

North Circular Area Action Plan

Proposed Submission Draft

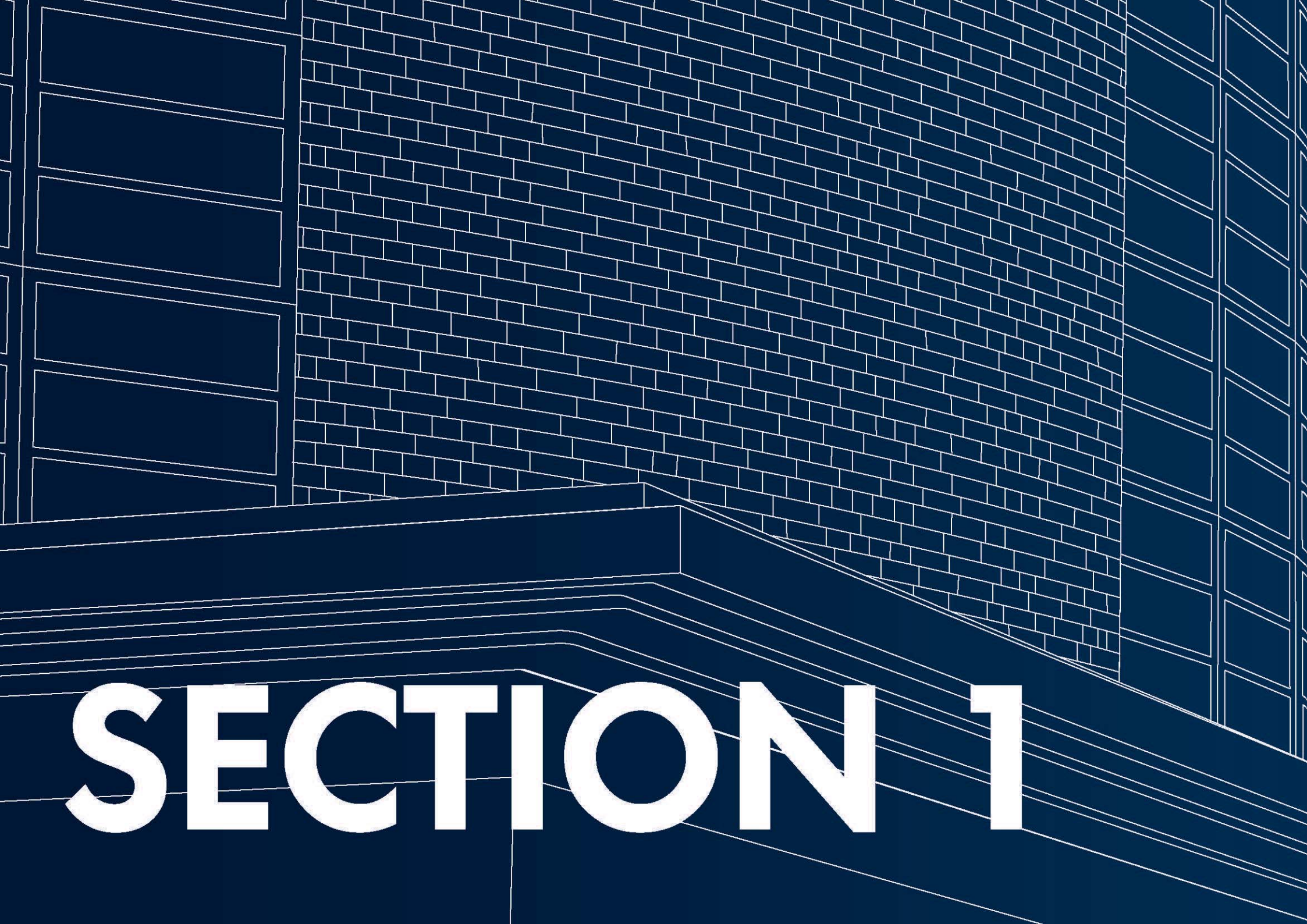
Part of Enfield's Local Plan

February 2013

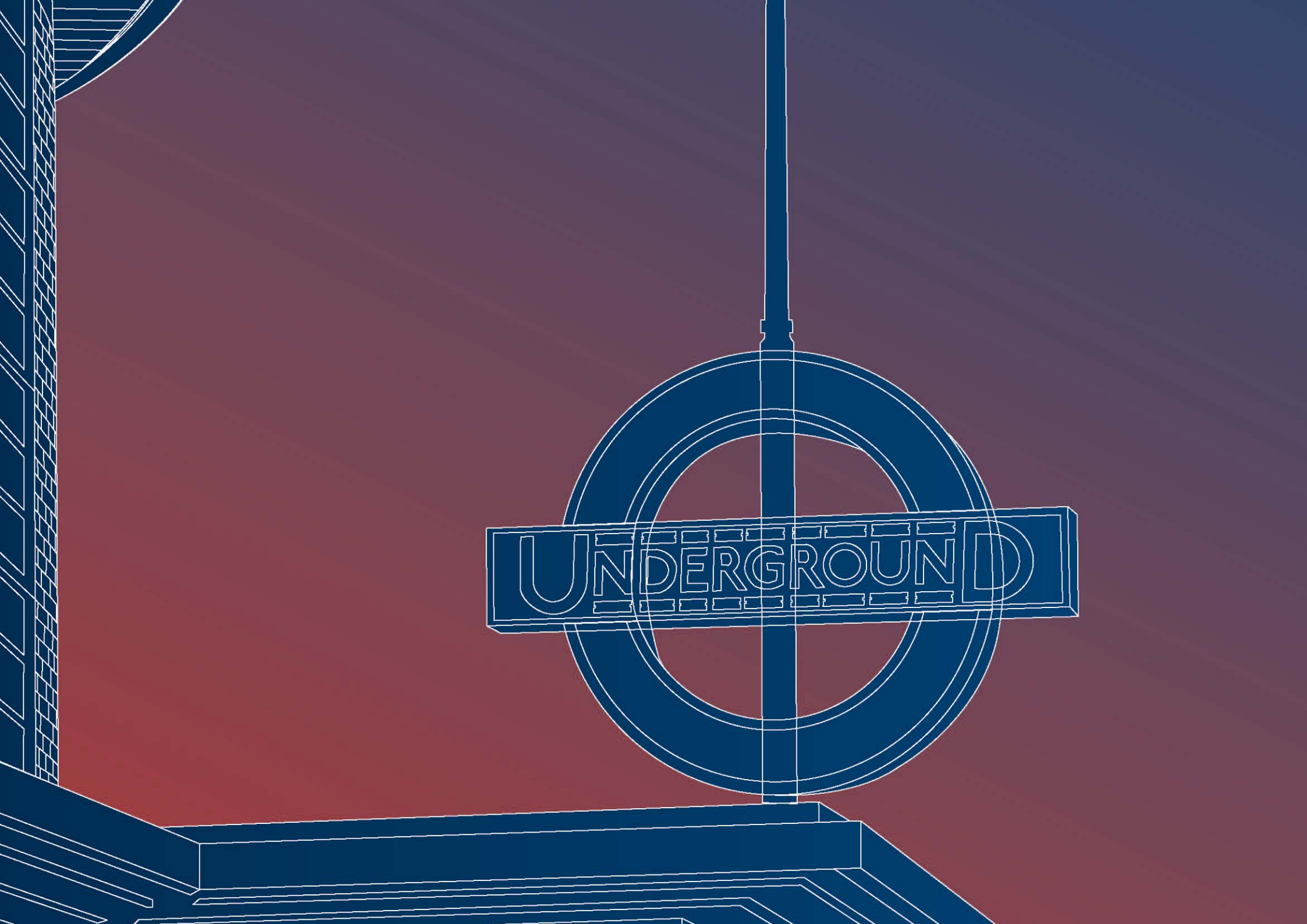


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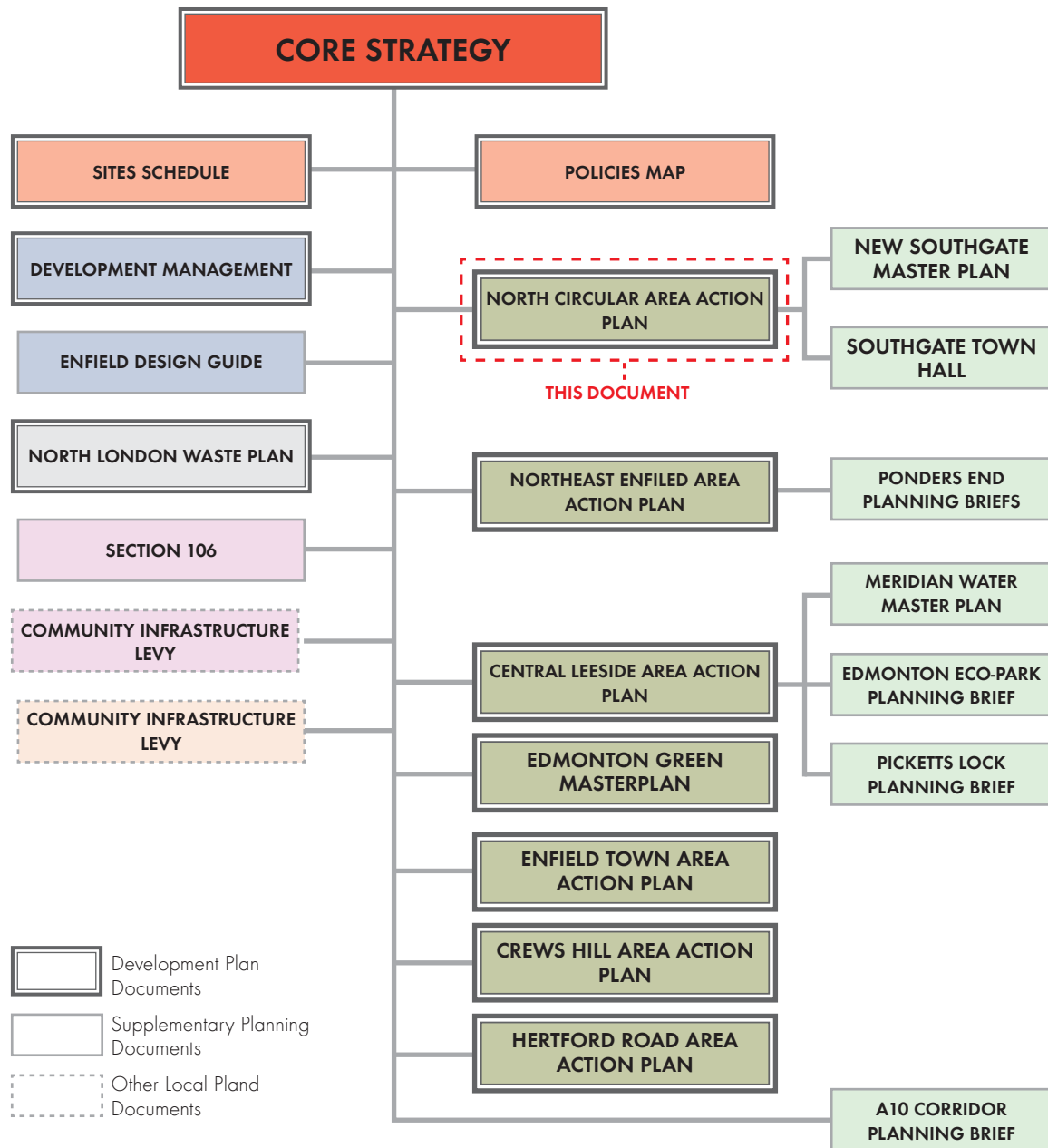
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SECTION 1



UNDERGROUND



Enfield Local Plan - relationship of key component documents

1 INTRODUCTION AND CONTEXT

1.1 INTRODUCTION

What is this document for?

The preparation of a North Circular Area Action Plan (NCAAP) has been a longstanding Council commitment as confirmed in the Enfield Core Strategy 2010. The NCAAP is being prepared as an integral part of the statutory development plan for Enfield Council.

The North Circular area is facing a period of significant change. The redevelopment of the Ladderswood Estate, the environmental improvements to the A406 corridor and the regeneration of long neglected parcels of land along this corridor are all progressing independently. The NCAAP will play an important role in coordinating this period of significant change and investment.

The NCAAP will form part of the statutory Local Plan for Enfield, sitting alongside the adopted Core Strategy, emerging Development Management Document and other Area Action Plans being prepared for Enfield's strategic growth and regeneration areas. The NCAAP should be read alongside the Core Strategy and Development Management Document, and is not intended to duplicate either.

Area Action Plans are statutory planning documents that are specifically designed to:

- Stimulate regeneration or enhancement;
- Guide both public and private investment that will see significant change for communities within a specific area;

- Protect areas sensitive to change
- Resolve conflicting objectives in an area to development pressures, and
- Provide robust policies to help ensure that future development and investment meets the needs of existing and new communities.

The NCAAP provides a more detailed and area-specific planning policy and development framework for this part of the borough. New development proposals coming forward within the AAP area will be expected to accord with the policies and proposals contained within the NCAAP unless other material planning considerations indicate otherwise.

How did we reach this point?

The NCAAP provides the opportunity to establish a coordinated planning and development framework for the area and has been prepared in consultation with local residents, businesses and other relevant stakeholders including Transport for London, neighbouring boroughs, Enfield's South West Area Partnership and key private sector investors, notably Notting Hill Housing Trust and Mulalley / One Housing Group.

Preparation of the NCAAP commenced in 2007 and a Preferred Options version of the NCAAP was consulted upon in May 2008. On the advice of the then Government Office for London, the preparation of the AAP was halted to enable the Council to progress its Core Strategy. With the Core Strategy now adopted and progress

on a number of other relevant initiatives being progressed, work recommenced on the preparation of the NCAAP last year culminating in the publication of the "Towards the Pre-Submission Stage" document in November 2011.

How have we worked with the Community?

Consultation on this document took place between November 2011 and February 2012 and the comments and representations received during this most recent consultation stage, together with those that have preceded it, have informed the preparation of this proposed submission version of the AAP.

There is general consensus from stakeholders, local businesses and the community that the area is in need of attention and generally the vision for NCAAP was positively received. Local residents and businesses have and are continuing to see visible changes and both groups are keen to be engaged in the changes happening within their community. In total 70 responses via direct emails, questionnaires and letters were received with a further 281 responses received via the Council's online questionnaire.

The key issues arising from this consultation include the following:

- There was a general feeling of concern over the NCAAP's housing growth strategy and its housing target of 1300-1500 new homes, which



Fig 1. Plan showing the revised AAP boundary and excluded area

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 AAP boundary

 Area excluded from the AAP

would have to be accommodated in an area already congested by traffic and constrained by the capacity of the North Circular Road (NCR).

- There was general agreement with the view that the area's image of the is one of being run down, dominated by the A406, congested by traffic, polluted, and in need of long over due investment and regeneration.
- The capacity of existing and the ability to provide new community infrastructure, such as school places and health provision, was heavily questioned.
- The local community expressed strong sensitivities around some of the early redevelopments proposals along the NCR corridor and there were strong concerns around density, backland development, parking, impact on traffic, and height of future development proposals.
- Some respondents, principally north of Broomfield School, felt their neighbourhood did not identify with any of the three Neighbourhood Places expressed in the Towards Pre-submission document.
- Residents and businesses felt there is a pressing need for the creation of a greener and more pleasant the environment along the NCR to try and counter the traffic, noise and air pollution.
- The current conditions of historical local assets Truro House and Broomfield House were highlighted as a concern amongst residents.
- The view that the potential proposed waste management facility at Pinkham Way and the additional traffic impact and pollution it would

bring to the area would only serve to contradict NCAAP proposals was strongly voiced through this public consultation, and there was a strong feeling that the NCAAP document should be addressing the draft proposals.

- The completed highway and safety improvement works undertaken by Transport for London (TfL) drew criticism from residents and businesses, with businesses, especially those within Ritz Parade, stating that the loss of parking spaces and new restrictions have negatively impacted on commercial activity along this stretch of the NCR, and feeling that they have had to endure the impact of the works as well as an ongoing commercial disadvantageous end result.

How have we worked with our neighbours and partners?

The Council has worked closely with its neighbours to ensure that the strategic and cross-boundary implications of the NCAAP have been carefully investigated and that this process has fed into the preparation of the plan. The 2011 Localism Act sets out a 'duty to co-operate', which requires such a process.

Those partner organisations that are instrumental to the delivery of the NCAAP have also been involved throughout its preparation.

The Council's partners in the preparation of the NCAAP include Transport for London, neighbouring boroughs, in particular Haringey

and Barnet, Enfield's South West Area Partnership and key private sector investors, notably Notting Hill Housing Trust and Mulalley / One Housing Group.

The South West Area Partnership has been especially instrumental, bringing together and co-ordinating local people and partner organisations to help make positive changes in the area.

What area does the AAP cover?

The NCAAP covers the area between New Southgate on the west and the start of the Great Cambridge Road approach to the east incorporating established residential areas of New Southgate, Arnos Grove, Bounds Green, Bowes and the southern end of Palmers Green. The area is traversed along its length by the A406 North Circular Road. A length of Pymmes Brook, a minor tributary of the Lea River, forms part of the area's northern boundary and the New River also passes north-south across the area.

The AAP boundary has been revised as a result of comments made at the last round of consultation. The established residential area between Pymmes Brook on the northern boundary of Broomfield Secondary School and Broomfield Park has been removed. There were no site specific proposals within this area.

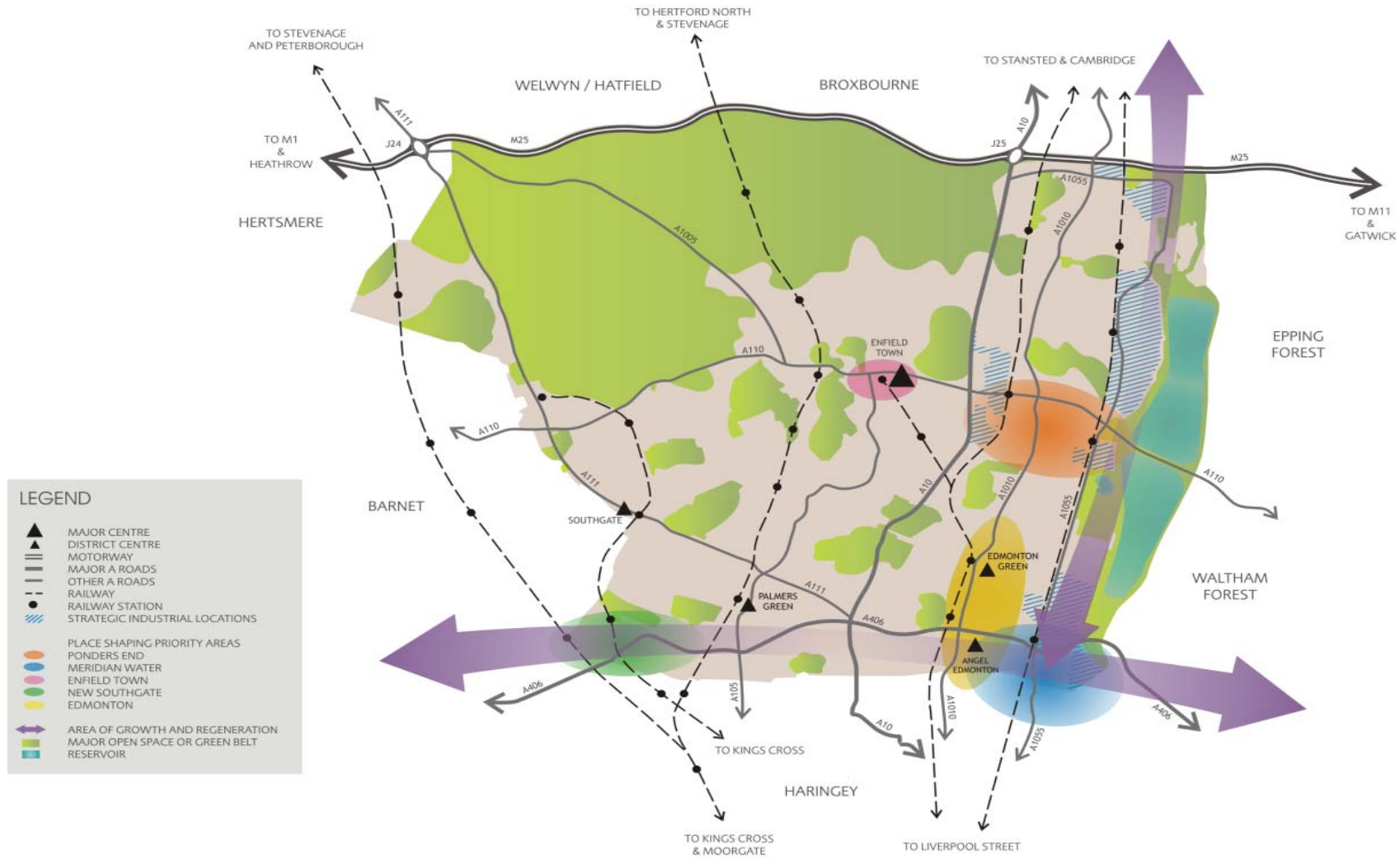


Fig 2. The Enfield Spatial Strategy (Enfield Core Strategy, 2010)

1.2 CONTEXT

THE NATIONAL, REGIONAL AND LOCAL POLICY CONTEXT

National Planning Policy Framework (NPPF)

The Government published its National Planning Policy Framework (NPPF) in March 2012. The NPPF replaced the previous Planning Policy Guidance Notes and Statements under which previous draft versions of the NCAAP were prepared.

The NPPF provides the framework within which local people and their Local Planning Authorities can produce local and neighbourhood plans which reflect the needs and priorities of their communities.

The Draft North Circular Area Action Plan is consistent with the NPPF. Alongside Enfield's Core Strategy, it contributes towards the implementation of the adopted spatial strategy for the Borough. With New Southgate being a Regeneration Area it also plays a significant role in the delivery of the Borough's regeneration objectives.

London Plan

The London Plan (2011) forms part of the development plan for Enfield, providing both strategic guidance and development management policies to deliver strategic objectives. The NCAAP is in general conformity with the policies contained within the London Plan.

The Enfield Plan

The NCAAP will be a formal component of the statutory development plan and in doing so will sit alongside the Enfield Core Strategy which was adopted in November 2010. The Core Strategy, prepared in conformity with the London Plan, sets out a spatial planning framework for the long term development of the Borough for the next 15 to 20 years. It is a strategic document providing the broad strategy for the scale and distribution of development and the provision of supporting infrastructure, ensuring that investment decisions are not made in isolation but are properly coordinated to ensure development is sustainable. It contains core policies for delivering the spatial vision, guiding patterns of development and is supported by other development plan documents within the Local Plan such as this and other area action plans and a joint North London Waste Plan.

The Core Strategy has 10 strategic objectives, all of which are relevant to this AAP. However, Strategic Objectives 1 relating to enabling and focussing change, 3 relating to community cohesion and 4 relating to the provision of sustainably constructed new homes are of particular relevance to this NCAAP area.

The Spatial Strategy which underpins the Core Strategy identifies the North Circular AAP area as one which will be a focus of change. The spatial strategy states the "The area has the capacity to accommodate up to 2,000 new homes, largely on land no longer needed for the

road improvements and through the renewal of the Ladderswood Estate and the New Southgate area".

There are a number of key policies contained with the Core Strategy which are central to the policy framework for this AAP, as follows:

Core Policy 1; Strategic Growth Areas, identifies the areas around the North Circular Road and New Southgate as an area of focused growth and housing led regeneration. Core Policy 2; Housing supply and location on new homes outlines the projected supply of housing within the AAP area, with approximately 500 dwellings being identified for each of the Plan's 5 year phases of development.

Core Policy 44; North Circular Area deals specifically with the North Circular Area and confirms that the indicative housing delivery target of up to 2,000 within the NCAAP over the plan period to 2026 may change as the NCAAP and the New Southgate SPD evolve. The policy confirms that the focus of new mixed use development will be in the New Southgate area with Cherry Blossom Close delivering a major new housing development at the eastern end of the area. The policy also provides the framework for the provision of community infrastructure with the proposed housing numbers giving rise to an additional two forms of primary school provision. This is endorsed in Core Policy 8; Education where this additional capacity is considered most likely to be required within the

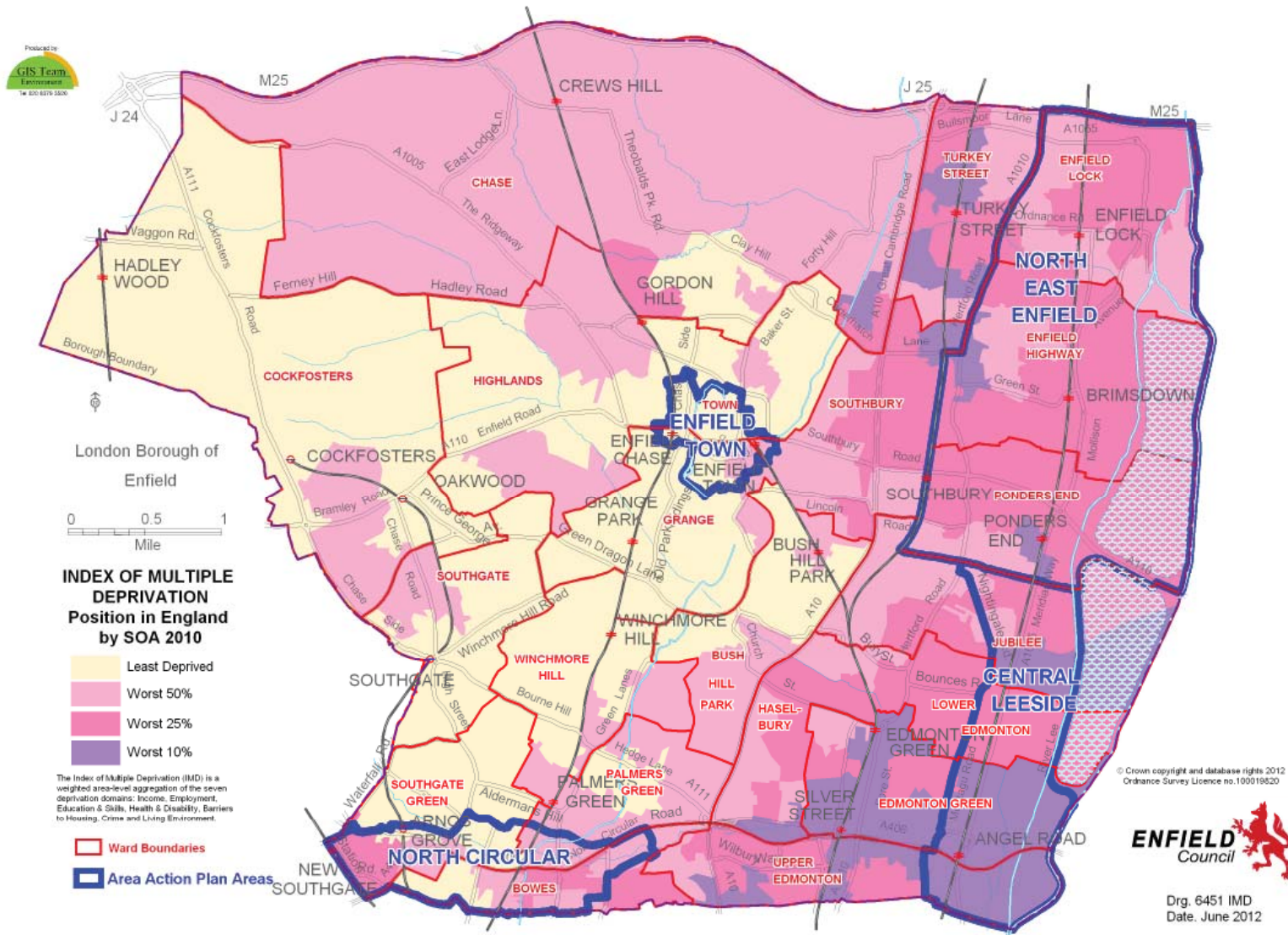


Fig 3. Index of multiple deprivation

period 2015-2020. Core Policy 8 also promotes the creation of an all age school on the site of the Broomfield Secondary School, though, due to the withdrawal of the Building Schools for the Future Programme following the Secretary of State's announcement on 5 July 2010, that initiative is unlikely to progress in the AAP plan period to 2026.

Core Policy 45; New Southgate deals specifically with the Regeneration Priority Area of New Southgate which now benefits from a recently adopted SPD masterplan.

The North London Waste Plan

Seven North London Boroughs (Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest) are working together as planning authorities to identify sufficient space for facilities for managing North London's waste. The North London Waste Plan will set out the planning framework for waste management in these boroughs for the next 15 years up to 2027. It identifies sites for waste management use and sets out policies for determining waste planning applications.

The Friern Barnet former Sewage Treatment Works (Pinkham Way), which has been vacant since the sewage treatment plant was closed in 1963, has been identified through the production of the North London Waste Plan as a potential site for the handling of general waste. The site falls outside of the AAP area and within the

administrative boundary of Haringey. A planning application has been submitted for the facility.

SOCIO-ECONOMIC CONTEXT

The NCAAP area sits within three wards. Bowes Ward covers the largest proportion of the NCAAP area. Southgate Green and Palmer Green wards both have only their southernmost portions in the NCAAP area; the character of the more northerly sections of these wards tends to differ from that of the parts directly around the North Circular Road.

- Bowes Ward has a population of 12,450, with a relatively high population density, which is 21% above the borough average. 2011 data shows a slightly lower proportion of children aged 0-14 and older people aged 65+ than the borough average, but a higher proportion of people age 25-64.
- The proportion of Job Seekers Allowance (JSA) claimants in Bowes Ward in the 25-49 year old category is above the borough average of 61%, while the proportion of youth unemployment (18-24 year olds) at 23.6% of JSA claimants is lower than the borough and national averages (29%).
- Long term unemployment (over 12 months) as a proportion of total JSA claimants, is slightly lower in the NCAAP wards than the borough and national averages. However, the 22.4% of Bowes Ward's workforce that is long-term unemployed represents a significant figure.
- There are few employment opportunities within

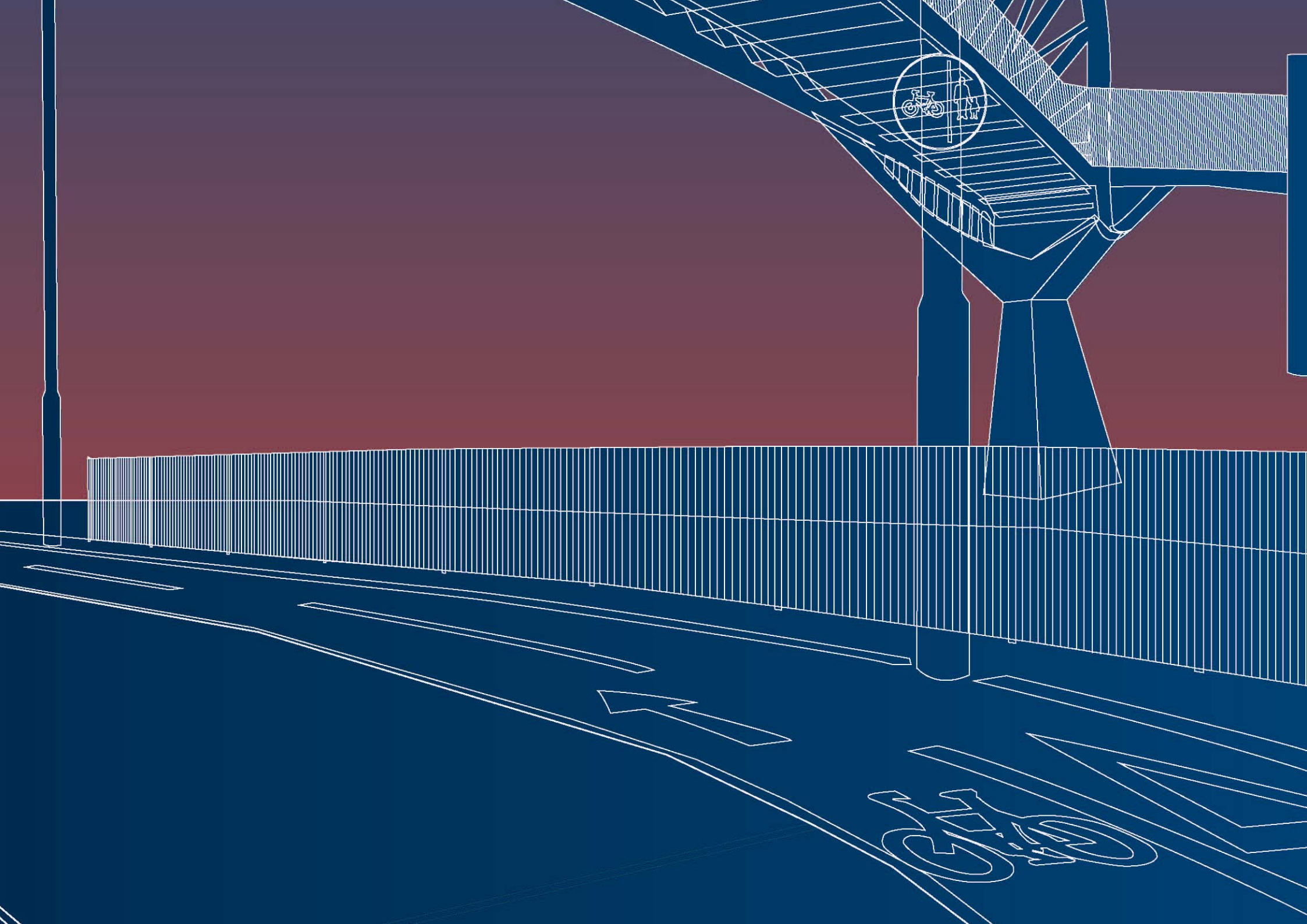
the NCAAP area, with only one designated employment site and any retail activity limited to small local centres. Most local jobs are either towards the eastern edge of Enfield or outside of the Borough.

As measured by the Index of Multiple Deprivation (IMD), Bowes ward is the 11th most deprived out of 21 wards in the borough. Breaking the IMD down into specific domains, it is possible to identify the factors at work within the AAP area. In particular it shows that the whole area is affected by environmental issues, vacant properties, and the dominance of the road network, as well as poor access to housing and services and crime. In terms of the other domains of child poverty, income, and employment deprivation there are particular concentrations of deprivation around the western and eastern edges of the AAP area.

It can also be seen that there is a sharp transition in terms of the socio-economic landscape between the NCAAP area and the areas of Southgate Green to the immediate north.



SECTION 2





The New River

2 THE NORTH CIRCULAR – VISION AND SPATIAL STRATEGY

2.1 INTRODUCTION

By 2026 the North Circular area will be transformed from one disconnected by an unforgiving road corridor and dominated by derelict housing to one characterised by strong and thriving local communities, high quality new and refurbished housing areas connected by streets better designed to meet the needs of all users and modes of transport. These local communities will be serviced by a network of vibrant local commercial centres and community facilities.

The Ladderswood Estate and wider New Southgate area will be comprehensively redeveloped to create a new community of high quality homes with a wide and balanced range of types and tenures served by a new local commercial centre and improved community facilities.

New and improved pedestrian and cycle routes that are safe and attractive will provide important links to the commercial and community clusters and create an accessible network of green spaces. These spaces will help provide better linkages between communities currently divided by the North Circular Road.

The North Circular corridor will be an exemplar of how sustainable communities can live alongside one of London's principal distributor roads with the benefit of carefully designed new development and environmental measures.

These neighbourhoods will be desirable places to live, will support the general health and well being of their residents and provide existing and

new communities with high quality new and improved housing, supported by local services and jobs, improved transport and access to high quality open spaces.

2.2 OBJECTIVES

Neighbourhoods

- 1 Provide a single spatial planning framework to guide and deliver growth and support healthy communities in the North Circular area focusing on the area's three neighbourhood places - Arnos Grove/New Southgate, Bowes Road and Green Lanes supporting the Council's Core Strategy and regeneration agenda for the area.

Housing and jobs

- 2 Promote social inclusion, tackle deprivation and provide new employment opportunities.
- 3 Optimise the provision of decent homes for sale or rent at a price local people can afford and meets local need.
- 4 Identify and promote specific opportunities for new development that will contribute significantly to the strategic housing targets outlined in the Council's Core Strategy.

Movement

- 5 Improve the quality and attractiveness of the movement network / infrastructure and encourage the use of sustainable modes of transport, particularly walking and cycling by improving local routes and connections.

Environment

- 6 Provide an attractive and safe environment, well integrated with its historic environment, encompassing the highest quality sustainable urban design, architecture and open spaces.

Infrastructure

- 7 Ensure the coordination of other infrastructure requirements: social, economic, educational, physical and environmental. This will include infrastructure to help reduce health inequalities and ensure the requisite school places are made available to existing and new residents. It may also include a district heating network. The AAP will define three neighbourhood places and each place will have a future role in delivering community infrastructure.

Phasing and delivery

- 8 Provide a strategic phasing programme for delivery of the key development sites and supporting infrastructure.
- 9 Provide a clear and robust framework in which the Council, as local planning authority, and the Mayor of London and GLA, as the strategic planning authority, can make decisions on related planning applications and infrastructure investment.



Fig 4. NCAAP spatial strategy plan

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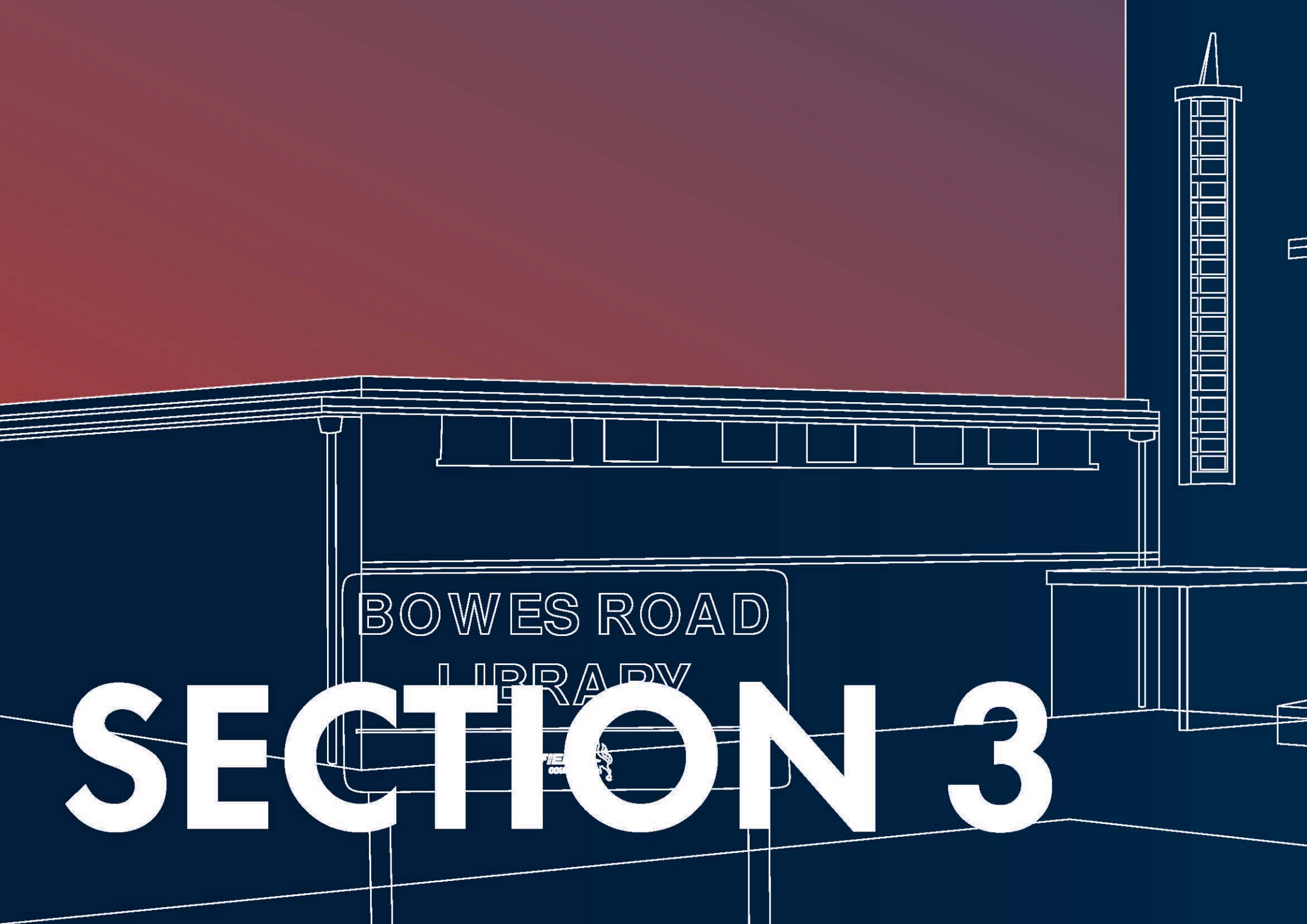
POLICY 1 NORTH CIRCULAR AREA ACTION PLAN AREA

The North Circular Area will comprise attractive sustainable neighbourhoods where people will choose to live in communities that enjoy a high quality environment, new and refurbished homes and excellent transport links. Existing and new residents will support the network of centres which provide for the day to day retail and community needs of the area.

New development should contribute towards achieving the vision and objectives for the area. The Council will seek to ensure new development within the area contributes positively to the delivery of the spatial framework and development principles set out in this AAP.

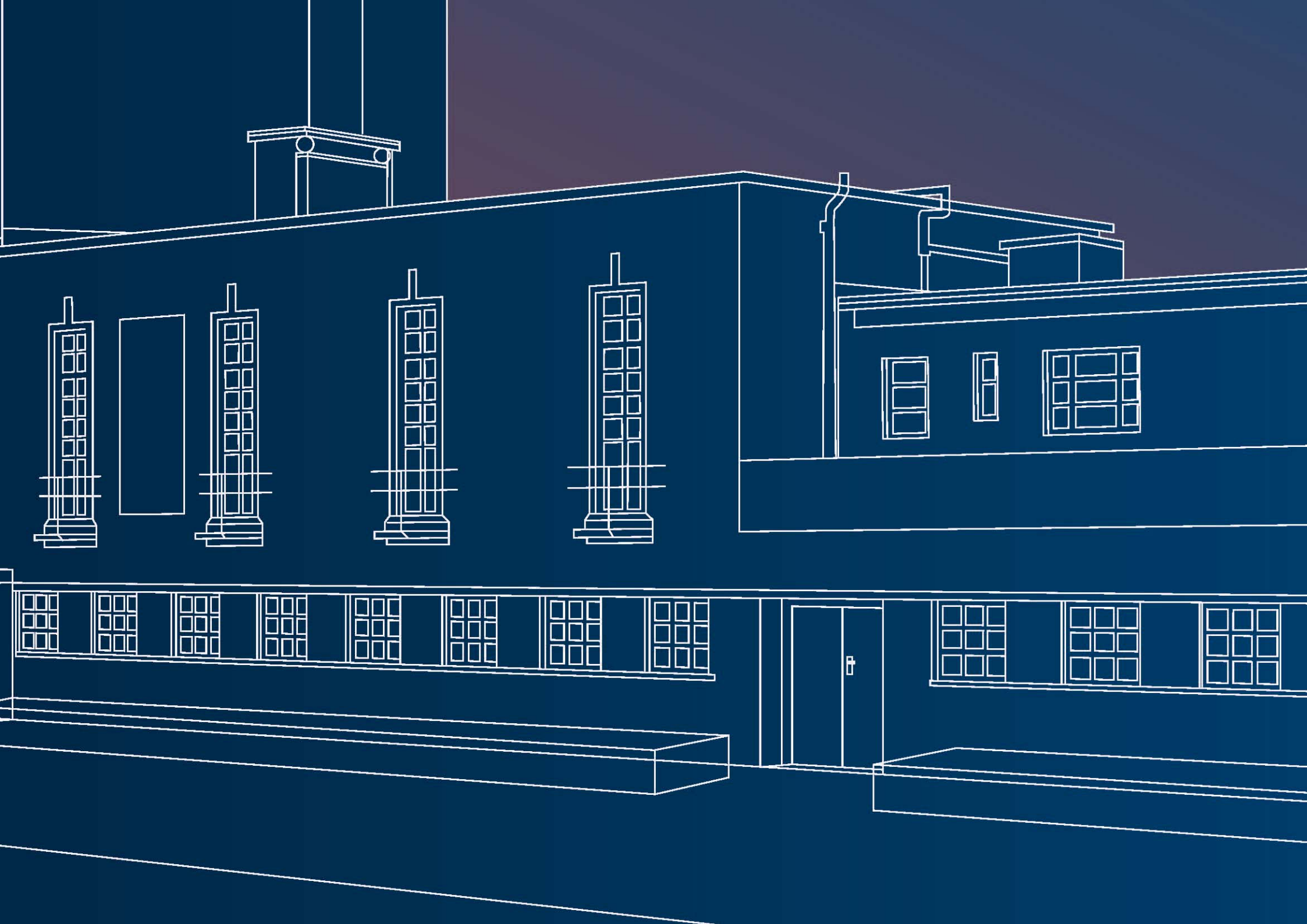
Key elements of the spatial framework are:

- 1 Recognition of and strengthening the area's three neighbourhood places of Amos Grove/New Southgate, Bowes Road and Green Lanes, each of which are centred on clusters of commercial activity which provide sustainable locations for higher density new developments;
- 2 Protection of the varying character of the urban and suburban residential areas surrounding these neighbourhood places;
- 3 The importance of the open space and blue ribbon network across the area and the need to deliver improved access to and quality of existing spaces and create new spaces where the opportunity arises;
- 4 The need to improve the character and appearance of the North Circular Road corridor through a combination of environmental improvements and high quality new developments along the corridor itself;
- 5 The important role that key nodes/points of transition along the corridor will play in delivering these improvements; and
- 6 The benefits associated with the delivery of the New Southgate Masterplan in implementing Core Policy 45.



BOWES ROAD
LIBRARY

SECTION 3





Amos Park

3 OUR APPROACH – BUILDING FOR SUSTAINABLE NEIGHBOURHOODS

3.1 INTRODUCTION

This area-wide section outlines the policy approaches to key issues relevant to the future of the NCAAP area. The aims of these policies, and of the NCAAP itself, is to ensure a policy framework is in place to help ensure change to the area is sustainable and the area continues to service as a successful sustainable neighbourhood and suburb for its existing and new residents.

Launched in 2007, the Enfield Sustainable Community Strategy, prepared by the Enfield Strategic Partnership (ESP), was most recently updated in 2009 and is a ten year borough-wide strategy with the following purpose:

- Set out a shared vision for the future of the borough, which sets the context for the partnership's 'place shaping' and regeneration activities;
- Outline the ESP's priorities for action;
- Demonstrate ESP's commitment to working together for the benefit of residents; and
- Enable better co-ordination of actions.

The strategy has a range of objectives cutting across all Council service areas. These include objectives relating specifically to children and young people, safer and stronger communities, healthier communities, older people and improving the quality of life. It is the objectives under this final category which is most relevant to the NCAAP. Regarding the NCAAP specifically, the Strategy states that "There will be attractive and safe pedestrian

environments, rejuvenated and new residential areas and an accessible network of green spaces. All of this will be supported by an improved social infrastructure, community facilities and increased opportunities for business development in the area."

3.2 WHAT MAKES FOR SUSTAINABLE NEIGHBOURHOODS?

The North Circular area is an established sustainable suburban residential location and the NCAAP seeks to ensure that a positive planning policy framework is put in place which protects this function. In this context and in view of the Community Strategy's wider objectives, the following factors are considered important:

A rich housing mix: The area should continue to provide a wide range of choices in terms of living accommodation. The NCAAP area benefits from a wide spectrum of house types and prices and therefore provides the opportunities for families to grow and for future generations to continue to stay living close together.

Provision to meet local shopping needs: The network of local centres and shopping parades ensures the everyday needs of local residents are, generally, met within a 5 minute walk.

Good access to shops, services and places of employment: The NCAAP area is well served by a network of tube, rail and bus services which provide good quality and frequent links to central

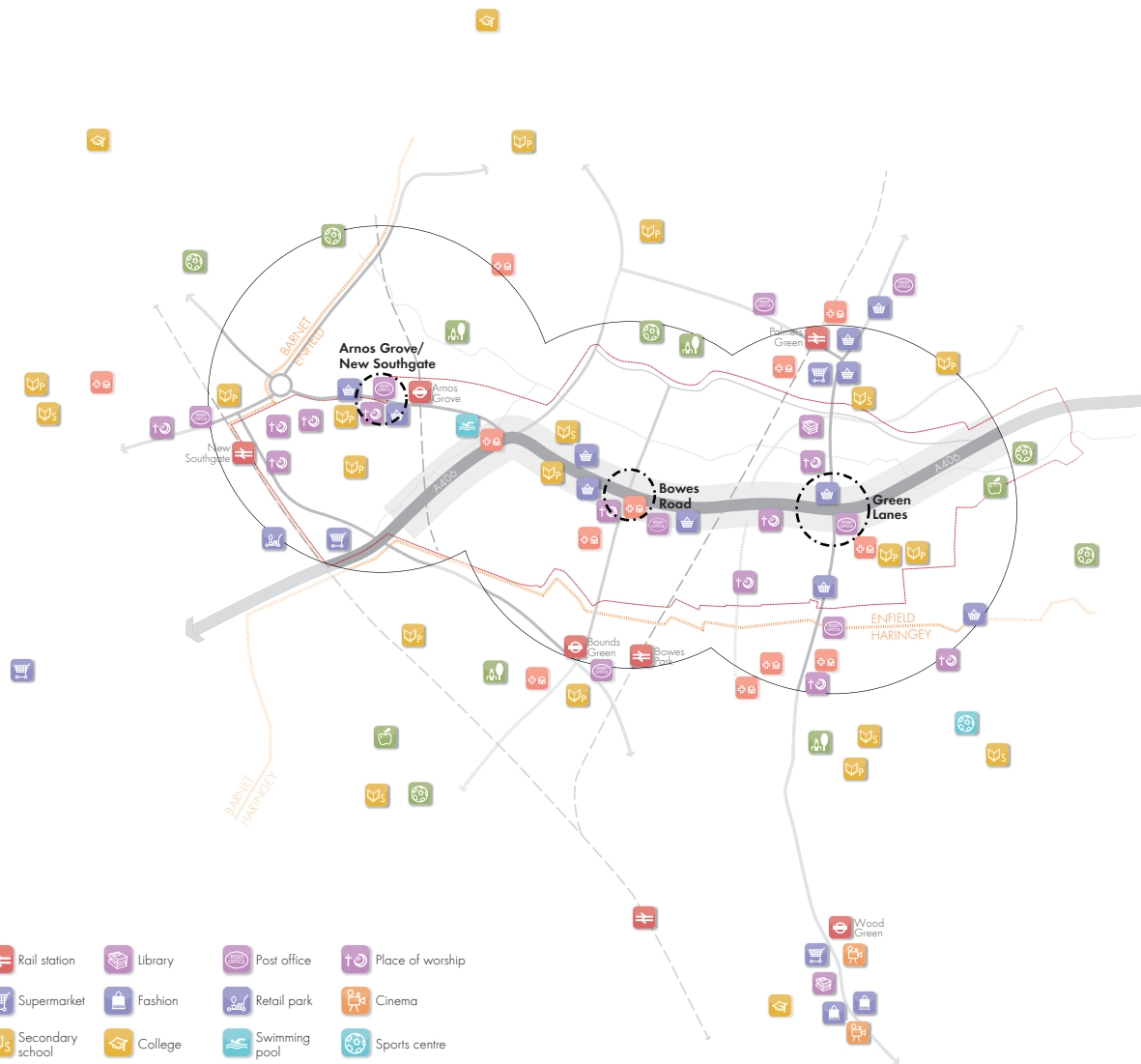
London and the network of larger town centres in North London. Walking and cycling routes and links take advantage of the local watercourses that cross the area. Walking and cycling facilities along and across the North Circular Road have recently been improved by TfL.

Community infrastructure meeting local demand: Ensuring the network of local schools have the capacity to meet local demand and provide a choice to local residents is important. Similarly, ensuring local health services are accessible to all and successfully meet local demand is critical for any sustainable neighbourhood. Access to local libraries, leisure centres and open spaces are all important elements of a sustainable neighbourhood.

A high quality environment: With strategic open spaces and a network of smaller, improving spaces and the opportunity for improvements in this provision, the NCAAP area is a location popular with young families.

The NCAAP is a planning policy document that, principally, assists in the management of planned changes and developments in the North Circular area. Therefore, whilst its remit is limited, its reach is wide. Alongside the Core Strategy, the Sustainable Community Strategy and other key policy documents, the NCAAP will help attract investments and co-ordinate change.

- Borough boundary
- Major road
- Railway
- River
- Centre within AAP
- 800m isochrone



Community Life



- | | | | | |
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| | | | | |

Fig 5. Community life plan (2011)
 This plan shows the existing, extensive range of community infrastructure serving the NCAAP area.

POLICY 2 NEW AND REFURBISHED HOMES

Identified sites within the North Circular AAP area have the potential to deliver approximately 1,300 new homes within the plan period to 2026. In addition to this, existing vacant housing along the North Circular corridor is currently being brought back into use. The sites identified and contributing to this housing delivery are as follows:

Redevelopment of the Ladderswood Estate and the National Grid and builders' merchant site opposite present the most significant regeneration opportunity. However, the selective refurbishment and redevelopment of the string of sites either side of the North Circular Road will have an equally significant impact on the area as a whole. The AAP, in bringing these sites forward, will finally be able to address directly the blight created from the uncertainty over the road improvements. Other significant sites with potential to contribute to the regeneration of the area include the land around Arnos Grove Station. However, TfL are currently considering the redevelopment of these sites given their current use in providing popular commuter parking at present. The Southgate Town Hall site also provides an opportunity for investment, including the provision of an upgraded library with additional community facilities alongside a new high quality housing development that helps to address local housing needs. The Council is actively progressing this opportunity.

	SITE	DESCRIPTION OF OPPORTUNITY	OWNERSHIP
1	Ladderswood Estate	Mixed use housing led high density development	Enfield Council
2 & 3	Western Gateway Legal and General and National Grid sites	Mixed use housing led high density development	Legal and General / National Grid
4	Builders' Depot site	Mixed use housing led high density development	National Grid
5	New Southgate Station	Mixed use housing led high density development	Network Rail
6	Coppicewood Lodge	Potential for health centre and housing development	Enfield Council
7	Arnos Grove Station	Mixed use development incorporating retail, housing and public parking	Transport for London
8	Arnos Pool, Bowes Road Library and Arnos Grove Medical Centre	Expansion of community facilities	Enfield Council
9	Telford Road sites	Mixed housing development	Notting Hill Housing Trust
10	Telford Road/Bowes Road corner	Mixed housing development	Notting Hill Housing Trust
11	Bowes Road/Wilmer Way sites	Mixed housing development with scope of community use on ground floor	Notting Hill Housing Trust
12	Ritz Parade sites	Mixed use development including retail, with housing above, community use and public parking	Mixed private (including Notting Hill Housing Trust)
13	Bowes Road sites	Mixed housing development with amenity space	Notting Hill Housing Trust
14	Southgate Town Hall	Conversion and new build for a mix of uses including housing and community uses	Enfield Council
15	Green Lanes north	Housing development	Private
16	Green Lanes Junction NW	Mixed use high density development	Mixed private (including Notting Hill Housing Trust)
17	Green Lanes Junction NE	Mixed use high density development	Private
18	Green Lanes Junction SW	Housing development	Mixed private (including Notting Hill Housing Trust)
19	Green Lanes Junction SE	Commercial development	Private
20	Birchwood Court	Housing development	Notting Hill Housing Trust

Fig 6. Site name, description and ownership (sites numerically cross referenced to Figure 7)

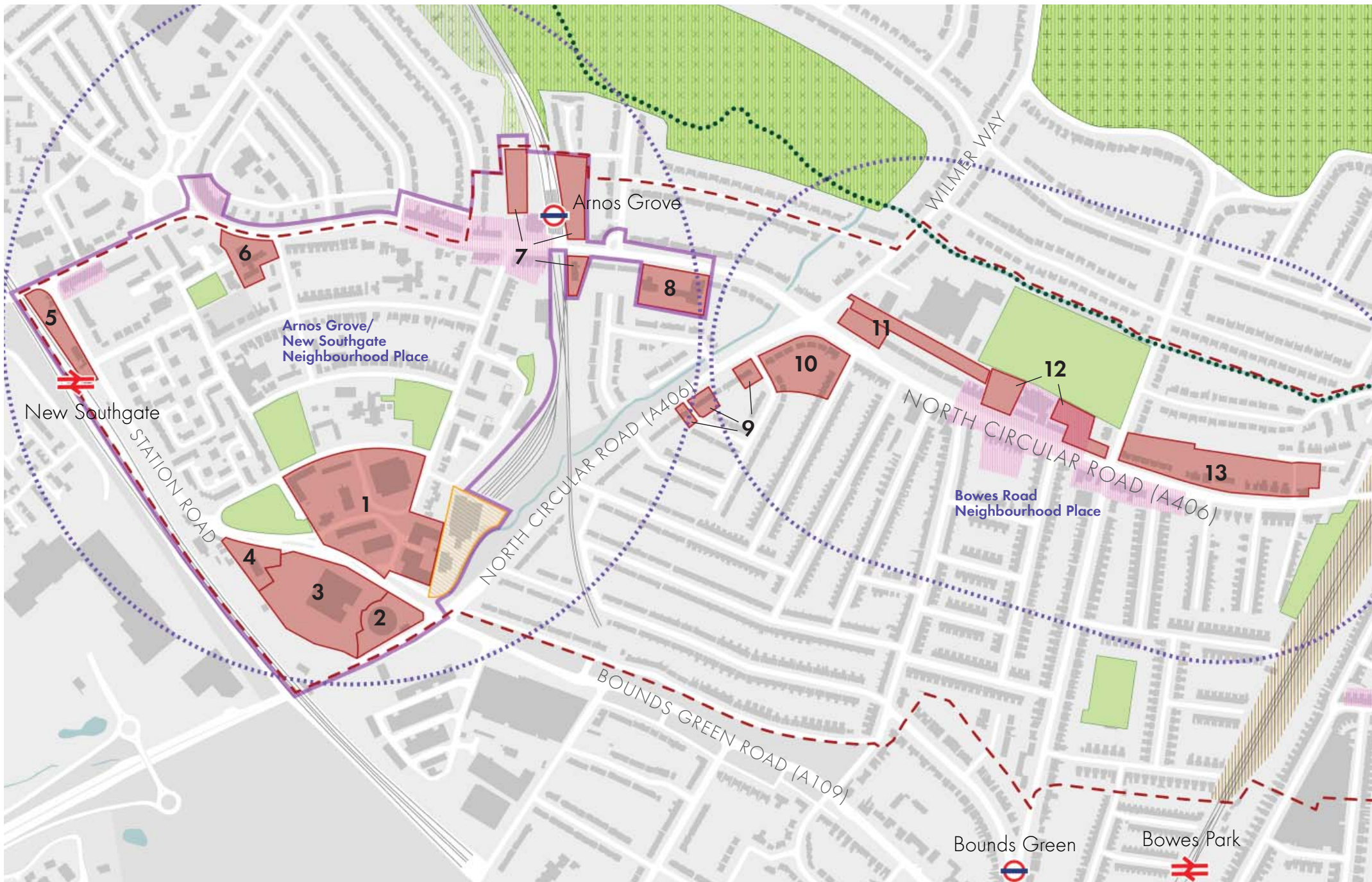
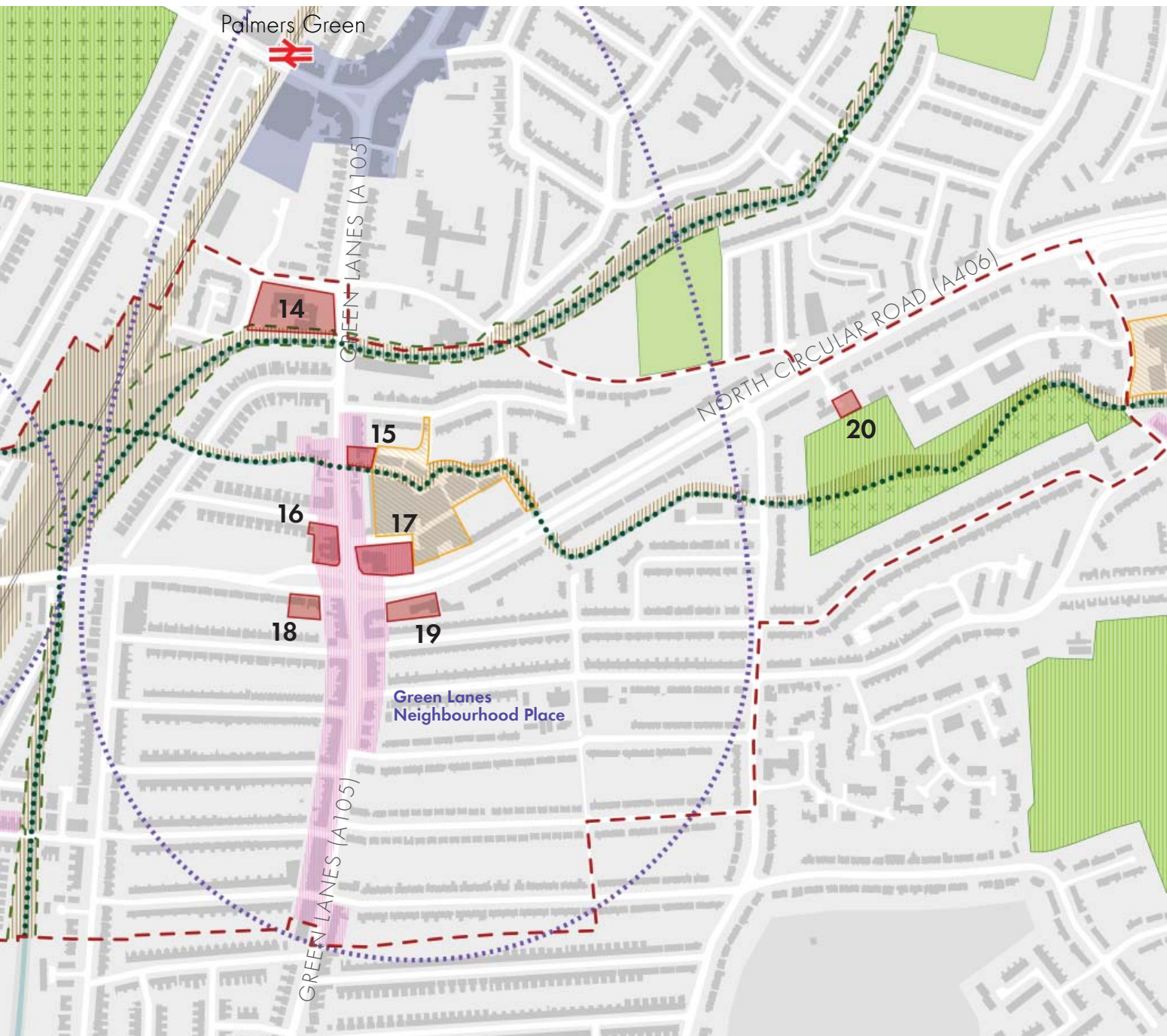


Fig 7. Opportunity sites and Enfield Local Plan (LDF) proposals map
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Opportunity sites:

1. Ladderswood Estate site
2. Western Gateway site A
3. Western Gateway site B
4. Western Gateway site C
5. Land adjacent to New Southgate Station
6. Coppicewood Lodge site
7. Arnos Grove Station sites
8. Arnos Pool, Bowes Road Library and Arnos Grove Medical Centre
9. Telford Road sites
10. Bowes Road/Telford Road junction sites
11. Bowes Road/Wilmer Way junction sites
12. Ritz Parade
13. Bowes Road sites
14. Southgate Town Hall
15. Green Lanes north site
16. Green Lanes/Elmdale Road site
17. Green Lanes/North Circular Road site
18. Bowes Road south site
19. Old Labour Exchange site
20. Birchwood Court site

- Opportunity site
- AAP boundary
- Neighbourhood places boundaries (indicative only)

Local Plan Proposals Map allocations:

- Local centre / retail parade
- Major centre
- Locally important industrial site
- Regeneration Priority Area
- Local open space
- Metropolitan open land
- Site of Borough importance for nature conservation
- Site of local importance for nature conservation
- Site of metropolitan importance for nature conservation
- Wildlife corridor (diagrammatic)
- Green chain missing link

Nearest place/ centre to site	Site	Existing use	Proposed use	Approx. area (Ha)	PTAL	London Plan densities*		London Plan number of homes*		
						Low	High	Low	High	
Arnos Grove / New Southgate	1	New Southgate Masterplan Calculations								
	2									
	3									
	4									
	5									
	6									
	7									
	8	Swimming pool, library and medical centre	Retain existing				n/a	n/a	n/a	n/a
	9A	Vacant	Flats	0.03	3	40	80	1.2	2.4	
	9B	Vacant	Houses & flats	0.095	3	40	80	3.8	7.6	
9C	Vacant	Houses & flats	0.056	3	40	80	2.2	4.5		
Bowes Road	10	Family homes	Houses & flats	0.35	4	55	115	19.3	40.3	
	11A	Gardens	Mews houses	0.44	4	55	115	24.2	50.6	
	11B	Houses	Flats	0.18	4	55	115	9.9	20.7	
	12A	Mixed	Retail w. flats above	0.21	4	55	115	11.6	24.2	
	12B	Mixed	Retail w. flats above	0.25	4	55	115	13.8	28.8	
	13	Vacant & houses	Houses & flats	1.5	4	55	115	82.5	172.5	
Green Lanes	14	Southgate Town Hall	Community & flats	0.24	3	40	60	9.6	14.4	
	15	Garage	Flats	0.08	4	55	115	4.4	9.2	
	16	Car sales, retail with flats above	Commercial with flats above and infill house	0.05	4	55	115	2.8	5.8	
	17	Retail	Commercial with flats above	0.098	4	55	115	5.4	11.3	
	18	Vacant	Houses	0.12	4	55	115	6.6	13.8	
	19	Vacant	Commercial with flats above	0.13	4	55	115	7.2	15.0	
	20	Vacant	Flats	0.04	2	40	80	1.6	3.2	
Cherry Bottom Close	Completed residential development			-	-	-	-	-	-	
Corner of Green Lanes and Elmdale Road	Completed residential development			-	-	-	-	-	-	

Fig 8. Capacity schedule for opportunity sites
Based on 3.1 - 3.7 hr/unit suburban setting in density matrix table (3.2) from the London Plan, July 2011
N.B. Number of flats approximated by following calculation: external floor area / 93

AAP appropriate building height (storeys)	AAP gross external area of flats per floor (sqm)	AAP appropriate number of storeys of flats	AAP approximate number of flats per site	AAP approximate number of houses per site	AAP total approximate number of residential units per site	AAP site specific appropriate density (units/ha)	Approx. existing number of homes	Net housing gain
New Southgate Masterplan Calculations								239
								112
								203
								49
								84
								23
								56
n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0
3	165	3	5	0	5	177.4	0	5
3	175	3	6	4	10	101.5	0	10
3	225	3	7	3	10	183.2	0	10
5 for flats facing North Circular/3 for flats to rear of houses/ 3 for houses	690	5	43	23	66	187.8	25	41
	175	3						
2	0	-	0	25	25	56.8	0	25
5	800	5	43	0	43	238.9	10	33
3	450	2	10	0	10	46.1	0	10
3	845	2	18	0	18	72.7	8	10
4 for flats facing North Circular/3 for flats not facing North Circular/ 3 for houses	2425	4	132	19	151	100.8	20	131
	865	3						
3	1000	3	35	0	35	150	0	35
3	300	3	10	0	10	121.0	0	10
4	840	3	27	1	28	561.9	0	28
4	890	3	29	0	29	293.0	0	29
3	0	3	0	6	6	50.0	0	6
3	465	2	10	0	10	76.9	0	10
3	220	3	7	0	7	177.4	0	7
-	-	-	130	12	142	-	0	142
-	-	-	27	0	27	-	0	27
							Total	1335

POLICY 3 CREATING AND PROTECTING LOCAL JOBS IN THE NORTH CIRCULAR AREA

The Council would support the redevelopment of the former Labour Exchange site on the south-east corner of the junction between the North Circular Road and Green Lanes. The site is considered suitable for a range of commercial uses including office and other business uses and the creation of new jobs for local people will be an important consideration. In addition, the following sites are identified for mixed use or non-residential development through which the creation of new local jobs will be a priority:

The labour exchange site has sat vacant for a considerable period of time and bringing the site back into use is a priority of this NCAAP. The site enjoys a prominent North Circular Road frontage with the potential for good quality vehicular access from Princes Avenue. There is also potential for access from the North Circular Road itself, subject to TfL's agreement. The site sits alongside the Green Lanes Large Local Centre.

The wide range of mixed use development sites across the NCAAP highlights the prospect of significant job creation opportunities. These wide ranging opportunities are considered important to help mitigate against the potential loss of floorspace for more traditional manufacturing based activities in the area. The New Southgate Industrial Estate is allocated as a Locally Significant Industrial Site under Core

Policy 15. The allocation has however been rationalised in order to facilitate delivery of the regeneration priorities through the regeneration of the Ladderswood Estate and surround land. The Enfield Employment Land Study 2012 identifies that the remaining land is probably too small and lacks profile to have a long term future in employment use. However the study does recommend that, if implemented, the offices proposed as part of the New Southgate Masterplan be brought back within the LSIS designation to strengthen this employment allocation.

However, The Regents Avenue Industrial Estate just off Green Lanes which occupies a prominent location just behind the commercial unit on the north east corner of the junction with the North Circular Road is recommended in the Enfield Employment Land Review 2012 for retention for the short to medium term for employment uses.

3.3 COMMUNITY INFRASTRUCTURE

In view of the significant levels of housing development being proposed, it is a particular priority of this AAP to help ensure that appropriate contributions are made to the provision of community infrastructure as decisions are made on individual planning applications.

The Council's Infrastructure Delivery Plan (IDP) played a key role in supporting the Core Strategy to adoption and provides comprehensive position statement on the borough's community infrastructure requirements. Whilst there is a

need to keep the IDP continually under review, it has been prepared in partnership with the Council's community and public sector partners and is therefore relevant to the application of policies in the NCAAP which relate to community infrastructure. Until an Enfield Community Infrastructure Levy regime has been agreed which will eventually replace the current Section 106 regime, the Council's Section 106 SPD, adopted in November 2011, provides a steer on financial contributions associated with new development. In addition, Draft DMD Policy 20 also provides part of the context within which such contributions will be sought.

Each of the three identified Neighbourhood Places within the NCAAP area will have a role to play in meeting increased demand for community facilities. Specific sites with capacity to meet new demand include:

- The provision a 300sqm facility within the Ladderswood redevelopment;
- Scope for enhanced community facilities at the Arnos Grove Health Centre/Bowes Road Library site where there is capacity for a minimum of 400sqm of new facilities;
- A minimum of 600sqm of new community facilities on the ground floor of new development at the Wilmer Way/Bowes Road junction;
- The scope for enhanced community facility provision in the vicinity of the Ritz Parade; and
- The opportunity presented by refurbishment and partial redevelopment of the Southgate Town Hall site.

As demand and requirements become more clear, there will be a need to coordinate the approach to health care provision between Council owned sites where these uses are considered appropriate including the Southgate Town Hall site, Coppicewood Lodge and the Arnos Grove Health Centre/Bowes Road Library site. More detailed guidance is provided in the site specific policies in Section 4.

Policies are set out below to ensure increased demand for new community infrastructure arising from the delivery of new homes within the NCAAP area are met.

POLICY 4 LOCAL EDUCATION

The development of new homes within the NCAAP area will be expected to contribute towards the provision of primary and secondary school places commensurate with the expected additional demand on school places, as set out in the Council's S106 Supplementary Planning Document.

The creation of additional pupil places at Garfield Primary School and Broomfield Secondary School will be supported. The Council will continue to coordinate the provision of school places with neighbouring boroughs and the potential to increase capacity in other nearby schools will be explored as the need arises. The Council will keep under review its Primary and Secondary School strategies.



Boves Primary School

Unit type	Age	Capital cost of providing school place (£s) 2010/11 (reviewed annually)	Child yield	Calculation	Contribution per unit type (£s per unit)
1 bed unit	4-5	13.727	0.004	Child yield x contribution per pupil place	54.91 (A)
	5-10	13.727	0.040	Child yield x contribution per pupil place	549.08 (B)
	11-15	20.685	-	Child yield x contribution per pupil place	- (C)
	Total contribution for 1x1 bed unit A + B + C = £603.99				
2 bed unit	4-5	13.727	0.020	Child yield x contribution per pupil place	274.54 (A)
	5-10	13.727	0.070	Child yield x contribution per pupil place	960.89 (B)
	11-15	20.685	0.030	Child yield x contribution per pupil place	620.55 (C)
	Total contribution for 1x2 bed unit A + B + C = £1,855.98				
3 bed unit	4-5	13.727	0.032	Child yield x contribution per pupil place	439.28 (A)
	5-10	13.727	0.020	Child yield x contribution per pupil place	2,745.40 (B)
	11-15	20.685	0.180	Child yield x contribution per pupil place	3,723.30 (C)
	Total contribution for 1x3 bed unit A + B + C = £6,907.96				

Fig 9. Indicative community infrastructure contributions matrix

Ensuring appropriate provision is made for additional school places required to meet increased demand as sites are developed and families move in is a top priority for the NCAAP. A great deal of concern has been expressed about this and similar issues and it is therefore essential that developers work closely with the Council to ensure appropriate provision is made in this regard.

Recent studies have confirmed that Garfield Primary School has capacity for additional forms of entry and the Council is in the process of exploring the feasibility of this in more detail. Additional primary age provision is also being explored with the Governing Body of Broomfield School. Temporary works are being undertaken to Bowes Primary School to ensure it can meet current demand. Other nearby schools may also play a role in ensuring increased demand is met. Similarly, the Council will continue to work closely with its neighbouring authorities to keep this critical issue continually under review.

Core Policy 8 outlines Council's position on meeting the future education requirements across the borough over the next 15 years. Further detail is provided in the Council's S106 SPD.

POLICY 5 PROVISION OF MODERN HEALTHCARE FACILITIES

Development of 10 residential units or more will be expected to contribute towards the provision of health facilities within the NCAAP area, and financial contributions will be calculated using the NHS Healthy Urban Development Unit Model, as set out in the Council's S106 Supplementary Planning Document.

Health uses are appropriate in district and local centre locations and areas with good levels of public transport accessibility. The development of a new Walk-In Centre at Coppicewood Lodge will be supported, as would a new medical centre as part of the redevelopment and reuse of the Southgate Town Hall site. In addition, the potential of a new shared health facility on the ground floor of Bowes Road Library for Sexual Health/Physiotherapy services is also under consideration subject to feasibility testing, and access and parking arrangements.

As with education, the potential detrimental impact of new development and its corresponding additional draw on local health services was a major concern during the preparation of the NCAAP. Through the policy and guidance contained in the NCAAP, appropriate sites have been identified and the Council will now continue to work with its health service and health care partners to ensure any need for additional health care services are addressed in conjunction with new developments as they come forward.

Enfield Community Services have established a need to improve access to family and sexual health services in the Bowes Road locality. Health service providers feel that there is currently poor access to primary care services in the Bowes area and consider that new facilities offering a range of health services should be provided.

The New Southgate SPD identifies the potential for a new walk in health centre at Coppicewood Lodge although further work will be requirement to ascertain the suitability of this site. The Southgate Town Hall Planning Brief which was adopted as an SPD in October 2011 also identifies the town hall site as a suitable venue for a new health centre.

One of the key aims of the NCAAP is to ensure the long term sustainability of healthcare services in the area, and address key issues such as population growth and the needs of an ethnically diverse population. The Council is keen to work with GP practices, clinicians, support agencies and other partners to improve the health outcomes of the community and to improve integration of services, leading to better continuity of care for patients.

Further detail on the basis of calculating contributions to the provision of health facilities is outlined in Section 7.5 of the S106 SPD. Core Policy 7 outlines the Council's position on meeting the health needs of existing and new communities.

3.4 A DESIGN-LED APPROACH

POLICY 6 HIGH QUALITY DESIGN OF NEW DEVELOPMENT

New development and public realm interventions within the NCAAP area will be high quality and design led in their approach, taking careful account of urban context and reinforcing local distinctiveness. Of particular importance is that new development on sites along the North Circular Road must address the road directly with doors, windows and balconies and appropriate boundary treatment which responds positively to the route and treats it as a 'front'.

Whilst the area does benefit from heritage assets including some prominent listed buildings such as Arnos Grove station, the character of the area is suburban and generally medium to low density. New development will therefore have a significant impact on local townscape quality and negotiations with the Council and material in support of planning applications must outline evidence of a design-led approach. Core Policy 30 is relevant in this regard as is Draft DMD Policy 1 Achieving High Quality Design and Design-Led Development.

POLICY 7 BUILDING HEIGHTS AND DEVELOPMENT DENSITIES

Building heights should generally respect and respond positively to local context. Taller buildings are generally only



Arnos Grove station

considered appropriate within identified centres across the AAP area as these locations are considered more sustainable. Taller buildings should positively support the legibility and economic vibrancy of these centres and the area generally whilst protecting the amenities of existing residents and businesses. There are also a number of points of transition across the AAP area where taller building would help aid legibility and could, if carefully planned, help mitigate the environmental impact on existing communities of the road corridor. Away from these appropriate locations, new development should not exceed the predominant building height in the local vicinity, and in most cases this will be two storeys.

With the exception of significant parts of the New Southgate area, the NCAAP area is generally characterised by low rise residential development. Core Policy 4 highlights the importance of ensuring new housing is of a sufficiently high standard of design. Responding positively to the context of a site is a key issue in this regard. Further guidance is provided under Core Policy 30 where special regard to a site's context is identified as critical to success. The importance given to delivering good design in new development is reflected in the Draft DMD Policy 1 Achieving High Quality Design and Design-Led Development. Draft DMD Policy 44 relates specifically to tall buildings and the policy above is in accordance with the guidance contained in that policy.

Enfield Council recently prepared an evidence base report on tall buildings and important local views. The study assesses the suitability of different locations for tall buildings. The Ladderswood Estate and Western Gateway site area, given the existing tall buildings in the area, are identified as appropriate locations for tall buildings. In addition, two important local views are relevant to the NCAAP. View 4 looking south from Broomfield Park towards Alexandra Palace and the City of London is recognised along wide the view of New Southgate Station also looking towards Alexandra Palace.

Beyond the guidance put forward in the New Southgate Masterplan which does support the provision of some tall buildings within this Regeneration Priority Area, there are no other locations or sites considered appropriate for tall buildings across the NCAAP area. Within this context, it may therefore be appropriate for building heights on high quality new development to be one or two storeys above neighbouring buildings in locations considered appropriate under this policy and subject to the criteria under other relevant policy. These locations are within the identified commercial centres across the AAP area and at the identified points of transition along the A406 corridor itself.

The development of back gardens and backland areas has been raised as an issue during the preparation of the AAP. The Council's position on back garden and backland development is set out in Draft DMD Policy 11 Development of Garden Land which makes clear the Council's presumption against new residential development on garden land.

An exception to this policy is the land between the southern boundary of Broomfield Secondary School and Bowes Road. Garages were previously accessed along an informal lane but in view of the character of the local area and the relationship between the site and the secondary school, development of mews-style housing at the back of this site is considered to meet the criteria under Draft DMD Policy 11.

3.5 CONNECTING THE NORTH CIRCULAR

Transport for London's safety and environment scheme along the North Circular Road has delivered improved facilities for pedestrians, cyclists, and introduced buses priority measures. Improvements for pedestrians have included a range of new and improved pedestrian crossings including new at-grade crossings replacing an old footbridge near the Pymmes Road allotments and the provision of a new footbridge in addition to replacement pedestrian crossings at the junction between Bowes Road and Telford Road. The improvements have also introduced new vehicular lanes along this busy section of road which, combined with improvements to major junctions, has helped increase road capacity and reduce congestion.

POLICY 8 TRANSPORT AND MOVEMENT IN THE NCAAP AREA

The Council will continue to work closely with Transport for London on assessing the efficiency of the strategic road network in the area and the traffic impact of the A406 on the immediate and nearby secondary



Landscape improvements delivered as part of TfL's Safety and Environment Scheme

road network. With the recent Safety and Environment scheme now successfully implemented, no further major works are planned for this part of the strategic road network. The Council will, however, assist in the preparation of the Major of London Roads Task Force's forthcoming Road Strategy. In so doing and alongside Transport for London, the Council will consider how further improvements to the network can be delivered as opportunities to do so arise.

The Enfield Plan promotes borough-wide transport improvements with a focus on the road network, pedestrians and cycling, and public transport. In particular, Core Policy 24 requires that any improvements to the North Circular Road contribute towards 'Enfield's economic regeneration and development, support businesses, improve safety and environmental quality, reduce congestion, and provide additional capacity where needed.' Whilst improvements to the road network will continue to be sought and discussions will continue with Transport for London, it is considered no longer necessary to continue to carry forward the historic local safeguarding of land as illustrated in the adopted Core Strategy Proposal Map.

Core Policy 25 directly addresses the issue of public realm improvements and how these should help to improve quality and safety for pedestrians and cyclists. This Policy promotes the prioritisation of schemes that reconnect the borough's communities to services, facilities and each other. In Core Policy 26, better wayfinding and integration between

modes is identified as a required improvement at New Southgate rail station.

Emerging DMD Policy 49 sets out the Council's approach towards assessing the transport impact of new proposals. All applicable developments within the NCAAP area would be required to submit a Transport Assessment, and possibly a site- or occupier-specific Travel Plan. This would help to demonstrate how new developments would achieve the aims of policies within The Enfield Plan.

Policy 46 of the emerging DMD sets out the Council's approach towards the provision of car parking at new developments. It states that the Council will generally have regard to the London Plan's maximum car parking standards and lists the types of development that might qualify for a limited level of car parking, or be acceptable as a car free form of development.

The Mayor's Transport Strategy is also relevant to the NCAAP, particularly given the strategic road network issues of direct relevance to the area. The Strategy confirms that the Mayor's broad approach to managing road congestion is the 'smoothing' of traffic flow.

Benefitting from the station stops on the northern extents of the Piccadilly Line and the bus services that support them, the AAP area is one of the more accessible areas in the borough. The area arcing between Bounds Green and Arnos Grove is the most accessible given the combination of tube and bus services in the area.

This area, which incorporates the Arnos Grove and Bowes Road local centres, has a PTAL rating of 4. The immediate vicinity of the junction between Bowes Road and Green Lanes also benefits from the PTAL rating of 4.

Arnos Grove station has commuter parking either side of the station building. These sites are identified for potential redevelopment sites. These sites are owned by TfL and their suitability for redevelopment will depend on their role in providing commuter parking on this location.

3.6 GREENING THE NORTH CIRCULAR

Air quality

Enfield borough as a whole has been declared an Air Quality Management Area. The latest data from Enfield's monitoring station along the A406 shows that the area suffers from air quality issues.

POLICY 9 ENVIRONMENTAL MITIGATION – AIR QUALITY AND NOISE POLLUTION

New buildings should address the North Circular Road with windows and doors facing and accessed directly from this main road. The internal planning of new development should position living and sleeping accommodation away from the most polluted side of the development. Housing design should encourage natural ventilation so that cleaner air is drawn into buildings from less polluted sides of the

development. Landscape and biodiversity proposals will also play an important role in the mitigation of pollution.

Core Policy 32 outlines the Council's position on pollution and confirms that the Council will require new development to improve air quality by reducing pollutant emissions and public exposure to pollution. Criteria for assessing proposals in this regard are outlined under emerging DMD Policy 64. This policy confirms that the Council expects new developments to be at least 'air quality neutral'.

The Council has limited control over air quality, although the issue will be an important material consideration in the determination of planning applications. The design of new development and their associated landscaping proposals can significantly help in the mitigation of environmental problems such as air and noise pollution. It is important to ensure the A406 is seen and perceived to be an integral part of the public realm. It should be a route that is used by pedestrians, cyclists, bus users and motorists alike. Having new buildings that address the road with windows and doors accessed directly from it is therefore important. The internal planning of new development can then help mitigate against air and noise pollution by positioning rooms appropriately.

Open space

The policy framework relating to green infrastructure and open spaces is outlined under



The New River alongside Russell Road

Core Policy 34 together with a policies ranging from Draft DMD Policies 70 to 77 in Enfield's emerging Development Management Document.

POLICY 10 OPEN SPACES, WATERWAYS AND THE BLUE RIBBON NETWORK

New development should make appropriate contributions to improving the quality of the existing open space network across the NCAAP area. Opportunities to improve the network of spaces alongside the area's waterways are a priority in this regard.

The Bowes area is identified as being deficient in open space, with much of the south western part of the NCAAP area falling beyond an 800m catchment area of any recognised open space. Under Draft DMD Policy 72, the plan makes clear that where proposed development is located in areas deficient in either quantity or access to public park provision it will be necessary for the applicant to make a contribution towards the enhancement of the quality of open space provision including the range of facilities and its condition.

The urban analysis in Section 4 of the NCAAP identifies the principal open spaces in the NCAAP area, and specifically the open spaces within each of the 3 identified neighbourhood places. The waterways, some of which benefit from towpaths and public routes, are both a major asset in the local area and present significant opportunities for improvement. Collaboration with the Council and other agencies including British Waterways will be important in delivering any such improvements.

Biodiversity

Enfield has a Biodiversity Action Plan, which was adopted in September 2011. This sets out how the borough's biodiversity assets will be managed, and specifically seeks biodiversity enhancements through the NCAAP. Core Policy 36 supports proposals that will contribute towards the aims of the Biodiversity Action Plan.

The Council's expectations for how individual new developments should contribute towards biodiversity improvements are set out within emerging DMD Policies 78 and 79. All proposals within the NCAAP area should comply with these requirements.

Climate Change and Renewable Energy

Core Policy 36 sets out the Council's requirements for new development proposals in terms of impact on climate change. In accordance with these requirements, development within the NCAAP area should minimise energy use and, where possible, use and contribute towards the production of energy generated from renewable sources. Developments should also accord with emerging DMD policies 50, 52, 53, 54, 55 and 56, which set energy efficiency standards and the Council's requirements for how these should be achieved.

In particular, it should be noted that the Council published a Renewable Energy and Low Carbon Development Study in March 2010. This identifies large parts of the NCAAP area as potentially suitable for district heating,

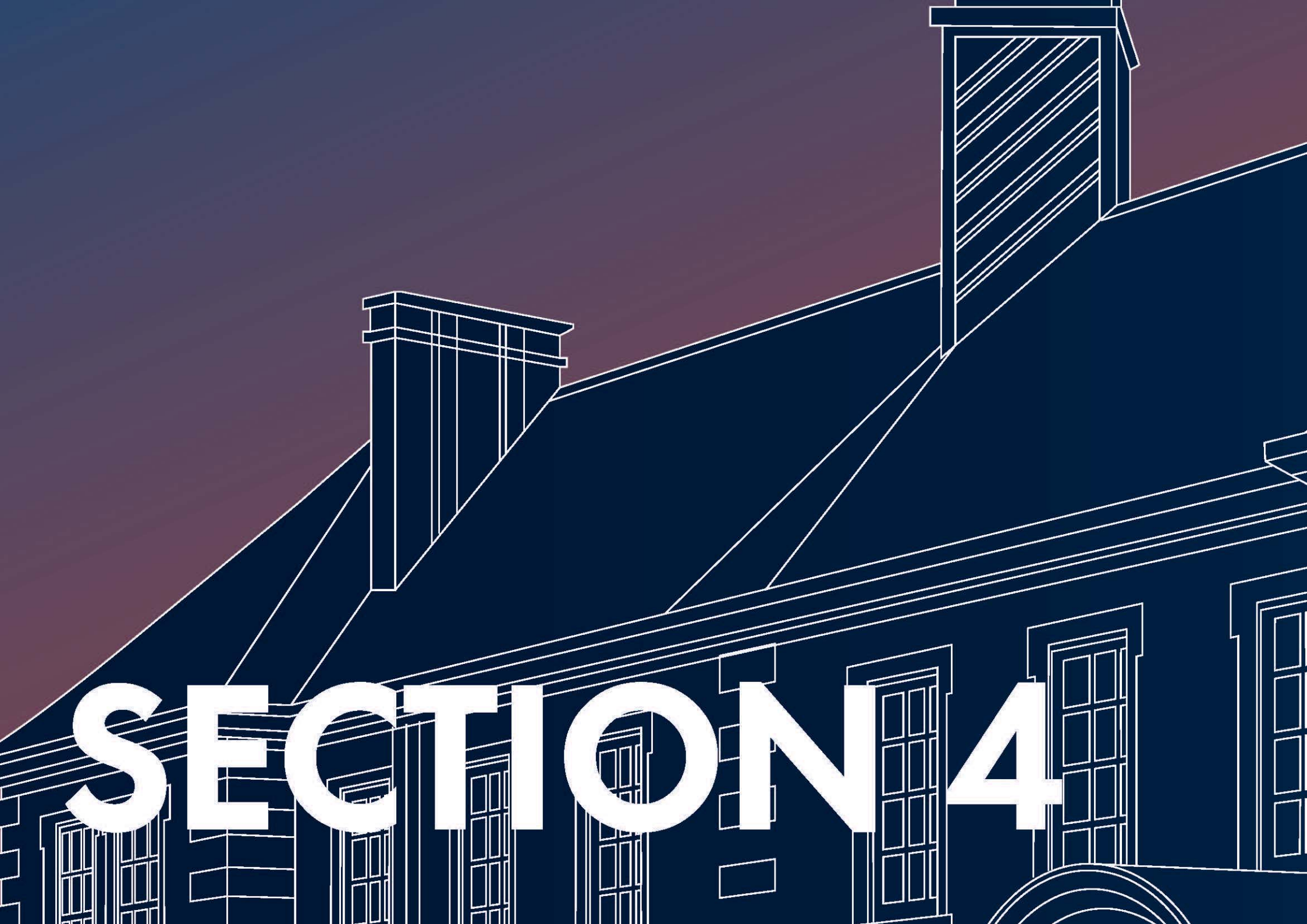
using combined heat and power. The proposed redevelopment of the Ladderswood Estate and Western Gateway sites, especially, could deliver district heating networks that might also connect to other development sites and existing buildings. Emerging DMD Policy 51 sets out a framework for the assessment of district heating proposals and other decentralised energy networks.

The Council is committed to further exploring the potential for a district heating network in the NCAAP area. There is already has sufficient heat density to make the use of district heating viable and this will be increased significantly as a result of the redevelopment proposals in the area.

Flooding – Surface Water Flooding from work undertaken for Drain London 2011

There are some small areas of significant flood risk within the NCAAP area, as shown in Enfield's 2008 Strategic Flood Risk Assessment and associated 2010 High-Level Sequential Test Assessment of strategic sites. Core Policy 28 generally seeks the direction of new development towards areas of low flood risk and emerging DMD Policies 58 and 59 provide more detail in this respect.

Emerging DMD Policy 60 requires that all new developments incorporate Sustainable Urban Drainage. This will help to contribute toward the fulfilment of the Drain London project aims, which are focused around reducing the risk of flooding from surface water.



SECTION 4



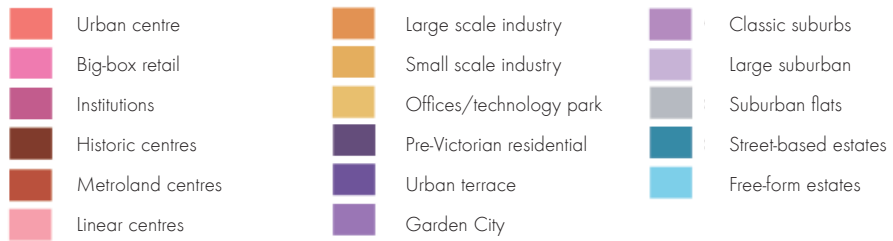
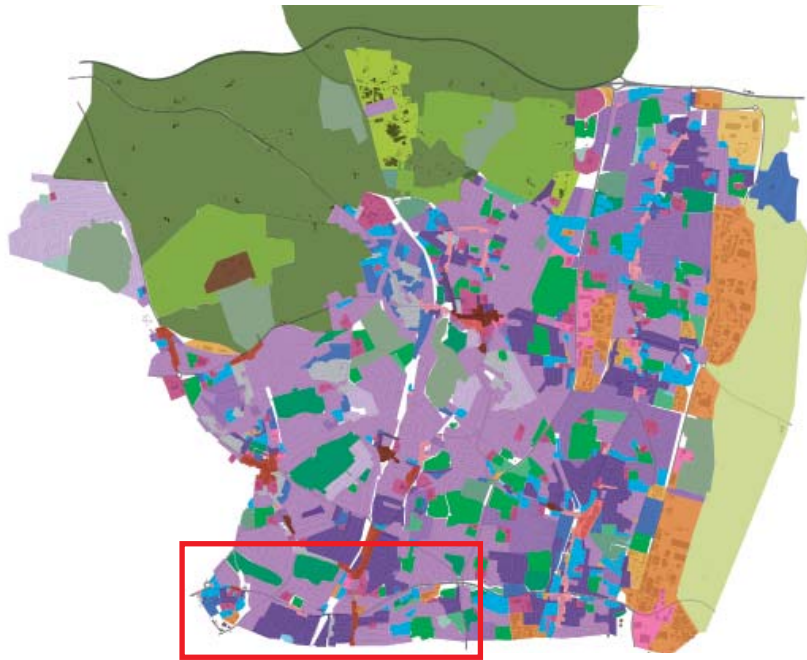


Fig 10. Enfield Characterisation Study

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4 ENVIRONMENTAL CONTEXT AND THE THREE NEIGHBOURHOOD PLACES

4.1 INTRODUCTION

This section provides an overview of the environmental context of the NCAAP area. The range of different forms of development across the area is explored and a view taken on the relationships between these areas and what this might mean for future development in the NCAAP area.

The Borough-wide 2011 Enfield Characterisation Study was prepared soon after the adoption of the Core Strategy. The study provides a description of the physical form of the borough, its origins, landscapes, places, streets and buildings to provide an understanding of the particular attributes.

The Study reveals the suburban residential character of much of the AAP area – character dominated by ‘classic suburban’ typically interwar housing areas concentrated on the northern side of the A406 with older ‘urban terraced’ housing stock south of the A406. The New Southgate area is far more varied with a number of discrete housing estates arranged around established Victorian terraced streets.

4.2 URBAN ANALYSIS

By mapping the key nodes of community activity and broad character area boundaries within the NCAAP area, three distinct character areas emerge. The character areas identified here are as much about natural walkable catchments as they are about architectural detailing.

As the Borough-wide Characterisation Study identifies, the New Southgate area has no prevailing character type and one is therefore different from the suburban streets surrounding it. The area’s fractured smaller elements are generally contained between the railway line to the west and the Underground line to the east. Arnos Grove commercially anchors the area, supported by local parades to the west along Bowes Road and Friern Barnet Road.

A central walkable catchment area is defined by the Underground line to the west and the London to Stevenage railway line to the west. Townscape character varies between the area on the north side of the A406 and the area on the south, but both are characterised by well defined and homogenous housing areas. They are connected by the commercial and community uses clustered around the Ritz Parade.

East of the Stevenage railway line, the NCAAP area is focussed around the commercial spine of Green Lanes with a regular pattern of residential street on the south side of the North Circular Road. The character is more mixed on the north side on the approach to Palmers Green, but Green Lanes remains the principal axis.

These three urban areas – the Arnos Grove/New Southgate area; the Bowes Road area; and the Green Lanes area – define three walking catchments within the AAP area. Whilst it is clear the commercial centres of the NCAAP area serve catchments which extend beyond

these areas and local people within each of these areas will frequently travel beyond the centres identified for the retail, employment and community service requirements, these three different zones – or neighbourhood areas – do emerge.

More detailed planning and design guidance on these areas is outlined in Section 4 below.

Key nodes / Points of transition

As one moves between these character areas, there are points of transition where characters change. These thresholds have the potential to aid legibility and provide an opportunity for the local townscape to respond positively to this opportunity. Working west to east key points include the following:

- **Pinkham Way/Telford Road** at the western edge of the study area – emerging from the railway bridge – is a key gateway to the Borough from the west. The gas holder and expansive junction create a significant node. The Ladderswood Estate and the site identified as The Western Gateway offer the greatest potential for significant change and are sites capable of creating landmark developments at this critical node.
- **Telford Road/Bowes Road junction** – the next major junction on the A406 sweeps east with Telford Road turning into Bowes Road. The

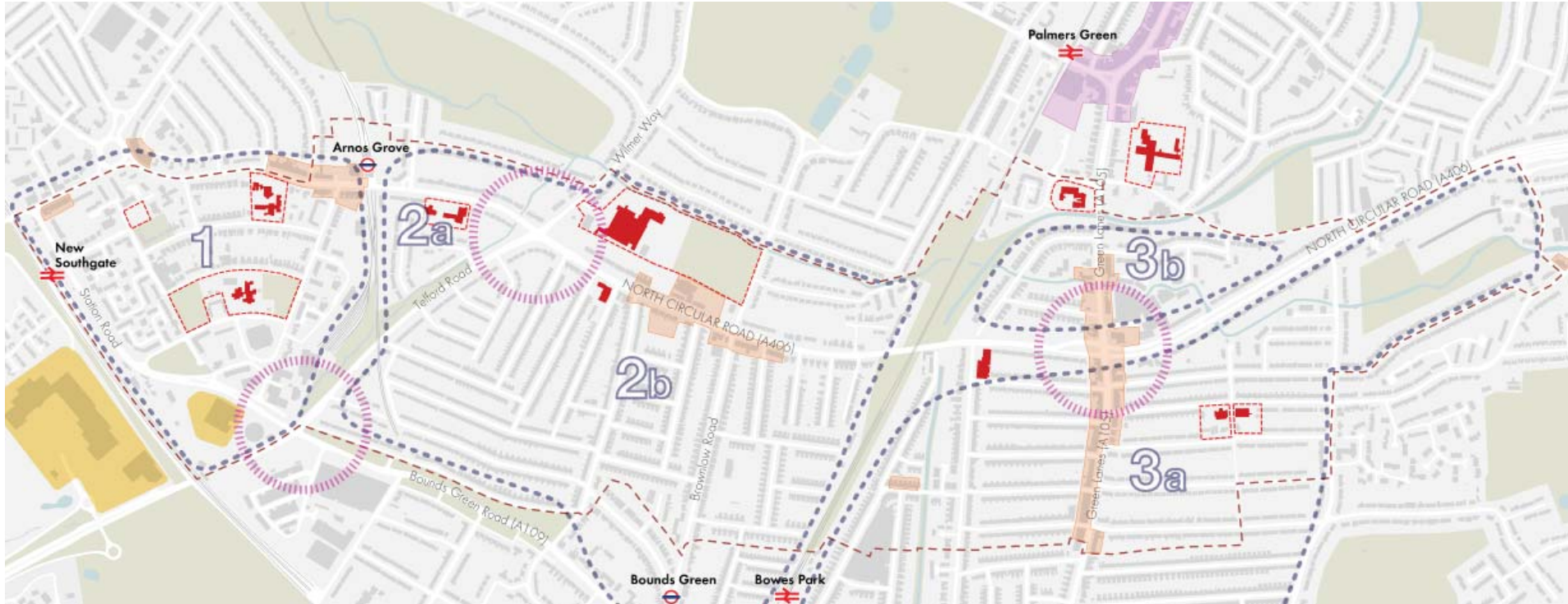









Fig 11. NCAAP Strategic Context Plan

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-  AAP boundary
-  Character area
-  Major centre (Palmers Green)
-  Local centre / retail parade
-  Large format out of centre retail
-  Community uses
-  Key nodes / points of transition

new footbridge helps create this node. Junction improvements and the provision of pedestrian access to the bridge have seen the level of the pavement be raised on the south east quadrant of the junction. This elevated condition and the bold design of the bridge combined with the movements across the junction and the alignment of the road all contribute to the establishment of this urban node. The domestic scale of the dwellings in this location is at odds with the scale and importance of the junction.

- **Junction with Green Lanes** – this is the next major node with the commercial activities associated with Green Lanes crossing the North Circular Road. With the exception of the Labour Exchange site which would benefit from redevelopment, the integrity and continuity of the high street commercial uses remains generally intact on the south side of the A406. However, the townscape on the north side is less successful and the distinction between the public and private realms less clearly defined.

POLICY 11 THREE NEIGHBOURHOOD PLACES

Within the North Circular AAP there are three ‘neighbourhood places’, each serving their respective local communities. The three neighbourhood places and the key priorities for them are as follows:

- 1 Arnos Grove/New Southgate neighbourhood place – where the priority is the delivery of the New Southgate masterplan SPD which is focussed around the regeneration of the Ladderswood Estate in partnership with local residents;**

- 2 Bowes Road neighbourhood place – where redevelopment will be focussed on sites no longer set aside for a road widening scheme. There are two key opportunities in this area. Firstly, to strengthen the Telford Road/Bowes Road junction where significant land is available for redevelopment. Secondly there is scope to bring forward mixed use development in the Ritz Parade area to seek to ensure it better meets some of the everyday shopping and community needs of local people. Further revisions to the boundary of the defined Bowes Road Larger Local Centre are made.**

- 3 Green Lanes neighbourhood place – the focus of opportunity is on the north side of the junction with the A406 where mixed use higher density development could help strengthen this key junction on this important commercial spine.**

The NCAAP is served by a number of designated commercial centres. These locations, which tend to be well served by public transport services, act as a focus of community activity and provide important day to day retail and community service requirements for local people.

The patterns of movement and retail behaviour of local residents is highly complex, being influenced heavily by the attraction of larger surrounding retail centres of Palmers Green, Wood Green and Brent Cross and Central London beyond. Notwithstanding this, smaller centres and local parades continue to play an important

role in establishing sustainable neighbourhoods. A detailed review of existing centres across the Borough was undertaken to inform the Development Management Document and the importance of large local centres, small local centres and local parades is recognised under Draft DMD 32 which itself supports Core Policy 17 Town Centres.

The main centres within the AAP are as follows:

- 1 Green Lanes Large Local Centre
- 2 Bowes Road Large Local Centre
- 3 Arnos Grove Small Local Centre

These centres are broadly equidistant from each other, being no more than 1km (10-15mins walk) apart, and are within walking distance of the vast majority of local residential communities within the whole AAP area. In line with adopted Core Strategy and emerging Development Management policy, the NCR will seek to protect and support these centres and parades where they continue to perform an important and viable role in meeting the everyday shopping and community needs of the local population.

In response to these small-scale commercial locations within the AAP area, three ‘neighbourhood places’ have been identified in consultation with local residents. Whilst these are not major retail locations, they do contribute positively to the character and richness of the area. The focus for change in the North Circular AAP area will be the three neighbourhood places of Arnos Grove/New Southgate, Bowes Road

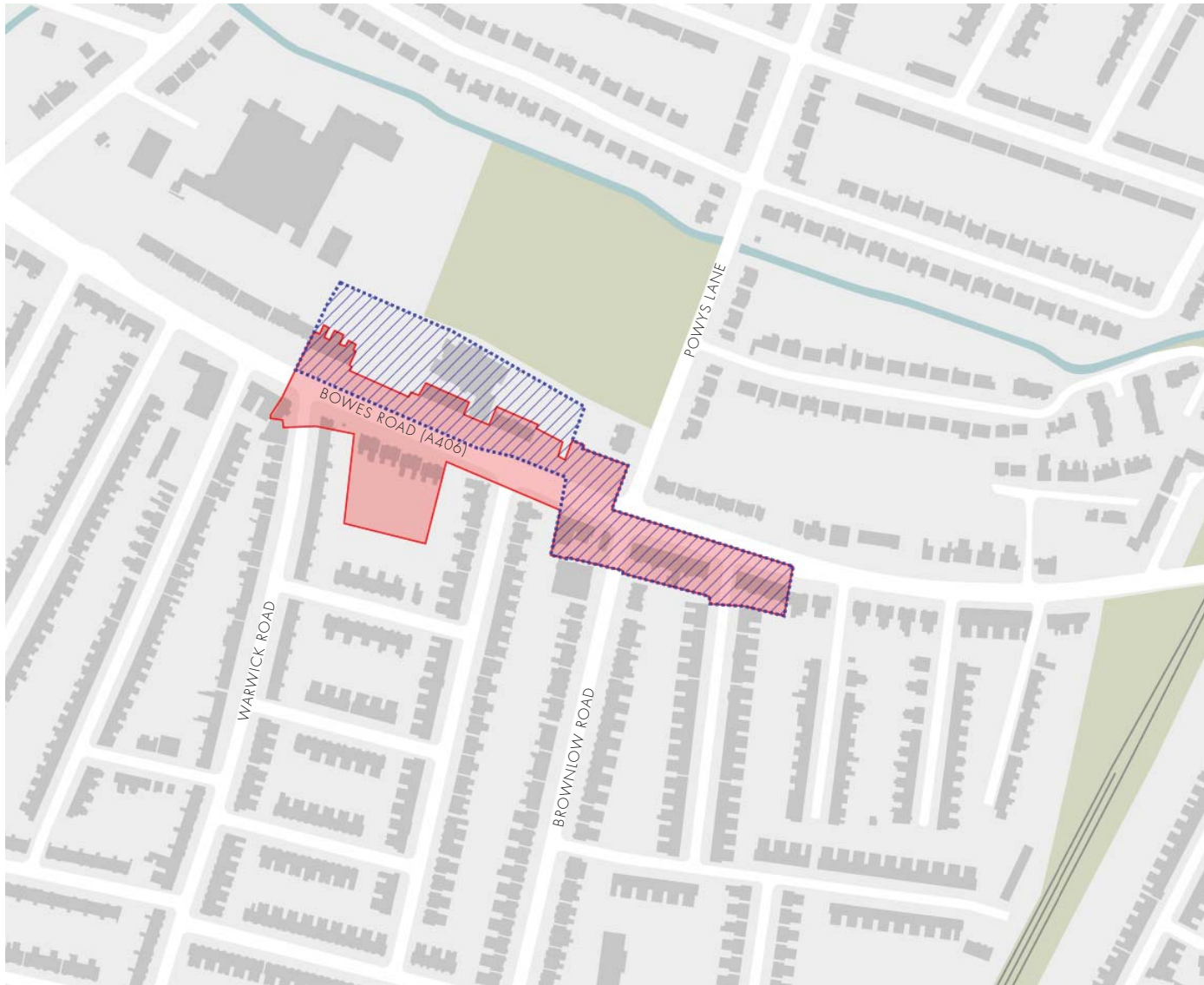




Fig 12. Revised Boves Road large local centre

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-  Large Local Centre boundary contained within the Development Management Document
-  Proposed revised Boves Road Large Local Centre boundary

and Green Lanes. These three places represent the commercial and community centres for the surrounding residential neighbourhoods and as such are where new development and environmental enhancements will be of greatest value. It is intended that focusing on these three areas will enable stronger north-south connections to be facilitated across the North Circular route.

The approach adopted for each 'neighbourhood place' is as follows:

Arnos Grove/New Southgate: Identified as a Regeneration Priority Area, New Southgate and Arnos Grove benefit from a masterplan which has been adopted as a Supplementary Planning Document. This masterplan will direct changes in this area delivering new employment, housing and community development. Developers have been appointed to deliver the redevelopment of the Ladderswood Estate which will spearhead the changes in New Southgate and deliver the objectives of the New Southgate Masterplan.

Bowes Road: Centred on the existing commercial Ritz Parade and the parade at the junction between Brownlow Road and Bowes Road, this central area of the AAP acts as a community hub with retail uses either side of the main road and a primary and secondary school serving the local community. There is an opportunity for new mixed use development within the revised boundary of the Bowes Road Larger Local Centre which can consolidate and

strengthen the commercial and community uses within the Ritz Parade.

Green Lanes: The junction between Green Lanes and North Circular Road will be a major focus for change with a number of development sites supporting the wider regeneration of the area. Whilst the existing commercial parades on the south side of the main junction remain intact and address the corner successfully, the parade on the north side of the junction is less successful. There may, therefore, be opportunities to improve this prominent location, particularly on the northern side.

In addition to the changes recently proposed boundary changes made via the emerging Development Management Policies Document, it is suggested that further changes to the Bowes Road Large Local Centre are considered to exclude residential properties opposite Ritz Parade and include the former Esso Garage site and adjacent car wash site. The changes are intended to provide the scope to create a more viable commercial parade that can offer a better community and local shopping function with improved parking and access arrangements. The suggested further revised Bowes Road Large Local Centre is set out in Fig 12.

4.3 THE THREE NEIGHBOURHOOD PLACES

Addressing each identified neighbourhood place in turn, the following sections present an urban analysis of each of the three neighbourhood

places within the area. This analysis will inform directly the policies and proposals in the NCAAP. The analysis is presented in the following sections:

- 1 Development sites – sites that have already been identified as known redevelopment opportunities during earlier stages of NCAAP preparation, and those which have come about by more recent change. It is important that new development on these sites contribute positively to the character of the area.
- 2 Townscape – an assessment is made of the townscape merits of the area. In particular, a view is taken on the quality of the street frontage, with good quality frontage providing activity and overlooking to the street and establishing a clear distinction between public and private space. Poor quality frontage fails to do either of these things. Where townscape quality has some positive and some negative features, this is also identified.
- 3 Activities – analysis of the principal clusters of activity and land uses within the area. This land use pattern will determine the patterns of movement to and through the area and will impact directly on the uses considered most appropriate for key sites.
- 4 Public realm and open space – the A406 has recently benefitted from roadside environmental improvements. Other open space will be identified, particularly those where improvements



1. Ladderswood Estate site
2. Western Gateway site A
3. Western Gateway site B
4. Western Gateway site C
5. Land adjacent to New Southgate Station
6. Coppicwood Lodge site
7. Arnos Grove Station sites
8. Arnos Pool, Boves Road Library and Arnos Grove Medical Centre

— AAP boundary

■ Opportunity site

Fig 13. Arnos Grove/New Southgate - opportunity sites

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Local environments across the Arnos Grove / New Southgate neighbourhood place



- Positive frontage
- Neutral frontage
- Negative frontage
- Point of transition
- - AAP boundary
- Opportunity site

Fig 14. Arnos Grove/New Southgate – townscape

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would deliver significant benefits to local residents.

- 5 Movement and connections – key routes are identified together with the location of bus stops which provide links with nearby commercial centres.

Core Policies 44 and 45 are directly relevant here. The guidance contained within these principles respond directly to the analysis presented in the Environmental Context section above. Further more detailed guidance, principles and background is contained within the New Southgate Masterplan.

4.4 NEIGHBOURHOOD PLACE 1

Arnos Grove and New Southgate

This incorporates the western section of the NCAAP area and is situated between Arnos Grove and New Southgate stations with the railway lines forming the boundary edges. The area is radially planned around local facilities and appears to be a legacy of an early twentieth-century self-contained neighbourhood development. The focal points within the area include Garfield Primary School and the associated green spaces, and Our Lady of Lourdes RC Primary School on The Limes Avenue.

The following section provides an overview of some of the key environmental and public realm issues and opportunities associated with this neighbourhood place. The analysis has directly

informed the preparation of the policies relating to this neighbourhood place and therefore forms an important part of the context within which development proposals will be considered.

Opportunity sites (Fig 13)

Development sites within the Arnos Grove/New Southgate neighbourhood area are identified in Fig 13.

The sites were identified in the New Southgate Masterplan which was adopted in December 2010 by Enfield Council following significant public and stakeholder consultation. The main focus of the masterplan was the emergence of a regeneration strategy for the Ladderswood Estate (1). The vision for this area also included the redevelopment of the Western Gateway area (2, 3 & 4) including the gasholder site which commands a prominent position on the A406 corridor. Additional sites identified include the land around New Southgate Station (5), the site of the existing Coppicewood Lodge Care Home on Grove Road (6), the two TfL owned car park sites either side of Arnos Grove station, a small site opposite the station (all 7) and the Arnos Pool, Bowes Road Library Arnos Grove Health Centre site (8).

Townscape (Fig 14)

The Arnos Grove area benefits generally from good quality townscape with clearly defined streets which are overlooked by development which creates strong street frontages. Garfield School situated in the centre of the area

occupies an entire block but the boundary treatment allows views across the site. In the New Southgate and Ladderswood Estate areas to the south and west of the area along Station Road, townscape quality is much poorer with streets generally being ill defined and not being addressed by buildings. There is a lack of distinction between public and private space in these areas. With the known development sites being clustered in this area, this is something that new development can help address.

This is a diverse area in terms of built character, with a number of post war housing estates sitting alongside more traditional Victorian and Edwardian terraced streets. Building heights also vary between the traditional streets and the housing estates. The prevailing building heights in Arnos Grove are typically between 2 and 4 storeys along Bowes Road. Within the core of the area in the housing streets such as The Limes Avenue and Springfield Road, dwellings are typically two or three storeys in height. The housing with the Red Brick Estate opposite New Southgate station, with ground floors dominated by garage doors, uniformly three storeys. The point block typology of the Highview and Ladderswood estates are quite different in character with towers in both rising to 13 storeys.

The A406 junction with Station Road and Bounds Green Road is a key node and acts as one of the principal gateways to Enfield Borough. The gas holder on the north west side of this junction acts as a landmark which helps hold



- A. Arnos Grove Library, Pool and Health Centre
- B. Our Lady of Lourdes School
- C. Garfield School
- D. Christ Church and St Paul's Church
- E. Arnos Grove centre
- F. Local parade, Bowes Road west
- G. New Southgate
- H. Friern Bridge Retail Park
- I. New Southgate Industrial Estate

- Commercial
- Community
- Local Significant Industrial Location
- AAP boundary
- Opportunity site

Fig 15. Arnos Grove/New Southgate – activities

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this key junction. The built edges of the other corners of this junction fail to provide activity or enclosure.

Activities (Fig 15)

The area is mixed but predominantly residential in character with Arnos Grove being the principal commercial centre serving local people. There are other smaller local parades at the Bowes Road/Waterfall Road roundabout and on Friern Barnet Road near New Southgate Station. The Friern Barnet Retail Park is accessed directly off the A406 west of the railway line.

With two primary schools, a library and leisure pool and a number of churches and associated church halls, the area benefits from a range of community facilities all within close walking distance of local residents.

The New Southgate Industrial Estate is allocated as a Locally Significant Industrial Site under Core Policy 15. The allocation has however been rationalised in order to facilitate delivery of the regeneration priorities through the regeneration of the Ladderswood Estate and surrounding land. The Enfield Employment Land Study 2012 identifies that the remaining land is probably too small and lacks profile to have a long term future in employment use. However the study does recommend that, if implemented, the offices proposed as part of the New Southgate Masterplan be brought back within the LSIS designation to strengthen this employment allocation.

Public realm and open space (Fig 16)

Aside from the structural open spaces of Arnos Park (A) and Broomfield Park that lie immediately to the north of the AAP area (designated as Metropolitan Open Land and therefore given similar protection against development as green belt), the principal open spaces in this area are roadside spaces on the north side of the A406 along the Pymmes Brook (C) and either side of Bounds Green Road (D). New Southgate is well served with local open spaces with Grove Road open space opposite St Paul's church (H), High Road open space (F) adjacent to Garfield School and Millennium Green (G) on Station Road. Improvements to these spaces are being delivered through the 'Shaping New Southgate' initiative now that the New Southgate Masterplan has been adopted. Most recently under this initiative, the 'Take the High Road' project outlines a range of improvements to the High Road axis which links Grove Road open space at its northern end with High Road open space and Millennium Green to the south.

Movement and connections (Fig 17)

This is the most accessible part of the NCAAP area by public transport, with good links to the rail network via New Southgate Station and the underground network via Arnos Grove Station. A network of bus routes traverse the area with stops along the area's main roads. These services provide good connections across north London as follows:

34 from Barnet High Street / Barnet Church to Walthamstow Bus Station

184 from Turnpike Lane Bus Station to Barnet
221 from Edgware Bus Station to Turnpike Lane Station
232 from Stonebridge to Turnpike Lane Station
251 from Arnos Grove Station to Edgware Station
298 from Arnos Grove Station to Potters Bar
382 from Southgate Station to Mill Hill East Station
N91 from Cockfosters Station to Whitehall / Trafalgar Square

POLICY 12 ARNOS GROVE / NEW SOUTHGATE NEIGHBOURHOOD PLACE

Key principles that will guide change in the New Southgate/Arnos Grove neighbourhood place are as follows:

- 1 Development sites – the following development sites are identified which have the scope to deliver a mix of uses including new high quality housing, employment uses, community facilities and retail development, subject to the provisions of the sequential test.**
 - Ladderswood Estate;
 - The Western Gateway sites which include the Homebase site, the gasholder site and the Topps Tiles site;
 - New Southgate Station/Friern Barnet Road;
 - Coppicewood Lodge Care Home site; and
 - Arnos Grove station land.

Across these sites there is potential for approximately 750 additional new dwellings, community facilities and new commercial/retail floorspace.

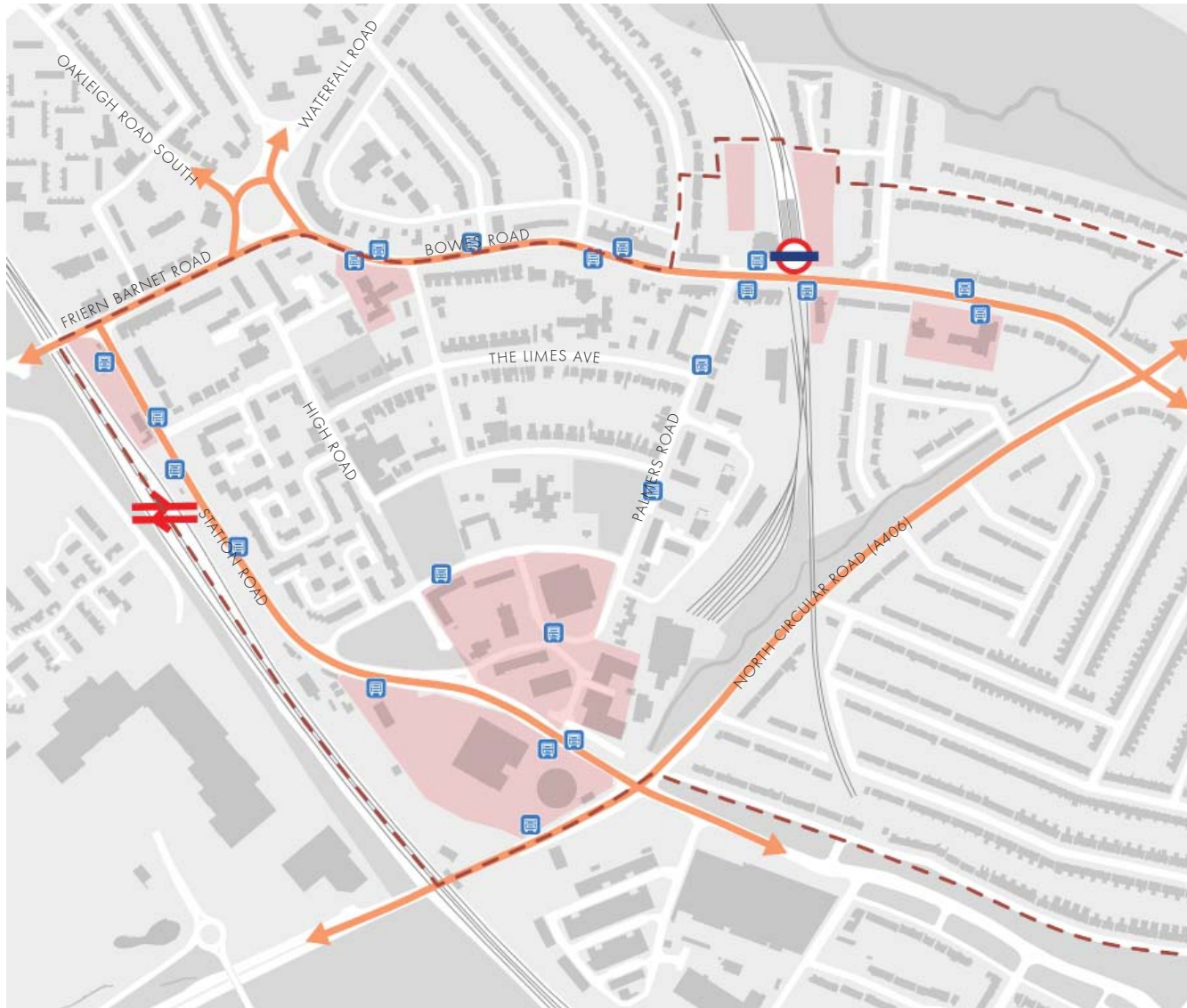


- A. Arnos Park
- B. Open space outside Arnos Grove Library
- C. Telford Road/Pymmes Brook
- D. Bounds Green Road open space
- E. Garfield School Playing Fields
- F. High Road open space
- G. Millennium Green
- H. Grove Road open space

- Open / green space
- River
- AAP boundary
- Opportunity site

Fig 16. Arnos Grove/New Southgate – open space

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-  Underground station
-  Train station
-  Bus stop
-  Primary Road
-  AAP boundary
-  Opportunity site

Fig 17. Arnos Grove/New Southgate – movement and connections









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Fig 18. NCAAP Site Proposals

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1. Ladderswood Estate site
2. Western Gateway site A
3. Western Gateway site B
4. Western Gateway site C
5. Land adjacent to New Southgate Station
6. Coppicewood Lodge site
7. Arnos Grove Station sites
8. Arnos Pool, Boves Road Library and Arnos Grove Medical Centre

-  Opportunity site
-  Flats with commercial ground floor frontage
-  Flats
-  Houses
-  Mews houses
-  Retained/refurbished community use
-  Extension to existing community use
-  AAP boundary

- 2 **Townscape** – the Ladderswood and Western Gateway areas are considered appropriate for tall buildings with development heights and forms elsewhere needing to respect local character and context.
- 3 **Activities** – developments will generally be housing led with a small cluster of new commercial uses along key routes and adjacent to train/tube stations and community uses to meet new demand.
- 4 **Public realm and open space** – the priority will be to improve existing spaces including those along the High Road axis. Improvements to other nearby open spaces may be considered more appropriate depending on the location of the proposed development.
- 5 **Movement and connections** – the key routes across the area will be improved with new Palmer’s Road and Station Road being reconnected as part of the redevelopment of the Ladderswood Estate.
- 6 **Infrastructure** – the significant planned residential growth in this area must be supported by appropriate contributions to the provision of community infrastructure in accordance with Policy 4 and Policy 5 above.
- 7 **Garfield Primary School** – the site has capacity to deliver 2 additional forms of entry to help ensure sufficient primary school capacity is provided to meet additional demand.

This policy should be read in conjunction with site specific policies for key development

sites within the Arnos Grove/New Southgate neighbourhood place.

The New Southgate area is identified as a Regeneration Priority Area. In recognition of this, the Council has recently prepared and adopted the New Southgate Masterplan. The masterplan provides a detailed framework for the regeneration of this important part of the Borough. Central to the vision outlined in the masterplan is the regeneration of the Ladderswood Estate. The Council is working with its strategic partners Mulalley and One Housing Group in the delivery of this regeneration.

POLICY 13 LADDERSWOOD ESTATE (SITE 1)

Redevelopment of the estate will provide a new high quality housing environment with new buildings directly addressing key existing streets in the area. Taking full account of the guidance contained with the New Southgate Masterplan, new development should take account of the following:

- 1 **The opportunity to deliver a new high quality neighbourhood through a more traditional form of housing base around the existing street network.**
- 2 **The height of new buildings should range from between 2 storeys housing on streets with existing housing of that height to apartment buildings of up to 10 storeys on the Station Road frontage.**
- 3 **Existing open spaces in the area to**

be improved and new public realm created associated with the new housing development.

- 4 **The site is considered to have capacity for approximately 400 dwellings in total (net increase of approximately 240).**
- 5 **Redevelopment should deliver new on-site community facilities of approximately 300sqm.**
- 6 **Where possible, new commercial floorspace adjacent to the retained part of the New Southgate Industrial Estate.**
- 7 **CHP should be provided as part of the scheme and be able to feed into surrounding developments as they come forward as part of a district heating network.**

The redevelopment of the Ladderswood Estate is the centrepiece of the Council’s proposals for the New Southgate Regeneration Priority Area. Having prepared the New Southgate Masterplan in consultation with local residents, the Council and its housing and development partners will continue to work in partnership with the local community to deliver the phased redevelopment of the estate and with it a programme of public realm and other improvements. This includes delivering a coordinated programme of improvements to open spaces in the area under the ‘Take the High Road’ initiative.

POLICY 14 WESTERN GATEWAY (SITES NUMBER 2, 3 AND 4)

Redevelopment of the retail warehousing and gasholder site provides a major opportunity to deliver a landmark



development at this key gateway to the Borough. Taking full account of the guidance contained within the New Southgate Masterplan, new development should take account of the following:

- 1 Great emphasis must be placed on delivering a scheme of the highest architectural quality on this most prominent site.
- 2 The mixed use development of the site should deliver housing, commercial space, community facilities and retail development, subject to the provisions of the sequential test.
- 3 The gasholder site presents the opportunity for a taller building of up to 10 storeys. The Station Road frontage should also present a strong urban edge with building rising to 6 storeys. Within the main part of the site development should be more modest in scale with heights typically being approximately 2-4 storeys.
- 4 Station Road should be enhanced to ensure it presents an environment less dominated by the car and more conducive to a high quality living environment.
- 5 There is an opportunity to deliver a new neighbourhood square which would create a new focal point for the development. Links to other improved public open space will be created and enhanced.
- 6 The site has the capacity to deliver approximately 360 new dwellings of a mixed tenure and size.
- 7 Best located adjacent to the railway embankment, there is potential for

approximately 3,500sqm of new commercial floorspace.

- 8 The masterplan also accounts for approximately 500sqm of flexible space which would be occupied by small local shops to serve this new community.

The key gateway location has an important role in establishing the first impressions of the Borough. There is an opportunity to create a high quality, high density, mixed use scheme which responds positively to the site's prominent location. The site is currently divorced from its surrounds by the heavily engineered nature of Station Road. By giving more priority to pedestrians and reconnecting the area with Arnos Green via Palmer's Road, the mixed use redevelopment of this large site has the potential to deliver a new and fully integrated neighbourhood for New Southgate.

POLICY 15 NEW SOUTHGATE STATION AREA (SITE 5)

The site presents potential for mixed use development with commercial uses on lower floors and apartments above. Taking full account of the guidance contained within the New Southgate Masterplan, new development should take account of the following:

- 1 New improved public space at the area around the station entrance.
- 2 High quality design with emphasis on

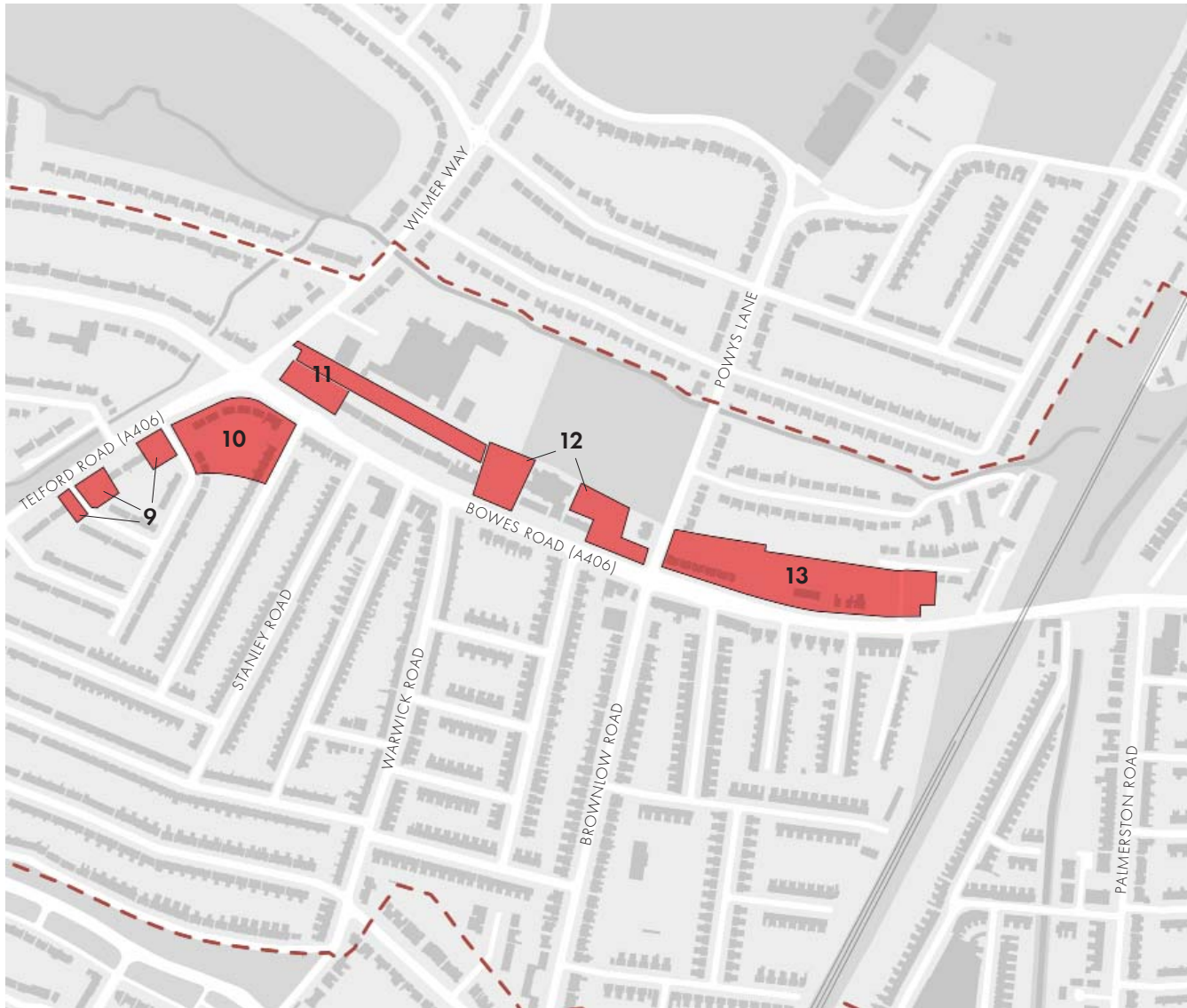
responding positively to the local context of Friern Barnet Road commercial frontage.

- 3 Commercial/retail uses most appropriate adjacent to the station and on the Friern Barnet Road frontage where there is potential for the building to form an extension to the proposed local centre designation at New Southgate.
- 4 Building heights of 4-5 storeys along Station Road rising to 6 storeys on Friern Barnet Road.
- 5 Capacity for approximately 80 apartments with scope for nearly 800sqm of ground floor commercial uses.

New Southgate Station currently has a poor relationship with its hinterland and redevelopment of the sites around the station has the potential to address this directly. New Southgate station is already an important transport hub for the local community providing frequent train services to central London. There is an opportunity to improve the relationship between the station area and the local commercial parade along Friern Barnet Road which would strengthen the commercial viability of the area as a whole.

POLICY 16 COPPICWOOD LODGE CARE HOME SITE (SITE 6)

The site presents potential for mixed use development across a number of buildings. Taking full account of the guidance contained in the New Southgate Masterplan, new development should take account of the following:



- 9. Telford Road sites
- 10. Boves Road/Telford Road junction sites
- 11. Boves Road/Wilmer Way junction sites
- 12. Ritz Parade
- 13. Boves Road sites



-  AAP boundary
-  Opportunity site

Fig 19. Boves Road - opportunity sites

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- 1 **New development should include a mix of uses including residential development and community uses. A limited amount of ancillary retail floorspace which addresses Bowes Road may also be considered appropriate.**
- 2 **Redevelopment of the site should deliver a new pedestrian route between Bowes Road and Grove Road.**
- 3 **Building heights of up to a maximum of 5 storeys, taking account of the setting of the former church building and the relationship with the houses to the east along Bowes Road and other dwellings in the area.**
- 4 **Capacity for approximately 23 dwellings and 1,500sqm of community/retail floorspace.**

The New Southgate Masterplan confirms that the existing care home facility on the site is not fit for purpose and does not meet the standards of a modern care home and the site would become available if alternative accommodation is made available. Should the site come forward it is considered suitable for a range of community uses. In particular, the site is considered appropriate for a new health facility should the accommodation be required.

POLICY 17 ARNOS GROVE STATION (SITE 7)

The site presents potential, subject to further discussions with TfL, for land currently used for surface parking to be released for redevelopment. Any new development would need to respect the setting of the

Grade II listed station building. Taking full account of the guidance contained within the New Southgate Masterplan, new development should take account of the following:

- 1 **Site west of the station has scope to be redeveloped for a mixed use housing-led development on the assumption that parking capacity on the site east of the station is expanded to compensate for loss.**
- 2 **There is an opportunity to provide commercial/retail units on the Bowes Road frontage to help improve the arrival experience.**
- 3 **The setting of the station building will need to be respected. This can be achieved by setting the building line of new development back so views from the local centre of the building are not interrupted.**
- 4 **Including the Arnos Resource Centre site on the opposite side of Bowes Road, there is scope for approximately 50 new dwellings including a mix of apartments and houses together with scope for approximately 1,500sqm of commercial floorspace across the sites.**

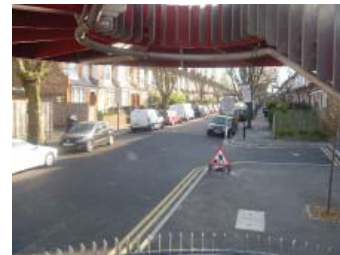
If redevelopment would result in a reduction in the provision of public parking at this key interchange a clear justification for this loss would be required. That said, it is noted that a reduction in car parking would align with the policy direction of the Mayor's London Plan and Transport Plan in terms of encouraging travel by sustainable modes of transport.

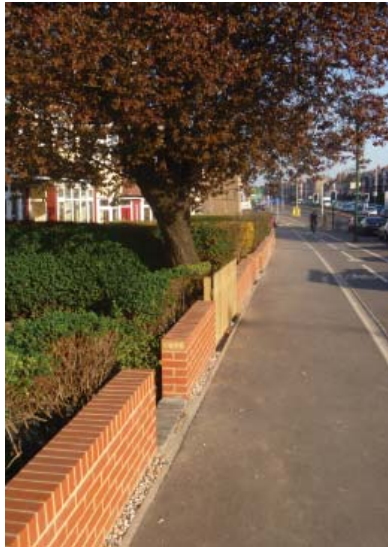
In conjunction with TfL further more detailed feasibility work is required to explore the development potential of this site. It is understood that TfL is reviewing its portfolio of car parks across London as part of a wider strategy to identify opportunities of releasing land for development whilst also consolidating car parking. This has resulted in developing a wider strategy which considers sites across a number of Boroughs. Therefore whilst in planning terms the Council would support the sites coming forward, consolidating car parking may not necessarily be the appropriate solution in the context of TfL's wider study.

4.5 NEIGHBOURHOOD PLACE 2 – BOWES ROAD

This incorporates the central section of the NCAAP area and is situated between Telford Road to the west and the railway line west of the Green Lanes to the east. The area is characterised by close-knit Edwardian residential streets feeding off the south side of the A406 with larger more recent, interwar semi-detached and detached housing on the north side on the main road. The focal point of the area is the Bowes Road Large Local Centre and the nearby secondary and primary schools. The local centre incorporate the Ritz Parade on the north side of the A406 and the commercial parade either side of Hardwicke Road on the south side of the A406.

The following section provides an overview of some of the key environmental and public realm issues and opportunities associated with this





Local environments across the Bowes Road neighbourhood place









-  Point of transition
-  AAP boundary
-  Opportunity site
-  Positive frontage
-  Neutral frontage
-  Negative frontage

Fig 20. Boves Road - townscape

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neighbourhood place. The analysis has directly informed the preparation of the policies relating to this neighbourhood place and therefore forms an important part of the context within which development proposals will be considered.

Opportunity sites (Fig 19)

The development sites in this area are identified principally as a result of the lifting of the uncertainty associated with the future improvements along the North Circular Road. With the majority of the land identified now owned by Notting Hill Housing Trust, where it proved uneconomical to bring vacant or derelict dwellings back into use, alternative development options are being considered. A collection of small sites along Telford Road (8) have already been cleared and present housing opportunities. The corner site at the junction between Telford Road and Bowes Road (9) presents a prominent opportunity at this key node along the road corridor. The housing area on the north side of Bowes Road and adjoining the southern boundary of Broomfield Secondary School (10) presents opportunities to strengthen this prominent corner and introduce new housing on the boundary with the school itself.

The recent improvements to the A406 had a significant impact on The Ritz Parade (site 11). Some of the parade required demolition and some of the parking for the centre was lost. The road improvements have resulted in an awkward relationship between the road and the housing east of Powys Road. Some of this land has

already been cleared and this has resulted a large redevelopment opportunity.

East of Powys Road (12), this large site presents a major opportunity for new residential development.

Townscape (Fig 20)

The area around the development sites is characterised by clearly defined urban blocks which generally help to define good street environments. The properties addressing the A406 directly, given the lack of investment that has occurred in the past, tend to be less well maintained and of more modest townscape quality.

Area 2b is adjacent to Arnos Grove although has characteristics comparable to the established residential areas east of the Telford Road/Wilmer Way axis with a predominance of 2 storey semi-detached inter-war and post-war family housing typically of area between Broomfield Secondary School and Broomfield Park (now outside the AAP boundary). The urban grain shifts from east-west to north-south across Area 2c south of the A406 with compact streets of smaller Victorian and Edwardian terraced 2 storey housing.

The break in the road at the junction between Telford Road and Bowes Road is a node on this prominent route. It marks a point of transition to a more street-based urban environment with both sides of the road presenting built and active edges to the street east of the junction. The Ritz

Parade provides a point of local orientation along the road corridor. It is a distinctive building typical of the 1930s rising to three storeys at its centre. The central prominent bay which provides access to the large assembly hall to the rear is flanked by three storey wings falling to two storeys on either side. The former Esso Garage site west of the Ritz Parade has been cleared for some time and presents a break in the commercial frontage.

Generally the quality of the built frontage is of a higher quality on the south side of the main road. This correlates with the larger development opportunity sites which are predominantly stretched out along the northern side of the road.

Public realm and open space (Fig 21)

The area's water courses and associated open spaces (C) provide the main recreational opportunities for open space amenities for local people. The New River in particular has good public access and presents some real opportunities where the quality of both the local environment and public access can be improved (D).

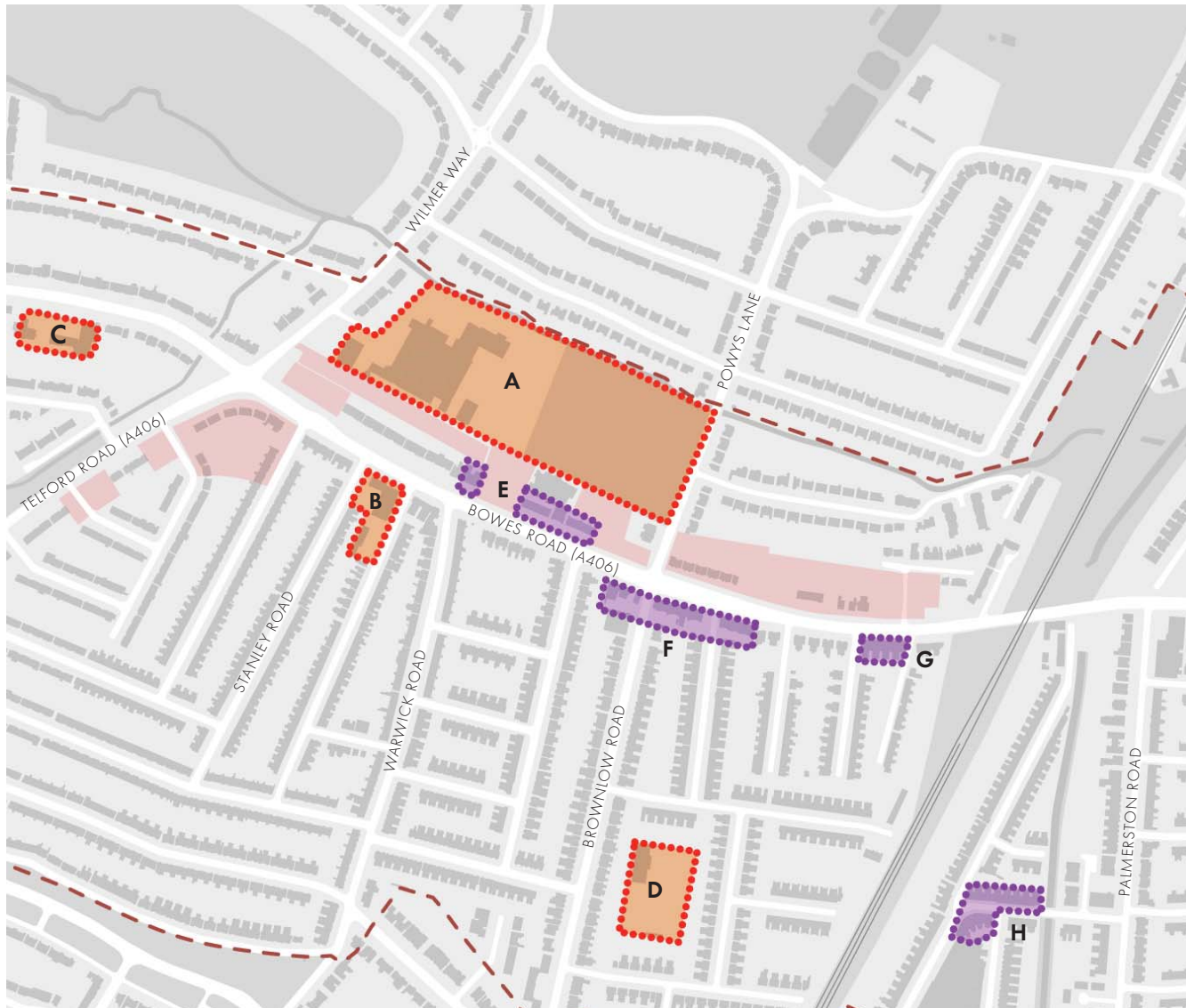
Activities (Fig 22)

Broomfield Secondary School (A), with approximately 1,350 pupils, has a catchment covering the majority of the NCAAP area. Bowes Primary School (B) currently has a school roll of approximately 500 and admits two forms of entry. Garfield School has a school roll of approximately



- A. Broomfield Park
- B. Broomfield School playing field
- C. New River corridor
- D. Improvement opportunity
- ☆ Improvement opportunity
- Open/green space
- Significant mature trees
- River
- - AAP boundary
- Opportunity site

Fig 21. Bowes Road - open space
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- A. Broomfield Secondary School
 - B. Boves Primary School
 - C. Arnos Grove Library, Pool and Health Centre
 - D. Bounds Green Recreation Club
 - E. Ritz Parade
 - F. Boves Road/Brownlow Road parade
 - G. 79 – 95 Boves Road Parade
 - H. Whittington Road Parade
- Commercial
 - Community
 - AAP Boundary
 - Opportunity site

Fig 22. Boves Road - activities

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-  Underground station
-  Train station
-  Bus stop
-  Primary road
-  AAP boundary
-  Opportunity site

Fig 23. Boves Road - movement and connections

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330 and admits two forms of entry. Permanent expansion to admit more pupils is now being considered by the Council in consultation with the School and local community.

The Bounds Green Recreation Centre (D) is a tennis and bowls club and a valuable community facility with hall hire and catering facilities.

A number of local centres and parades provide a valuable resource for local people. The viability of the Ritz Parade (5) has been further challenged by the recent TfL Safety and Environment Scheme which resulted in the loss of parking spaces and demolition of some of the commercial parade. The commercial parade on the south side of the A406 in this location (6) continues to service the day to day retail and community needs of the local Brownlow Road community. Both of these centres together form a designated Large Local Centre.

Movement and connections (Fig 23)

The A406 provides excellent strategic links east-west and across north London. Arnos Grove and Bounds Green underground station (Piccadilly Line) are within walking distance, as is Bowes Park railway station providing links to and from central London. A range of bus services are from stops along the A406 and Powys Lane/Brownlow Road, as follows:

- 34** from Barnet High Street / Barnet Church to Walthamstow Bus Station
- 102** from Edmonton Green Bus Station to Brent Cross Shopping Centre

- 184** from Turnpike Lane Bus Station to Barnet
- 232** from Stonebridge to Turnpike Lane Station
- 299** from Queens Avenue to Cockfosters Station

POLICY 18 BOWES ROAD NEIGHBOURHOOD PLACE

Key principles that will guide change in the Bowes Road neighbourhood place are as follows:

- 1 Development sites – the following development sites are identified which have the scope to deliver a mix of uses including new high quality housing, employment uses, community facilities and a limited amount of new retail.**
 - Telford Road sites;
 - Telford Road/Bowes Road corner sites
 - Bowes Road/Wilmer Way sites
 - Ritz Parade sites
 - Bowes Road sites

Across these sites there is potential for approximately 250 additional new dwellings, with some scope for new commercial/retail floorspace and community facilities.
- 2 Townscape – the area is characterised by predominantly two storey traditional/street based housing neighbourhoods. The transition into and beyond the area is marked by two threshold points at the A406 Telford Road/Bowes Road and the Bowes Road/Green Lanes junctions.**
- 3 Activities – developments will generally be housing led with scope for mixed used**

- development within identified commercial centres and at key nodes/thresholds.**
- 4 Public realm and open space – the priority will be to improve access to and the quality of the existing network of waterways. Development in areas of open space deficiency will be required to contribute towards the improvement of existing open space. Providing access to and improving the quality of spaces along the New River corridor are considered a priority in this regard.**
- 5 Infrastructure – the significant planned residential growth in this area must be supported by appropriate contributions to the provision of community infrastructure in accordance with Policy 3 above.**

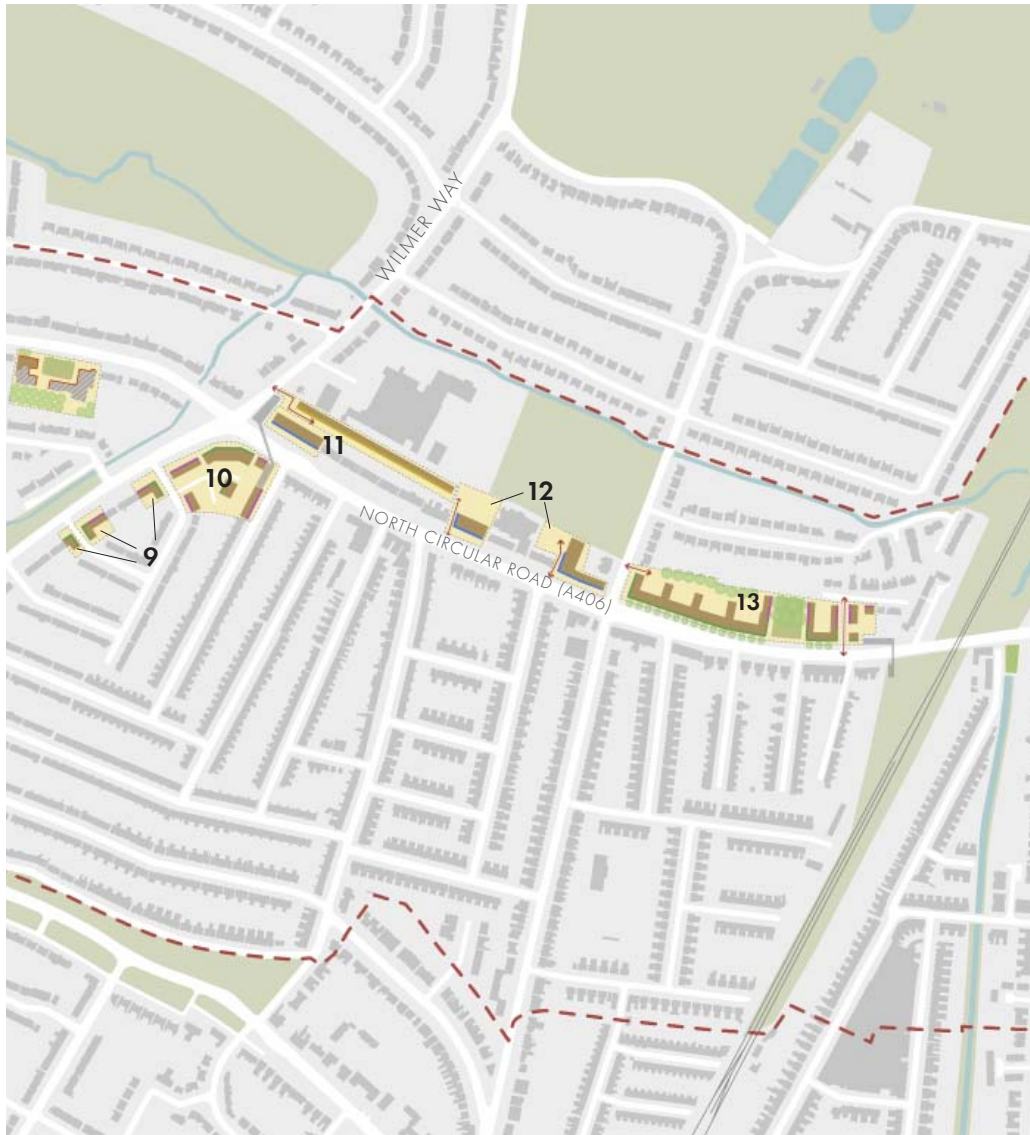
Where appropriate, this general policy should be read in conjunction with more specific policies for larger/more significant development sites within the Bowes Road neighbourhood place.

The guidance contained within these principles respond directly to the analysis presented in the Environmental Context section (Section 4).

POLICY 19 TELFORD ROAD SITES (SITE 9);

This is a small collection of already cleared housing opportunity sites with frontage to Telford Road. Key principles to be taken into account in new development proposals include:

- 1 Respecting the prevailing local character of the area.**
- 2 In so doing, building heights should not**



- 9. Telford Road sites
- 10. Bowes Road/Telford Road junction sites
- 12. Bowes Road/Wilmer Way junction sites
- 13. Ritz Parade







-  Opportunity site
-  Flats with commercial/community ground floor frontage
-  Flats
-  Houses
-  Mews houses
-  AAP boundary

Fig 24. NCAAP Site Proposals

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higher than 3 to 4 storeys with the higher part of the building making use of the change of levels across the site and the opportunity to strengthen the turn of a street corner.

- 3 Buildings should directly address Telford Road with doors and windows.
- 4 Boundary treatment should be appropriate to the area and ensure there is a clear distinction between the public and private realms.
- 5 Improving residential amenity – new infill development provides the opportunity to help mitigate the impacts of the North Circular Road on existing housing in adjacent streets.

These small sites are nestled within an established residential area with a strong prevailing sub-urban character. Responding positively to that character and protecting the amenities of existing local residents are the critical issues associated with progressing redevelopment proposals for these sites.

POLICY 20 TELFORD ROAD/BOWES ROAD CORNER SITES (SITE 10)

This is a key junction and point of transition along the North Circular Road. New development should help define and enclose this junction. Key principles to be taken into account in new development proposals include:

- 1 New housing development providing a range of dwelling types with the opportunity

for some houses at the rear and apartments on the main road frontage.

- 2 High quality new development of up to 5 storeys in height which directly addresses the main road is considered appropriate.
- 3 On the land away from the central corner area and to the rear particular care is required to ensure the amenities of existing residents are protected. Three storey residential development would be more appropriate in these locations.
- 4 The design of new housing development must respond to townscape, views, approach from all directions given the exposed and prominent nature of this site.
- 5 In view of the traffic dominated environment around this junction and the new pedestrian bridge, the pedestrian environment is particularly important. Boundary treatments has a direct bearing on the pedestrian environment and care should be taken to ensure pedestrians feel safe and comfortable in this area.
- 6 The design of and landscaping associated with new development should incorporate measures to mitigate against noise and air pollution.

This is an important and prominent corner site along the North Circular Road corridor. It has frontages to Pevensy Avenue, Telford Road/Bowes Road and Olerton Road and the relationship between new development and the established residential environment around it is

therefore of particular importance. However, the NCAAP recognises that this is a major junction and acts as a transition point or node between two parts of the A406. The junction has recently been improved, traffic capacity increased and the new pedestrian footbridge is now a prominent local feature. The environment, as the A406, A1110 Bowes Road and the B1452 Wilmer Way come together, is not one considered best suited standard houses. New residential development should provide a strong built edge to this junction, with buildings adding activity and movement to the pavements. New development on the identified sites also has scope to improve conditions for existing local residents by reducing the negative impacts of this major road junction. However, the scale and form of new development as it abuts and addresses existing dwellings will be an important consideration in development proposals for this area.

POLICY 21 BOWES ROAD/WILMER WAY SITES (SITE 11)

New development on the part of the site which addresses the Telford Road/Bowes Road junction should help define and enclose this key junction. Key principles for this part of the site include:

- 1 Site is appropriate for housing-led redevelopment with the ground/lower floors being appropriate for community uses



- 2 Access and parking should be resolved via the Wilmer Way entrance to the site.
- 3 High quality design is a priority on this highly prominent site with new development of up to 6 storeys being considered appropriate.
- 4 New development on the lower and upper floors, should address and be accessible from the Bowes Road frontage.
- 5 The design of and any landscaping associated with new development should incorporate measures to mitigate against noise and air pollution.

The land to the rear of the corner plot presents the opportunity for new mews style development which could contribute significantly to the provision of family houses in the area. Key principles for this part of the site include:

- 1 Accessed directly off Wilmer Way, the site is suitable for two storey mews style housing with private gardens arranged along the boundary with Broomfield Secondary School.
- 2 There is an opportunity to create a new link to the Ritz Parade subject to land becoming available.
- 3 Care should be taken in the design of the buildings and the boundary treatment to respect residential amenity of occupiers of the Bowes Road properties and to create an appropriate boundary between the school and the dwellings.

Combined, the sites have the capacity for approximately 55 dwellings with capacity

for ground floor community uses of approximately 600 – 1,200sqm.

The junction is a key node along the A406 and recognised as a point of transition in the local townscape. These large sites therefore present an opportunity to deliver high quality new housing-led development with buildings that directly address junction and treat it as a space and not simply a traffic dominated junction. In doing so, a more balanced relationship should emerge between the existing traffic role of the junction and its role as a key point of convergence for local people as they travel to school, to the local shopping centres and other important local amenities. New development can help improve the legibility of the area and create more active and pedestrian oriented building frontages.

The lower floors of the building addressing Bowes Road could be appropriate for non-residential/ community uses. The need to ensure that new development addresses the main road combined with the need to create living environments conducive to family life presents particular challenges and an appropriate non-residential use in this location could therefore have some benefits. In addition, the concentration of new residential development both along the A406 and within the New Southgate area will give rise to the need for significant community infrastructure which such a use could help address. However, significant access issues will need to be resolved if this use is to be considered appropriate in this busy location.

The introduction of a new mews style development to the rear of the site along the boundary with Broomfield School is seen as an appropriate exception to the general policy seeking to resist backland development. This form of development is considered appropriate in this circumstance in view of the relationship between the site and the school and the fact that development along this boundary would make the school more secure. However, great care will need to be taken to ensure that the relationship between any new development of Broomfield Secondary School is considered acceptable with issues relating to overlooking, overshadowing and school security being particularly important.

POLICY 22 RITZ PARADE (SITE 12)

Mixed use development opportunities exist on sites either side of the central section of the parade. Key principles relevant to the redevelopment of these sites include:

- 1 Redevelopment will retain and strengthen the commercial frontage at ground floor.
- 2 On the west side, there is significant scope to incorporate a new modestly sized foodstore with some parking to the rear which would serve the centre as a whole with two storeys of flats above.
- 3 On the east side redevelopment should benefit from bringing the existing parking area into everyday use so this area can benefit the viability of the centre more directly.



Ritz Parade

- 4 On the east side there is potential for smaller commercial units on the ground floor with two storeys of flats above.**

The sites either side of the central part of the Ritz Parade have potential for a total of approximately 28 new residential dwellings which represents a net increase of approximately 20 units.

If a comprehensive redevelopment of the whole parade is promoted, in accordance with Core Policy 30, a planning/development brief for the site will be required to help guide development proposals. This brief should be prepared with the benefit of the active involvement of the local community.

The commercial viability of the Ritz Parade and the small adjacent parade to the west has been undermined by the recent road improvements. Valuable parking spaces were removed, causing parking to spill over onto adjacent streets giving rise to some local concerns. The mixed use building on the corner of Powys Lane has also been demolished. Whilst the policy envisages the central section of the parade – a building that acts as a local landmark and benefits from townscape merit – being retained, with no formal protection, the site may come forward for comprehensive redevelopment. Such an approach could help address the complex land ownership patterns in the area and would not in itself be considered contrary to the policy above. If a more comprehensive approach is pursued,

new community facilities in this key large local centre site will need to be an important part of the proposed land use mix.

Notwithstanding the Council's preference to see the main part of the parade retained, if proposals came forward for comprehensive redevelopment, opportunities would exist to further strengthen the viability of the commercial element of the scheme through the provision of a consolidated, modern purpose built accommodation with public associated parking. In view of the townscape value of the existing parade, emphasis would be placed on the need to deliver a high quality scheme which provides a visual reference point for those travelling along the main road corridor. Comprehensive change may also enable new development to be of a higher density subject to the need to respect local townscape character and other policies in the Plan. If comprehensive redevelopment of the Parade is being promoted it may be appropriate to consolidate the commercial uses to the central part of the site.

POLICY 23 BOWES ROAD SITES (SITE 13 – POWYS LANE TO BROOMFIELD ROAD)

This large site will deliver a range of housing types and present a strong built edge to Bowes Road taking advantage of existing access points into the site. Key principles relevant to the redevelopment of these sites include:


- 1 Provision of high quality new housing which delivers a range of housing types.**
- 2 New housing should directly address and be accessed from Bowes Road with windows and door facing the street and providing activity.**
- 3 Development should take particular care to ensure the amenities of residents in surrounding streets are not adversely affected.**
- 4 The principal vehicular access point is from Powys Lane with access also being provided via Broomfield Road.**
- 5 The mature trees on the site provide the opportunity to provide high quality shared open amenity space for the enjoyment of new and existing residents.**
- 6 Development should improve access to the local network of green spaces. In particular, there is also the opportunity to deliver improvements to the nearby small open space at the northern end of Russell Road.**
- 7 New development addressing Bowes Road should be 4 storeys with dwellings within the site reducing to three storeys.**

This large site has the capacity for the delivery of approximately 130 additional dwellings.

This is a major site with the potential to deliver a significant proportion of the new residential development envisaged for the area. The site is deeper than many other sites given the alignment in the A406 and this enables new development to turn into the site whilst



- 14. Southgate Town Hall
- 15. Green Lanes north site
- 16. Green Lanes/Elmdale Road site
- 17. Green Lanes/North Circular Road site
- 18. Bowes Road south site
- 19. Old Labour Exchange site
- 20. Birchwood Court site

 AAP boundary

 Opportunity site

Fig 25. Green Lanes - opportunity sites

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maintaining an acceptable relationship the properties along Westminster Drive whose gardens back on to the site. A new pedestrian at-grade crossing has been provided as part of the TfL improvements to the road corridor and this should improve the chance of new residents being able to support the short parade of local businesses on the opposite side of the A406.

The existing mature trees on the site are a particular asset and where possible these should be retained. The New River is nearby and to help improve the quality of the open space network in the area, there is an opportunity along Russell Road to improve a small public space along the New River path which has the potential to benefit the wider community.

4.6 NEIGHBOURHOOD PLACE 3 – GREEN LANES

The area is bound to the west by the railway lines, and the New River to the north as it sweeps east of Palmers Green. To the east the boundary is formed by Wolves Lane and Princes Avenue. The designated Large Local Centre of Green Lanes provides the focal axis for this predominantly residential area.

Opportunity sites (Fig 25)

Development opportunities in this part of the AAP area are concentrated around the junction between the A406 and Green Lanes (1). In particular, the land on the northern side of this

junction presents opportunities for redevelopment and investment (15 and 16) together with the Old Labour Exchange (18) adjacent to the petrol station on the south side of the road which is a particular local eyesore. Opportunities also exist further north along Green Lanes (14) and the Southgate Town Hall site (13), owned by Enfield Council, now benefits from a planning brief. Some smaller residential sites have been identified to the east of the area (4).

Activities (Fig 26)

The area is arranged around the commercial spine of Green Lanes. South of the A406 junction Green Lanes provides a wide variety of commercial uses which serve the everyday needs of local residents. North of the junction the commercial spine is more fractured with some ground floor residential uses being introduced.

The Regents Avenue Industrial Estate occupies a prominent location just behind the commercial unit on the north east corner of the junction. The majority of this site is occupied by a bus depot. The Enfield Employment Land Review 2012 recommended that the site is retained in the short to medium term for employment uses.

Southgate Town Hall building is on the northern boundary of the NCAAP area and benefits from a planning brief which identifies a range of potential community uses that would be suitable within the existing building. Beyond that, schools and churches provide the main elements

of community infrastructure across the area with Tottenham Infant School and St Michael-at-Bowes Junior School located to the south east of the NCAAP area and St Anne's Catholic High School for Girls just beyond the NCAAP boundary in Palmers Green. The Palmers Green Mosque and the adjacent Darji Pavilion are major community facilities for the local Muslim community.

Townscape (Fig 27)

The majority of the development sites are located along Green Lanes. The ancient thoroughfare of Green Lanes is one of London's longest commercial streets and presents a diverse range of cultures which reflect the numerous communities it serves along its length.

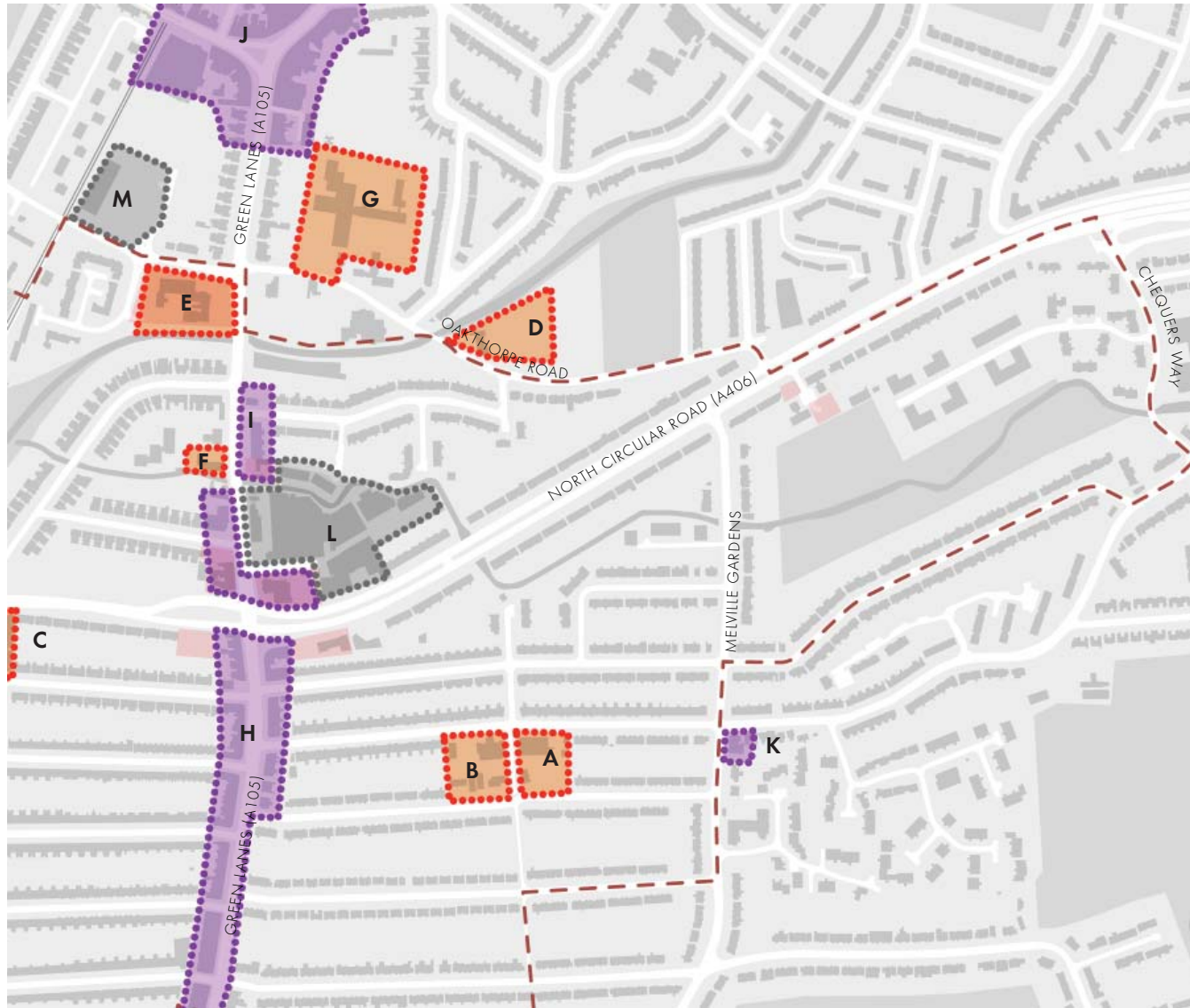
South of the A406 the urban structure is composed of regular urban residential blocks with two storey, typically semi-detached housing addressing the street. These streets, oriented east-west, provide good and frequent access to Green Lanes. The townscape quality of Green Lanes itself is variable with some good quality parades which have retained their historic qualities, and some more fragmented stretches which would benefit from investment and, in places, redevelopment.

Unusually for a major intersection and in contrast to other major junctions along the route of Green Lanes, the junction with Bowes Road/A406



Local environments across the Green Lanes neighbourhood place





- A. St Michael at Bowes Junior School
- B. Tottenhall Infant School
- C. Trinity at Bowes Church & Buffer Bear Nursery
- D. The Darji Pavilion and Palmers Green Mosque
- E. Southgate Town Hall site
- F. Palmers Green Baptist Church
- G. St Anne's High School, Upper Site
- H. Green Lanes
- I. Green Lanes north
- J. Palmers Green
- K. Tottenhall Road parade
- L. Regents Avenue Industrial Estate
- M. Travis Perkins site

- Industrial
- Commercial
- Community
- AAP Boundary
- Opportunity site

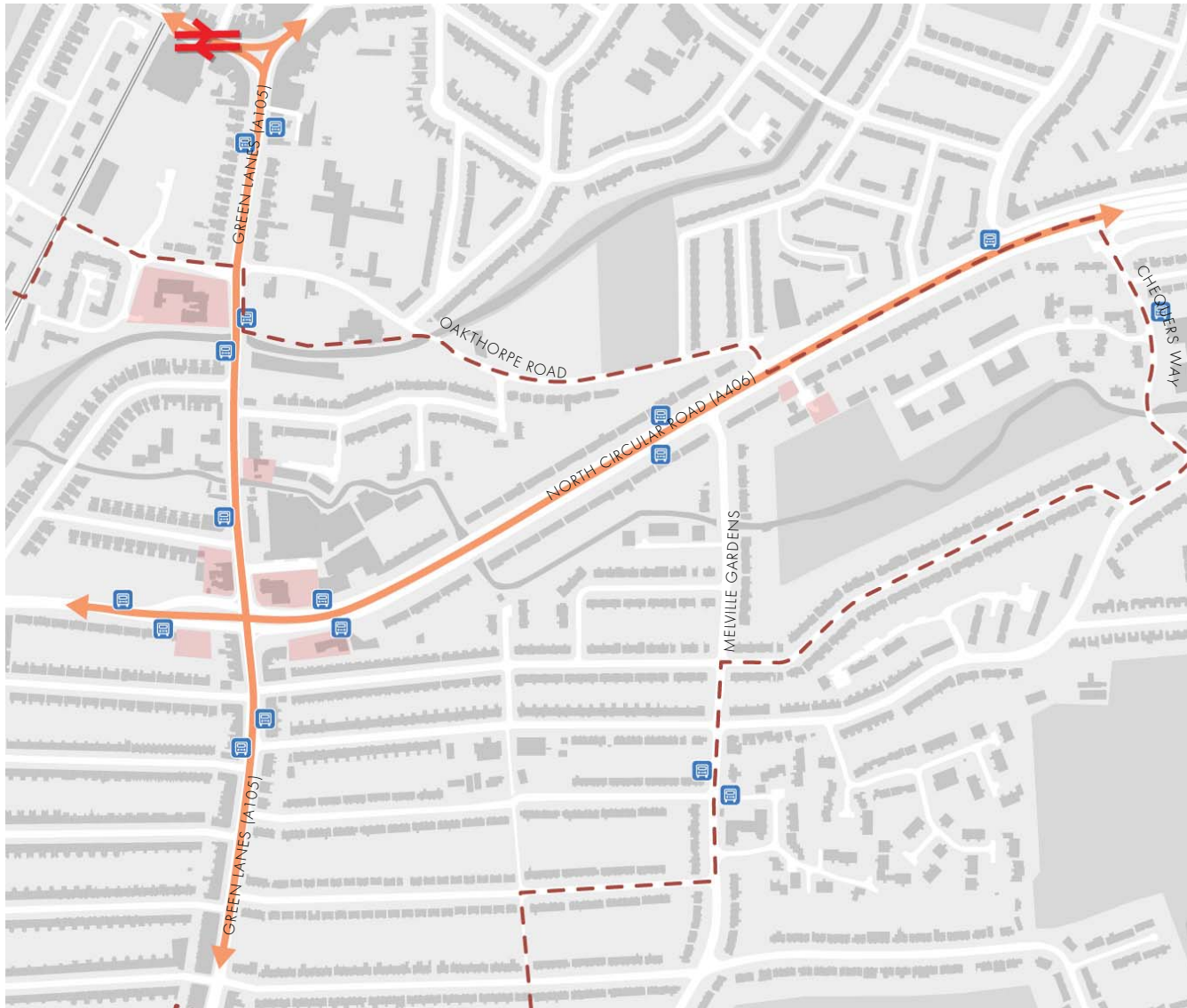
Fig 26. Green Lanes - activities

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Fig 27. Green Lanes - townscape

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-  Train station
-  Bus stop
-  Primary road
-  AAP boundary
-  Opportunity site

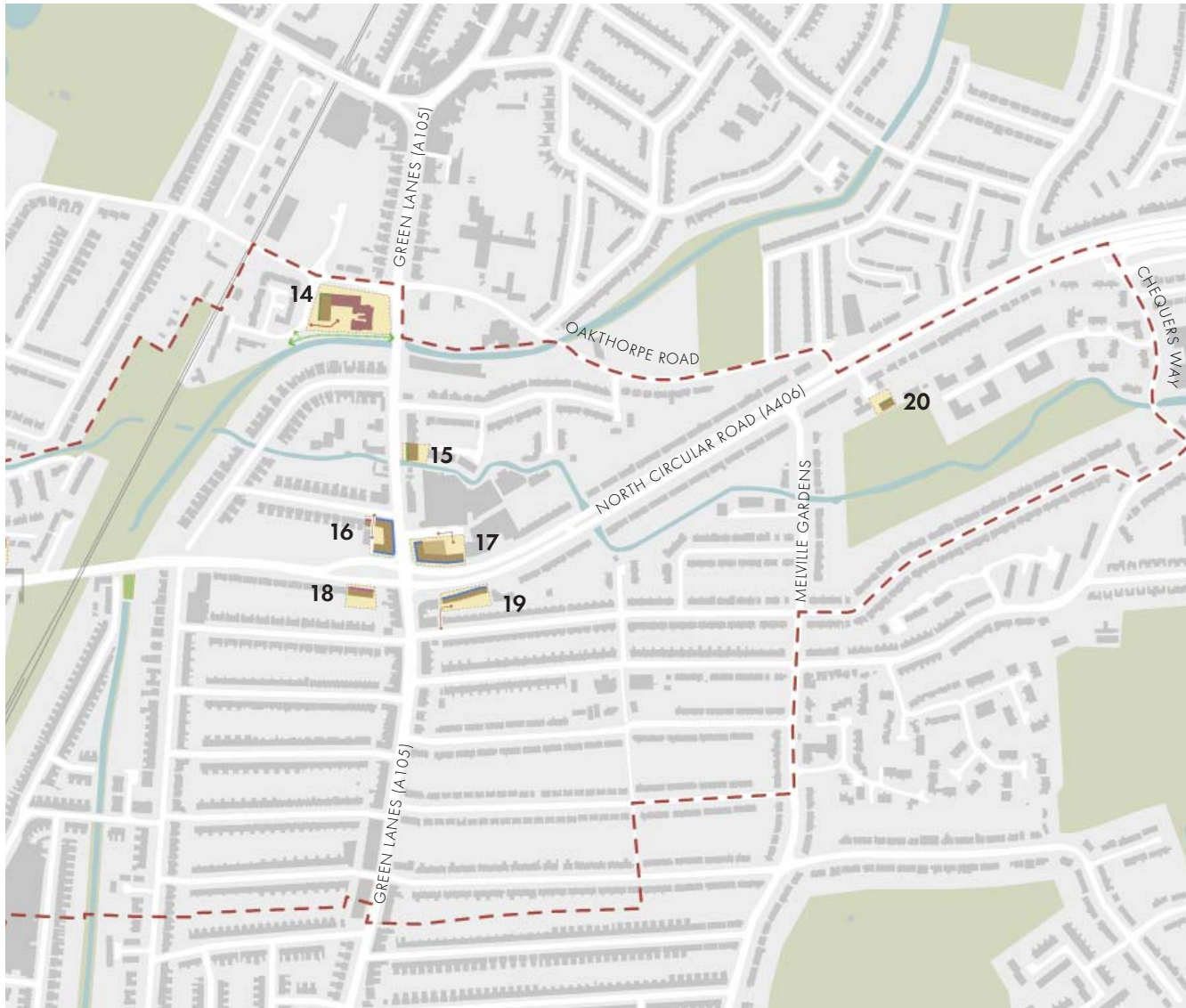
Fig 28. Green Lanes – movement

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Fig 29. Green Lanes – open space

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- 14. Southgate Town Hall
- 15. Green Lanes north site
- 16. Green Lanes/Elmdale Road site
- 17. Green Lanes/North Circular Road site
- 18. Bowes Road south site
- 19. Old Labour Exchange site
- 20. Birchwood Court site







-  Opportunity site
-  Flats with commercial ground floor frontage
-  Flats
-  Houses
-  Mews houses
-  AAP boundary

Fig 30. NCAAP Site Proposals

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does not act as a particularly prominent node. However, given the magnitude of the junction which clearly acts as a major node on this major intersection, the buildings do not respond particularly positively. Whilst the buildings on the south side present an active commercial edge to the street at ground floor level, the pedestrian environment north of the junction is far less successful.

Beyond the junction to the north, Green Lanes becomes more fragmented as a commercial spine before the Palmers Green approach.

Movement and connections (Fig 28)

Palmers Green is the nearest railway station which provides train services into central London in under 30 minutes. The network of bus routes ensure the area is well connected with its hinterland. The routes serving the area include:

- 34** from Barnet High Street / Barnet Church to Walthamstow Bus Station
- 102** from Edmonton Green Bus Station to Brent Cross Shopping Centre
- 121** from Enfield Island Village to Turnpike Lane Station
- 141** from Green Lanes/A406 junction to London Bridge
- 232** from Stonebridge to Turnpike Lane Station
- 329** from Enfield to Turnpike Lane Station
- W4** from the Great Cambridge Road junction to Tottenham Hale

N29 from Enfield to Trafalgar Square

Public realm and open space (Fig 29)

This eastern part of the NCAAP suffers from a lack of publicly accessible open space. Larger spaces exist on both the north and south sides of the A406 but they are not generally publicly accessible. The waterway do provide an informal leisure and walking resource and, in particular, parts of the New River Path are in good condition and act as a valuable local amenity.

POLICY 24 GREEN LANES NEIGHBOURHOOD PLACE

Key principles that will guide change in the Green Lanes neighbourhood place are as follows:

- 1 Development sites – the following development sites are identified which have the scope to deliver a mix of uses including new high quality housing, employment uses, community facilities and new retail development.**
 - Southgate Town Hall site;
 - Green Lanes north sites;
 - Green Lanes/A406 junction site north west;
 - Green Lanes/A406 junction site north east;
 - Green Lanes/A406 junction site south west;
 - Green Lanes/A406 junction site south east;
 - Birchwood Court sites.

Across these sites there is potential for approximately 135 additional new dwellings supported by a range of commercial and other uses.

- 2 Townscape – protection of and improvement to the Green Lanes commercial frontage is a priority, particularly south of the A406 junction. The strengthening of the junction with the A406 in townscape terms is another priority through the mixed use redevelopment of opportunity sites on the north side of the junction.**
- 3 Activities – New development which strengthens the commercial uses along Green Lanes both north and south of the A406 will be strongly encouraged. Existing community uses should be maintained and supported wherever possible, with any refurbishment of buildings retaining community use.**
- 4 Public realm and open space – the public realm along Green Lanes should be improved. Green routes in the area should be strengthened, particularly the New River Path and other waterway routes. New development in areas of open space deficiency will be required to improve access to existing open space network. The waterside spaces along the New River corridor are a priority in this regard.**
- 5 Infrastructure – the significant planned residential growth in this area must be supported by appropriate contributions to the provision of community infrastructure in accordance with Policy 4 and Policy 5 above.**



This general policy should be read in conjunction with more specific policies for larger/more significant development sites within the Green Lanes neighbourhood place.

Green Lanes is one of London's longest and oldest high streets. This stretch of Green Lanes is varied with the southern end being part of the extensive commercial high street that stretches south to Wood Green and continues to Newington Green. There are continual, largely independent, commercial uses leading north up to the junction with the A406. On the north side of the junction this continuity is broken by some residential uses and more generally the street edge weakens and in this location Green Lanes no longer operates as a local high street.

The sites around the junction present the most significant development opportunities although ownership is mixed and generally fragmented which will make bringing the sites forward more difficult. The commercial sites on the south side are in reasonable condition with few vacancies and the buildings are occupied by residential uses on upper floors. The street benefits from a strong building line and both sides of the street contribute well to the local high street character. On the north side of the road the high street character is far less strong and the street is much weaker as a result. Whilst ownerships will again be fragmented, Green Lanes would benefit from these sites coming forward in the longer term and in doing so they would present a valuable opportunity to strengthen the role of this

important junction.

The junction is identified as a point of transition along the North Circular Road corridor. It is a key junction and acts as an important point of orientation. This role could be strengthened with the redevelopment of the sites on the north side if they came forward. The area around the junction is one of the more accessible locations in the Borough with a PTLA rating of 4. This, combined with the wide range of retail and community services and facilities along Green Lanes makes the location a highly sustainable one for new development.

Other key sites include the New Southgate Town hall which has potential for ongoing community uses and some new residential development.

POLICY 25 SOUTHGATE TOWN HALL (SITE 14)

In accordance with the Southgate Town Hall planning brief, the principal spaces in the former town hall and library building will be retained refurbished and/or converted with appropriate uses including community and office/commercial uses. The site is also appropriate for new high quality residential development on the Shapland Way and New River frontages.

In addition to the refurbished floorspace, this site has the scope to deliver up to 35 dwellings.

The Southgate Town Hall planning brief was adopted in October 2011 and provides a planning

framework for this prominent and important Council owned site. Protection is given to the existing community uses and new uses are identified as being appropriate future uses for the building. These include health uses should the need arise.

Prevailing building heights range from three storeys in Shapland Way with the new housing development opposite the site rising to four storeys. The site presents the opportunity to secure the long term community-based use of the building. The site does benefit from a river frontage which is not something the current building exploits. There is no public access to the river side. The opportunity to introduce new housing development on the western side of the site will enable the site to take advantage of this environmental asset. Care will need to be taken to protect the amenities of properties along Palmerston Crescent whose back gardens back on to the river opposite the site.

POLICY 26 GREEN LANES SITES (SITE 15)

Sites at the northern extents of the Green Lanes Large Local Centre provide an opportunity to establish a more distinct relationship between the Palmers Green District Centre and the Green Lanes Large Local Centre. The Council will therefore take a flexible approach to proposed ground floor uses on sites in this location. Key principles relevant to the redevelopment of these sites include:



Green Lanes/A406 junction

- 1 New development will present a strong and active built edge to Green Lanes with windows and doors addressing the street directly.
- 2 Entirely residential schemes may be considered appropriate where they are of sufficiently high quality in terms of their design and materials.
- 3 New buildings in this location should respect local townscape character and in doing so be approximately three or four storeys in height.
- 4 New development opportunities will be expected to respond to the transitional nature of this active corridor.

Green Lanes in this location no longer operates as a local high street. Whilst commercial ground floor uses may be appropriate, such uses are not considered a requirement in this location. Emphasis will be placed on the quality of the design and importance of delivering a building which addresses the street in an appropriate manner.

POLICY 27 GREEN LANES/A406 JUNCTION NORTH (SITES 16 AND 17)

The parcels of land either side of Green Lanes on the north side of the junction with the A406 present major opportunities for a new development to address the prominent corner. Key principles relevant to the redevelopment of this site include:

- 1 New development should contribute positively to the local townscape and take the opportunity to strengthen this prominent corner with high quality development.
- 2 Both the Bowes Road and Green Lanes frontages should be addressed by new development.
- 3 The site is appropriate for retail/commercial uses on the ground floor. Upper floors could accommodate a mix of new offices and residential development.
- 4 It is appropriate for new development to be approximately four to five storeys in height at this important node and point of transition on the road corridor.

This is a prominent and important junction along both the North Circular Road and Green Lanes. This is one of a series of key points along the A406 corridor that provide the opportunity to provide a point of orientation. The road has been widened and the capacity of the junction improved but the buildings which form this key junction, particularly on the north side, are low key and fail to address this key junction in a positive way.

POLICY 28 GREEN LANES/A406 JUNCTION SITE SOUTH WEST (SITE 18)

This is a small housing opportunity site. Key principles relevant to the redevelopment of this site include:

- 1 This cleared site presents an opportunity for a new housing development which continues the strong residential building line from the site's neighbouring Bowes Road houses.
- 2 Boundary treatment will be important to ensure there is a clear distinction between public and private environments.
- 3 There is scope to provide vehicular access to the site via the access lane on site immediately to the east, subject to negotiation and approval of relevant land owners.
- 4 Buildings should be a maximum of three storeys.

This site is regular in shape and presents an opportunity for new housing development which would benefit from the shops and services and public transport facilities provided nearby along Green Lanes. Access to the site would need to be resolved. There is an existing service/access lane to the rear of the Green Lane shops which has the potential to provide the site with vehicular/parking access although ensuring this provides an open and accessible access to the site at all times is likely to require further investigation.



Former Labour Exchange site

**POLICY 29 GREEN LANES/A406
JUNCTION SITE SOUTH EAST (SITE 19)**

This former Labour Exchange site is suitable for commercial/office accommodation. Key principles relevant to the redevelopment of this site include:

- 1 New commercial development will address the A406 directly and create a strong street frontage at this key junction; and**
- 2 The height of new building should be approximately three storeys.**

This small site, formerly the local labour exchange, has remained undeveloped for some considerable time. Whilst it falls outside of the designated Green Lanes Large Local Centre, with its prominent A406 frontage, it presents an opportunity for commercial development appropriate to its setting between the petrol filling station and the Clock House retail parade. Subject to TfL's views and the nature of the proposed use and associated traffic generation, there is scope to establish access/egress to/from the site via both the A406 and Princes Avenue.



SECTION 5





View towards Boves Primary School along Boves Road

5 INFRASTRUCTURE PRIORITIES AND DELIVERY MECHANISMS

5.1 INTRODUCTION

The North Circular Regeneration Priority Area is in the south west of the Borough. It is an area that is predominantly residential in character and one that has suffered from lack of investment, resulting in blight and a poor environment.

The Core Strategy envisaged that approximately 2,000 new homes will be delivered across the NCAAP area within the plan period of up to 2020. This Action Plan has reviewed the detail level of housing growth and has identified a number of sites that, combined would deliver in the region of 1300 new homes. The delivery of this housing growth will need to be coordinated alongside the delivery of all necessary supporting infrastructure and will need to be phased alongside the delivery of these sites.

5.2 PHASING PLAN

The NCAAP has identified 20 opportunity sites. An indicative phasing plan for the AAP is set out below which illustrates the delivery time scales of each opportunity site.

	SITE	DELIVERY TIME FRAME
1	Ladderswood Estate	2013/18
2	Western Gateway site A	2018/20
3	Western Gateway site B	2018/20
4	Western Gateway site C	2018/20
5	New Southgate Station	2017/18
6	Coppicewood Lodge	2017/18
7	Arnos Grove Station	2017/18
8	Arnos Pool, Bowes Road Library and Arnos Grove Medical Centre	2016/17
9	Telford Road sites	2014
10	Telford Road/Bowes Road corner	2014/15
11	Bowes Road/ Wilmer Way sites	2014/15
12	Ritz Parade sites	2016/17
13	Bowes Road sites	2014/15
14	Southgate Town Hall	2014
15	Green Lanes north	2016/17
16	Green Lanes Junction NW	2016/17
17	Green Lanes Junction NE	2016/17
18	Green Lanes Junction SW	2016/17
19	Green Lanes Junction SE	2016/17
20	Birchwood Court	2014

Fig 31. Site phasing

5.3 KEY INFRASTRUCTURE REQUIREMENTS

Education

Policy 4 outlines the most current local education needs for the area. The Council will secure financial contributions from development in line with the Council's adopted s106 SPD to fund the local need for more school places.

Provision of Flexible Community Infrastructure Space

Through private sector development the Council will secure financial contributions to deliver improvements in community infrastructure provision to fulfil a range of social infrastructure requirements. With detailed requirements yet to be determined in liaison with community service providers, the AAP needs to deliver a flexible planning and development framework.

In the NCAAP area, there are pockets of high deprivation affecting children and families. There are also significant numbers of teenage pregnancies and mobile families, not in permanent accommodation. Community facilities should prioritise the provision of specific support to young parents, children in the early years and vulnerable children in mobile families. In particular, there is a need for safe local, accessible and good quality community and play areas through improvements to existing and the provision of new facilities to encourage active physical and social development.

A number of opportunity sites are identified as having the capacity and suitable location to

fulfil a variety of local needs, some of which are identified below.

Childcare facilities

The North Circular AAP falls within the authority's major areas of deprivation, and there will be a need to ensure that as well as providing sufficient childcare facilities for three and four year old pre-school children, there is a need to ensure that infrastructure provision caters for deprived younger children.

The situation remains dynamic but as a minimum the North Circular AAP area should seek to secure provision of 60 part time nursery places. The Council will keep the situation under continual review. The private sector may respond to fulfil this additional demand resulting from the planned housing growth and the AAP identifies a number of potentially suitable locations where such community facilities could be located. However, the Council is aware of the range of factors that may influence delivery by the private sector such as the availability of suitable sites and premises and the viability of delivery.

Play Development

The Play Development Team (Community Access, Childcare & Early Years) has identified a need for an adventure playground within the area. The success of the Florence Hayes Adventure Playground in Edmonton provides a useful reference point. The centre could also be used as a community hub. It could lend itself to

community meetings, training and development classes, coffee mornings, a crèche and also has the potential to become a social enterprise for the children and young people.

Elderly Care

The NCAAP area also has a higher proportion of older residents. New development opportunities must take into account the needs of older residents in terms of security and mobility. In particular, new development should contribute towards the provision of appropriate community centres locally in the three neighbourhood places and the need for links to supportive community organisations to help older residents overcome social isolation.

OPPORTUNITY SITE	DESCRIPTION
Site 1 - Ladderswood Estate	Minimum 300sqm Community Space - potential uses yet to be determined. Management of the facility to be provided by One Housing. Some youth provision is to be explored. Possibility to include the relocation of services currently offered at 10 Danford House to more visible and inclusive location within New Southgate, ideally close to Arnos Grove Local Centre, which benefits from good levels of public transport accessibility.
Site 2 - Western Gateway site A	Community facilities as part of a mixed development scheme. Floorspace as yet undefined.
Site 6 Coppicewood Lodge	Community facility connected to new residential development, local open spaces and Bowes Road frontage to complement existing activity.
Site 11 - Bowes Road/ Wilmer Way sites	A minimum 600sqm of community/flexible uses.
Site 12 - Ritz Parade sites	Provision of community facilities to be determined by planning brief if site comes forward for comprehensive development.

Fig 32. Sites with proposed flexible community infrastructure

Provision of Health Infrastructure Space and Programmes

The regeneration of the NCAAP area provides a unique and very important opportunity to make better use of existing facilities and services. Steps will be taken to strengthen existing local health networks and infrastructure, including pharmacies, dentists, health centres and children’s centres – improving promotion, signposting and ease of access locally.

Through new development opportunities, the Council will secure financial contributions to improvements in local health provision to support planned housing growth and improve existing deficiencies in health provision. Research undertaken by the Council using the HUDU model reveals that approximately £7 million is estimated to be needed to support the Plan’s proposed level of housing growth.

Primary healthcare services for the area arising from the planned housing growth will be delivered through new floorspace (expansion of existing facilities and/or new facilities) as well as investment in and delivery of existing and new healthcare programmes. One of the key aims is to ensure the long term sustainability of healthcare services in the area, and address key issues such as population growth and meeting the particular healthcare needs of a diverse local ethnic population.

Enfield Community Services have established a need to improve access to family and sexual

health services in the Bowes Road area. This is supported by a public health needs assessment. Together with the commissioning strategy for Musculo Skeletal (MSK) services, this underpins the need to identify a suitable location at the Haringey/Enfield/ Barnet Border, which will be strategically placed to deliver more local services.

OPPORTUNITY SITE	DESCRIPTION
Site 8 - Arnos Pool, Bowes Road Library and Arnos Grove Medical Centre	A new modernised medical facility of some 750 sqm providing new opportunities to combine three local GP practices into a joint and expanded service in response to changing needs of the local population.
Site 14 - Southgate Town Hall	Enhanced setting cluster of community facilities with good accessibility to Arnos Grove Station. Upgrade and possible expansion of Doctor’s surgery. Feasibility of the ground floor of Bowes Road library to accommodate new family and sexual health service (to be explored).

Fig 33. Sites with proposed health infrastructure

Open Space, Blue Ribbon Network and Biodiversity Improvements

Recognising that NCAAP area provides limited opportunities to provide new open spaces, it is more appropriate to consider other options for improving the quality of and access to existing public open spaces. Existing areas of open space could be diversified to incorporate elements of natural / semi natural greenspace.

In addition, green linkages and the area's blue ribbon network, centred around the New River and Pymmes Brook, should be improved. This is particularly the case between areas of open space deficiency. Existing natural green spaces located within the area have the potential to create linear habitat spaces incorporating linear routes and back gardens.

Proposals for new development will need to address the additional open space needs generated as a result of the development. Any improvement to open space provision required would be funded by the developer and secured through planning conditions and / or section 106 agreements.

OPPORTUNITY SITE	DESCRIPTION
New River Improvement opportunity (Fig 21)	Local environmental and biodiversity enhancements. Formalise public access.
Cherry Blossom Close (Fig 29)	Continue to explore opening up public access and introduce functions normally associated with a small local park, such as children's play and landscaped areas, into part of the space to alleviate part of the existing deficiencies.
New public square outside Arnos Grove Station entrance	Detailed in New Southgate Masterplan
The enhancement of highways land for biodiversity, particularly adjacent to the North Circular Road, additional tree planting and greening.	Secured funding through S106 contributions.
Ecological enhancement of existing open spaces including, Millennium Green, High Road Open Space and Grove Road open space.	Detailed in New Southgate Masterplan
Grove Road Open Space (Fig 16)	Grove Road Open Space) is an amenity greenspace that may have the potential to accommodate 'good' standard play equipment
New opportunities for children's play space to be introduced as part of new development schemes.	Through the redevelopment of appropriately sized development sites.

Fig 34. Proposed open space, blue ribbon network and biodiversity improvements

Transport and Sustainable Travel

Although the NCAAP area is dominated in large parts by the A406 corridor and associated, vehicular traffic, it contains New Southgate and Arnos Grove stations and a number of opportunities for sustainable travel. The development proposed through the AAP would provide a number of improvements to the transport network.

OPPORTUNITY SITE	DESCRIPTION
Improvements to the entrance, car parking and general safety of New Southgate and Arnos Grove Stations.	Highlighted as priorities within the New Southgate Masterplan.
New Southgate Station	Interchange enhancements Highlighted as priorities within the New Southgate Masterplan.
Greenway Routes - <ul style="list-style-type: none"> • Enfield Town to New Southgate • Grovelands Park to Proposed • NCR12 • Greenway Route Arnos Park to • Old Park Road 	Provide a cycle and walking route passing through and connecting parks and green areas as well as using low trafficked routes. The scheme will include:- the provision of new and upgrading of existing paths to shared use; improved surfaces; the provision of new and upgrading of existing pedestrian and cycle crossing facilities; traffic calming where the route crosses high speed roads; improved lighting; the removal of barriers to cyclists; improved accessibility across bridges; route signing and junction improvements

Fig 35. Proposed transport improvements

5.4 NEXT STEPS

Consultation on the soundness of the Proposed Submission NCAAP

The Area Action Plan is being formally published on the 8th March 2013 for a 6 week consultation period. The NCAAP and all its supporting documentations will be made available by visiting the Council's website at: www.enfield.gov.uk/NCAAP or hard copies of the Plan are available to view in all of Enfield's Libraries and the Civic Centre. Public exhibitions and consultation workshops to promote the Plan's publication will be held between March and April (details of these events will be made available on the Council's website: www.enfield.gov.uk/NCAAP).

For further information relating to the consultation process, please contact the Local Plan team on: 020 8379 3866 or email ldf@enfield.gov.uk

Submission and Examination

The comments received from this publication stage will then be submitted with the final submission version of the NCAAP, along with all supporting documents such as the final Sustainability Appraisal and EOIA. The examination process is subject to the Planning Inspectorate's time frames and resources, however, the Council anticipate this could be undertaken in late summer/early autumn of 2013.

From the Proposed Submission Stage going forward, greater weight will be afforded to the

policies within this document as it progresses through the plan-making process. Once adopted, policies within the document will be used alongside policies contained in the London Plan, Core Strategy and other Local Plan documents to determine planning applications in the area.

