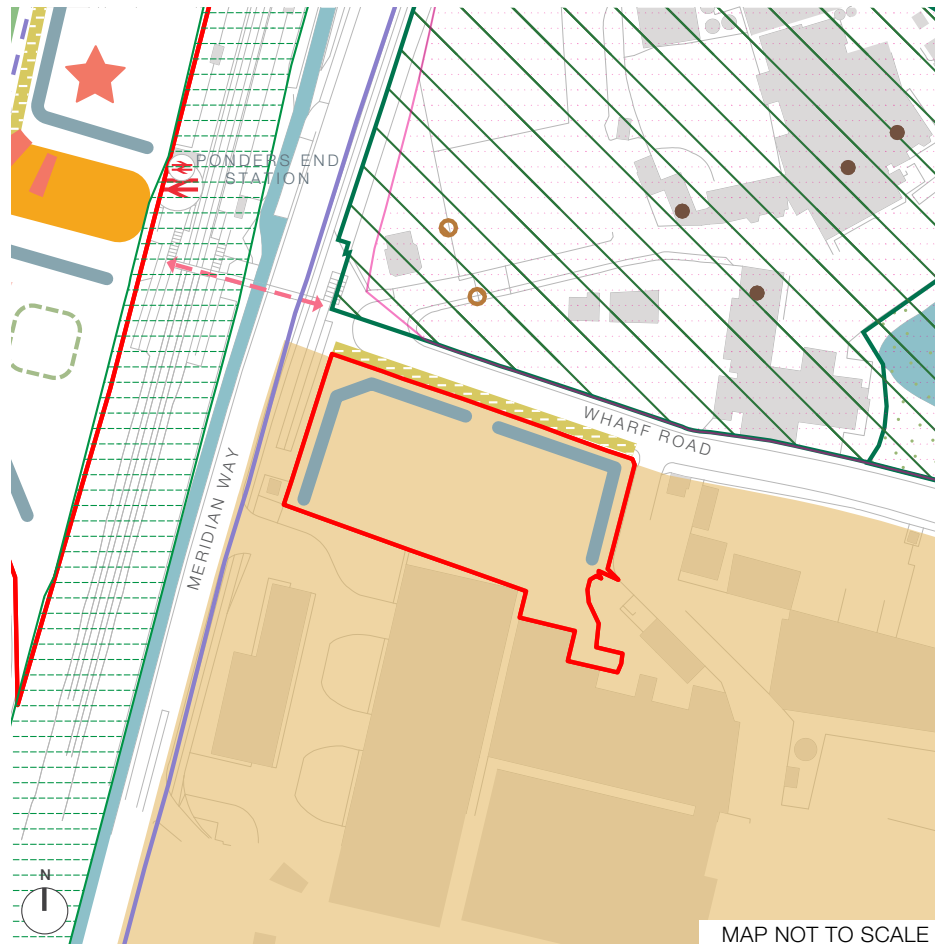


Table C1.167: SA URB.31 - Snowbirds Food Extension

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

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

SA URB.31: SNOWBIRDS FOOD EXTENSION	
Proposal	
Infrastructure requirements	<p>Redevelopment of the site;</p> <ul style="list-style-type: none"> i. should contribute towards enhanced pedestrian and cycle connectivity to Ponders End ii. should contribute towards delivery of streetscape, biodiversity improvements, urban greening and tree planting
Design Principles	<p>Development on the site:</p> <ul style="list-style-type: none"> A. must create active frontages along Wharf Road. B. must provide streetscape improvements along Wharf Road. C. must carefully consider relation with the Ponders End Flour Mills Conservation Area and associated heritage assets to the north. D. should utilise roof space to deliver green roofs and/or PVs. E. should provide limited parking to promote active travel.