

MERIDIAN WATER

Edmonton Leaside Area Action Plan
Spatial Framework

London Borough of Enfield
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Meridian Water - Spatial Framework

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INTRODUCTION



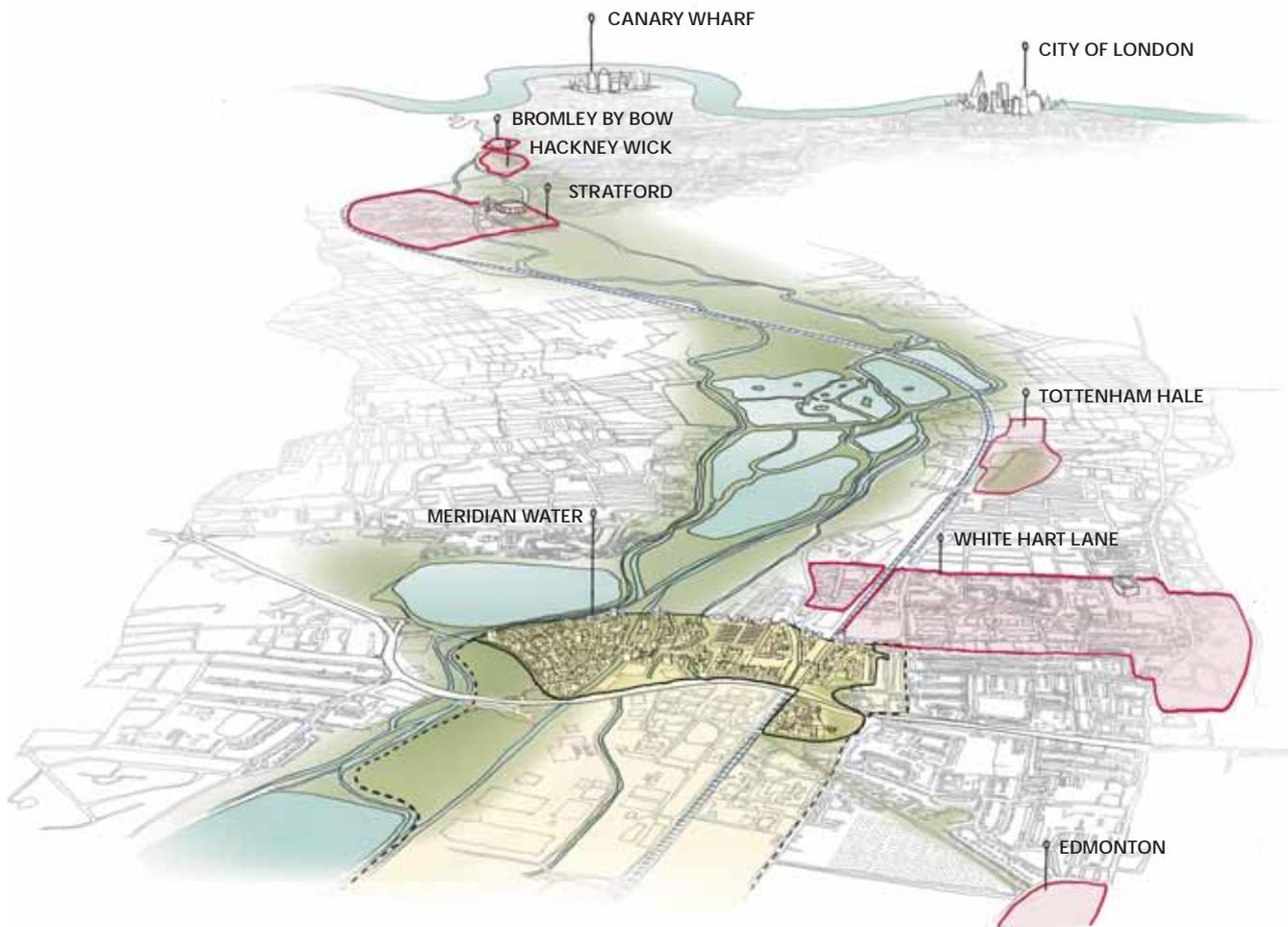
View looking north along the Lea Valley

CONTEXT

This Spatial Framework has been produced to support the revised Edmonton Leaside Area Action Plan. A number of significant changes in LBE and GLA strategies for housing, employment, public transport and land use policy have developed over recent years and the Edmonton Leaside Area Action Plan (ELAAP) has been revised to reflect them. In particular the changes respond to the following:

- Revised Housing Targets: increase in GLA targets and forecast housing
- Revised Employment Targets: evidenced based assumptions adopted which allow for approximately 6,000 jobs
- New Meridian Water Station: more detail and funding has been identified that will deliver a new station with services due to expand and increase frequency, leading to improved PTAL the support of higher densities
- Omission of SIL land: The de-designation of SIL land provides a greater area for new residential and mixed use development (while ensuring the integration of workspace)
- Site specific housing mix: expectation of approximately 26% 3-bedroom units across the development
- Site specific tenure mix: expectation of between 35-50% affordable housing
- Parking ratio: promotion of a radical reduction of parking requirements, acknowledging the improved PTAL

It should be noted that the Spatial Framework is not a fixed masterplan, but rather its purpose is to convey the results of evidence-based scenario testing and the application of urban design principles. The images and diagrams are indicative and explore potential approaches towards the realisation of Meridian Water. A masterplan will be developed over many years and, therefore, will need to be responsive to the inevitably changing context.



Sketch view showing Meridian Water in the context of other major regeneration areas along the Lee Valley

VISION

1





Red line boundary of the full Meridian Water site

A new piece of city

The ambition for Meridian Water is to reshape an area that is currently an industrial and retail site, to provide new homes and to grow and diversify the local economy, creating job opportunities across the salary spectrum. Meridian Water will be a model for a sustainable piece of city, making the most of the opportunities offered by a new Meridian Water Station, Cross Rail 2, and its location in the Upper Lea Valley and Regional Park.

The development of Meridian Water will not only provide much needed homes and employment but will also benefit the existing communities in Enfield. This new piece of city will integrate areas of the borough and the Lee Valley that are currently disconnected and inaccessible. It will also provide new civic, cultural and leisure facilities and shops that the existing population will be able to easily reach and enjoy.

Meridian Water is a unique environment made up of relatively underused land located in the south of the Edmonton Leaside Area Action Plan (ELAAP). It has the potential for transformation into a thriving mixed use development served by a new railway station with easy access to the inspiring landscape and watercourses of the Lea Valley. New homes, jobs, amenities and schools will be developed over the coming years, supported by a sustainable approach to energy, transportation, living and working. The 2012 Central Leaside Area Action Plan (CLAAP) envisioned a capacity for the Leaside Area of 5,000 new residential units. Further work has been undertaken to test a capacity of 10,000 - 12,000 units in order to verify whether the provision of more homes and jobs can still result in a high quality, sustainable and viable set of neighbourhoods.

Living and Working in Meridian Water

The vision for the project is based on the following assumptions about future residents, businesses and services:

- There will be a mix of homeowners, social renters and Private Rental Sector (PRS) occupants.
- Residents will represent diverse communities. They will include young professionals, families, retirees (down seizers) and students.
- Some existing businesses will stay and grow on the site.
- New employers will be drawn to the site. This may include institutions involved in education, the research and biotech sector, office accommodation (capitalising on the proximity to the North Circular and the new station), hotel and conference facilities and light manufacturing.
- The plan will encourage start-ups and small businesses.
- Leisure uses will be provided, to complement connectivity to the wide Lee Valley Regional Park.

Context

The aerial view of the site, opposite, indicates the presence of IKEA, Tesco, Pymmes and Salmon Brooks, sheds, rivers and SIL, as well as clearly showing the site's strategic location within the north-south corridor of an industrial and recreational valley. The disused gas holders have since been removed.



Sketch view looking north of Meridian Water along the Upper Lee Valley

CONCEPT

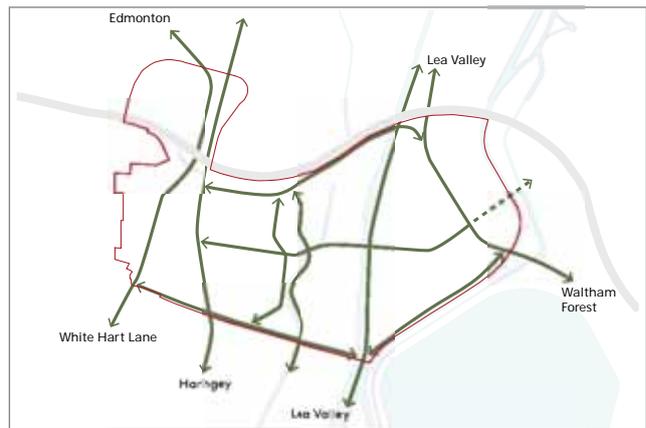
2



KEY PRINCIPLES for the spatial framework

Integrate the movement network

Improve Meridian Water's connectivity to the wider area to help trigger and support economic growth across Enfield as well as promoting local prosperity. Pedestrian, cycle and vehicular networks should integrate the new Meridian Water neighbourhoods with adjacent areas to allow local people to access the site's assets. Utilise existing movement corridors, 'natural' networks such as the Lea Valley park-lands, waterways and the new Meridian Water Station to inform circulation routes.



Capitalise on the Lea Valley Regional Park

New neighbourhoods should take advantage of this incredible Upper Lea Valley. Exploit the park and its associated waterways as a key contributor to the public realm providing recreational space for schools and general enjoyment by residents and workers. Maximise the use of the waterways through adjacent active frontages, spaces and water-based activities, exploiting the potential of a leisure offer in the southern portion of the site adjacent to the Banbury Reservoir. Ensure the integrity of the park as an ecological and biodiversity corridor is maintained.



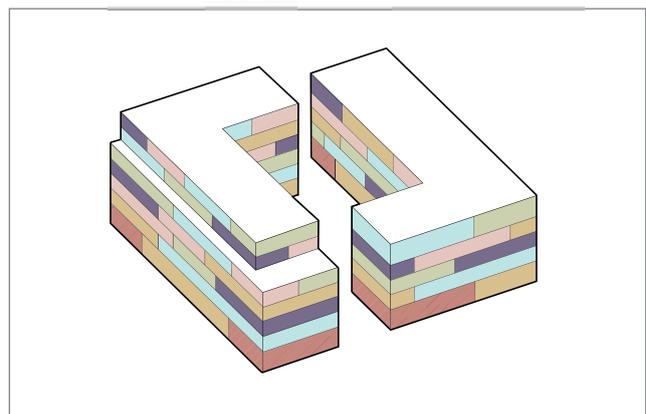
Create great cohesive neighbourhoods

Create socially integrated neighbourhoods that offer a mix of tenure, housing types and sizes and promote health and well-being. Local facilities, including open spaces and play spaces that exploit the waterways and Lea Valley, should provide focal points within the neighbourhoods and contribute to public life. Block layout should be adequately permeable to allow residents to access community infrastructure within an easy walking distance.



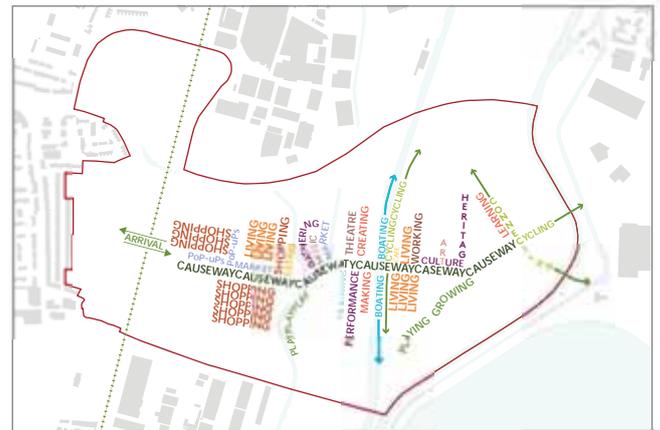
Create a horizontal and vertical use mix that promotes a sustainable community

Allow for flexibility within buildings and blocks to ensure a diverse and resilient district of neighbourhoods. Priority should be given to ground floor activation that contributes to an animated public realm that provides passive-surveillance. The use mix should foster a diverse, 24/7 community with access to employment, retail and community facilities, supporting home-working and reducing reliance on commuting. Develop a Meanwhile Use strategy that ensures early activation of routes and spaces and seeds longer-term uses.



Introduce a central spine: the Causeway

Introduce an east-west route that extends from the new Meridian Way Station/Meridian Way (previously Angel Edmonton Road A1055) to Harbet Road in the east. This central route should be both a destination and a connector. Its success will depend partially on 'normalising' the A1055 into an urban avenue. The Causeway and Meridian Way should inform the location of civic, cultural and commercial concentrations. It will carry private vehicles, buses, pedestrians and cyclists, prioritising the accommodation and safety of the latter two users.



Upgrade and diversify employment opportunities - embrace smart industry and innovation

The industrial heritage of the site should be reinterpreted for the 21st century. Facilitate innovation through the provision of flexible spaces for making and knowledge exchange. Support creative industries with a public realm - spaces and networks - that promotes site-wide integration.



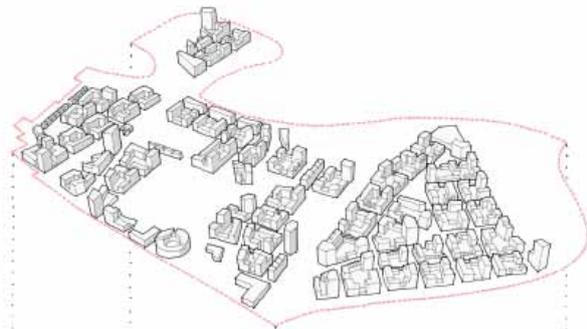
Turn the existing infrastructure into an asset

Reuse industrial sheds as spaces for making and learning, in alignment with a Meanwhile Use strategy. Promote the area adjacent to the North Circular as a site for large-scale employment uses. Utilise the Lea Valley spine tunnel as an opportunity for an open space amenity or Greenway. Investigate the potential of the Banbury Reservoir as a recreational asset. Exploit access to, and the use of, the River Lee Navigation, River Lea and Pymmes Brook for recreation, moorings, transport and flood relief.

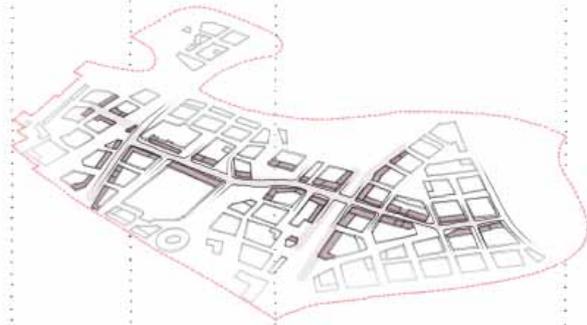


These principles have been tested against the opportunities and constraints (see p.19-23) of Meridian Water and its immediate context to inform the development of the Spatial Framework. The Framework sets a baseline approach to the design proposals that will follow the ELAAP through the masterplan development of outline and detailed planning applications.

Concept diagram of the spatial framework



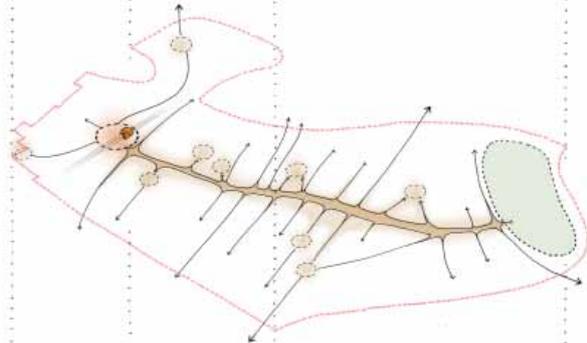
High quality built form



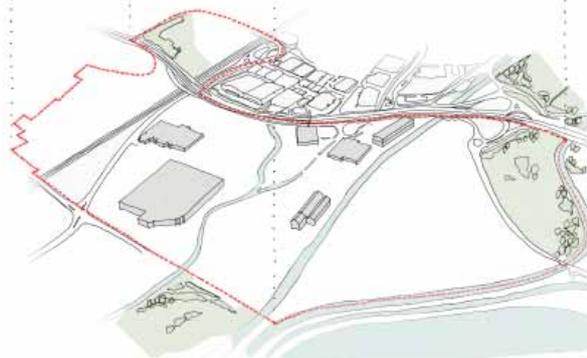
Active routes and spaces



The Green and Blue Network



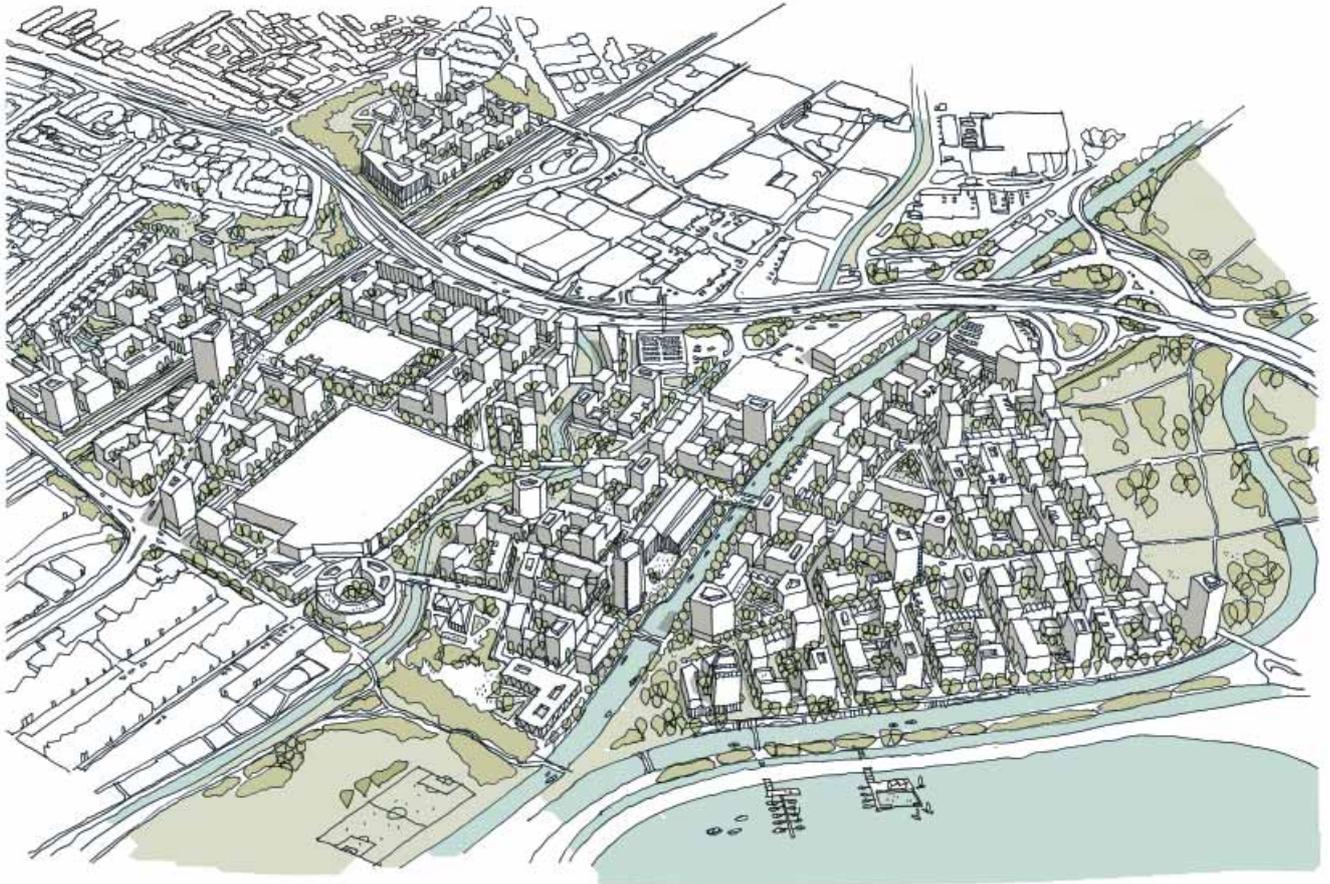
A central spine: the Causeway



Existing site

Applying the principles

The diagram on the opposite page illustrates the key elements of the spatial framework and their interdependent relationships with one another. The framework is the result of a process that began with understanding what the site has to offer - both locally and regionally, its constraints and then how large numbers of people can live, work, play and learn in an environmentally and socially sustainable district. The Spatial Framework is just the beginning of the evolution of Meridian Water into an area of highly liveable neighbourhoods, each with their own assets and character.



Cohesive neighbourhoods integrated into the Lea Valley and the wider area

CONSTRAINTS AND OPPORTUNITIES

3

Constraints

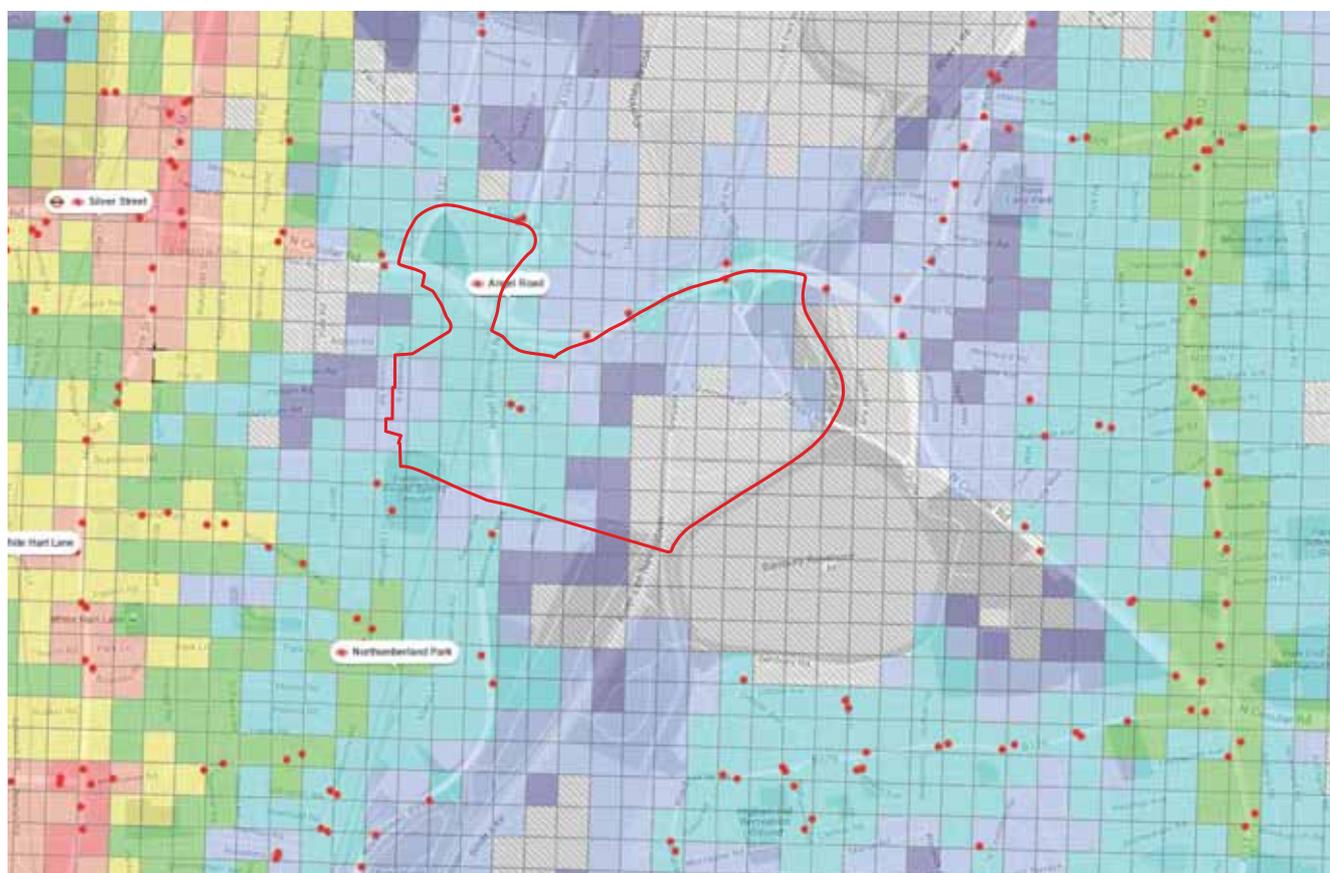
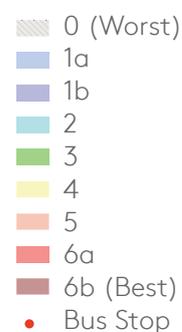
The following constraints characterize the site in its current conditions: some of them are challenges that limit the development areas and potential of the site. Their resolution will result in a contextual response which will help to create a distinct character for the area.

Current accessibility

The site of Meridian Water is located on either side of the North Circular, one of London's major arterial roads connecting Brent to Barking.

In addition to the North Circular, roadways flank the site, namely Meridian Way and Harbet Road and, in part Leeside Road. However, no vehicular traffic can fully traverse the site either from east to west or north to south. Existing roads that enter the site are limited and devised to service, Tesco, IKEA (via Argon Road off the North Circular) or the Stonehill Estate and other industrial buildings.

Public transport, in the form of buses, enter the site along Glover Drive, a roadway that extends approximately one-third the length of the full site. The eastern portion of the site currently functions, in terms of road layout, as a large cul-de sac as vehicles cannot cross the Lee Navigation.



Source: TfL website

PTAL across the Meridian Water site and the wider area

Transport Infrastructure, accessibility and land use adjacencies (noise/vibration/pollution)

1. North Circular
2. Rail line
3. Lack of connectivity east - west
4. Hostile pedestrian and cycle environment
5. 'Big box' retail
6. Existing Industrial sheds
7. SIL land within Tottenham AAP
8. SIL land within Meridian Water site

Existing Infrastructure

9. High voltage pylons - 60m no build zone
10. Lea Valley Spine tunnel safeguarded area

Environmental Constraints

11. Waterways as barrier
12. Flood zone 2
13. Flood zone 3a
14. Protected Green Spaces / Green Belt
15. Potentially contaminated land



Land Ownership

The red line boundary has been drawn to encompass the entire Meridian Water site, excluding part of the highways that bound it in order to show an area closer to the net developable land.



Opportunities

Accessibility

1. Phase 1 neighbourhood
2. New Meridian Way Station
3. Potential for strong connectivity (e.g. via existing cycle routes) to link east-west across the Lea Valley and north-south along the rivers and Meridian Way

Landscape assets

4. Pymmes & Salmon Brooks
 - potential to naturalise & widen
5. Lee Navigation & River Lea
 - leisure and biodiversity
6. Banbury Reservoir
7. Lee Valley Regional Park
8. Lee Valley spine tunnel safeguarded area

Heritage

9. Industrial (making) heritage
10. New program for existing industrial sheds (Meridian Works)

Views and vistas

11. Views to open landscape and city

Mix of uses (redefinition of mixed use)

12. Opportunity to mix 'making' with cultural and community uses

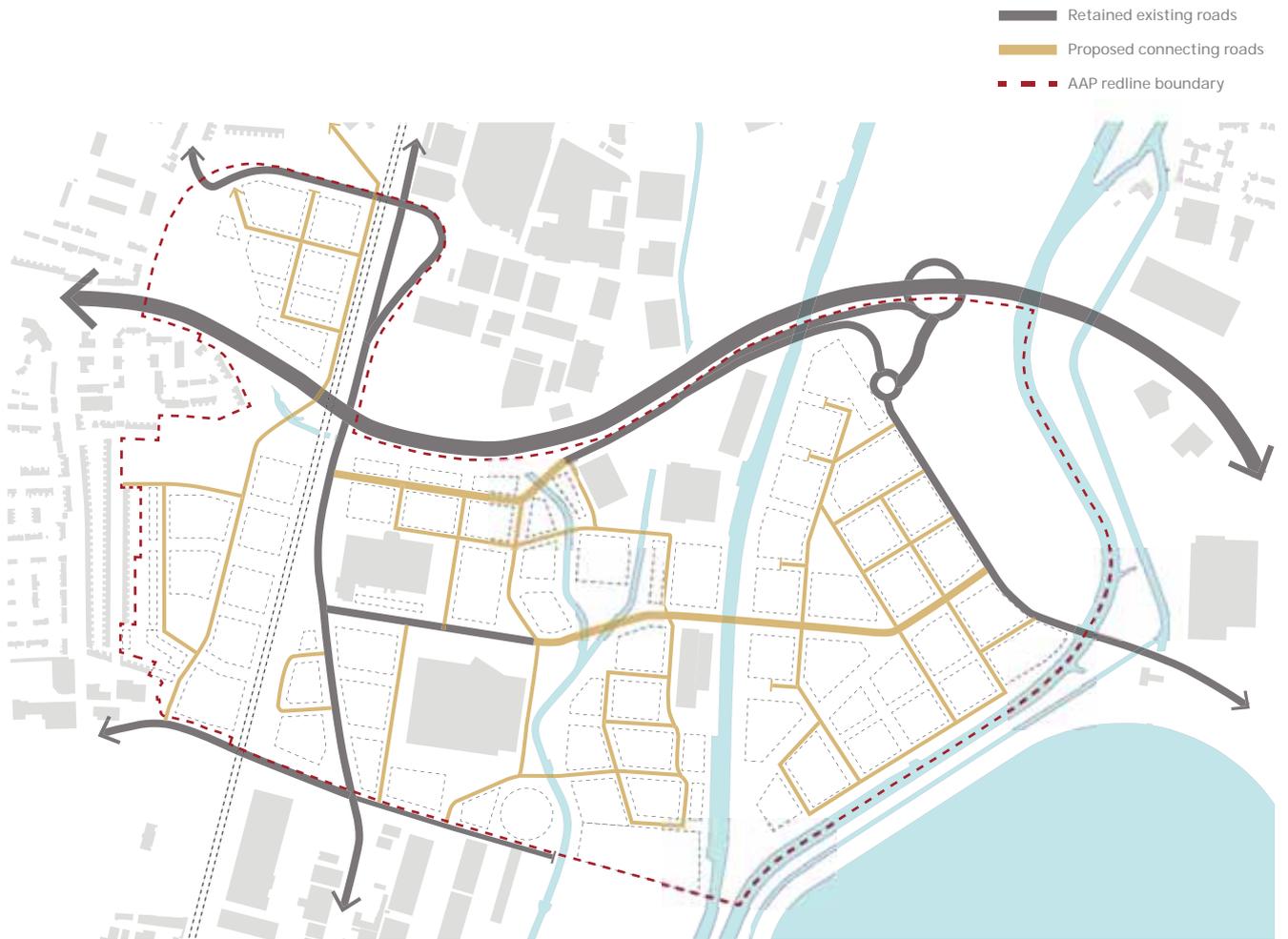
Water sensitive development

13. Flood mitigation may provide opportunities for water sensitive infrastructure - i.e. storm water guidance, filtering, reuse of water



MOVEMENT AND CIRCULATION

4



Retained and proposed roadways

Connectivity

Strategy: a new circulation network

In order to achieve one of the key principles of the spatial framework the existing roads will be improved and integrated with new routes into a clear and legible networks of bus, cycle and pedestrian routes.

In its existing condition, the area designated for the new development in Meridian Water is characterized by poor connectivity (see constraints p 18-19) not only within its own boundary, but also in relation to the adjacent and surrounding neighbourhoods and networks. It is vital that improved connectivity is introduced in order to ensure that there is an efficient provision of, and access to, services for local workers and residents. The alignment and classification of the roads should provide comprehensive connectivity across the site, and be integrated into a legible urban fabric reinforced by strategic way-finding solutions (e.g. location of tall buildings). It is considered a priority that the wider area connectivity facilitates the movement of pedestrians and cyclists across the major transport infrastructure that currently act as barriers (e.g. Meridian Way, North Circular). All roads within Meridian Water are restricted to a 20mph speed limit.

The movement and circulation on site will be provided by the transformation of some existing roads within the site and by the introduction of new

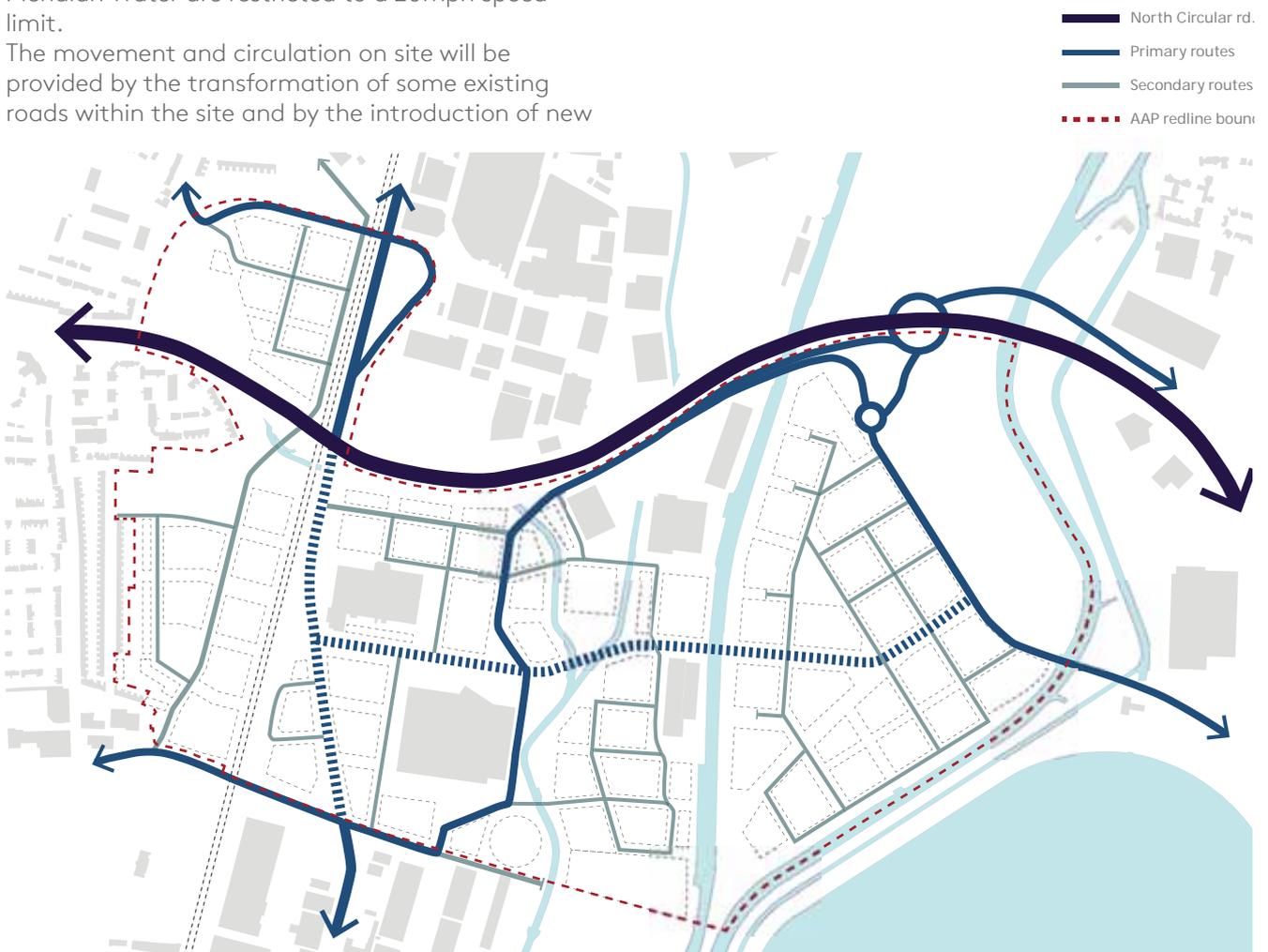
roads. The existing roads that will be retained within the site are:

- Meridian Way
- Leaside Road
- Argon Road
- Harbet Road

The following new main roads will be introduced by the new development

- The Causeway (extension to Glover Road)
- North-South Road from Argon Road to Leaside Road.
- North South Road from Conduit Lane to Leaside Road (new connection to Edmonton Green)

It is crucial that road and public transport modelling is done in collaboration with the relevant boroughs, GLA, TfL and Network Rail to ensure coordination as future development comes forward.



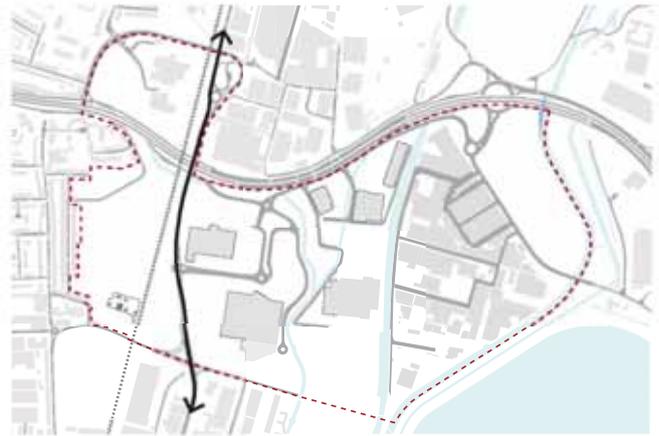
Proposed street network and hierarchy

Existing Roads

Meridian Way

Meridian Way represents the main existing north south connection through the site. It connects Meridian Water to Tottenham Hale towards the south, and to the rest of Enfield to the north, passing under the North Circular. This role will be maintained, however, its character will be transformed as a 'pedestrian-friendly' environment is created through public realm improvements, the introduction of mixed use buildings a transformation from highway to high street. It will be critical to the success of the early development phases to revise the street section in order to:

- Create active frontages prioritising employment spaces at ground floor
- Create a new sense of enclosure through development
- Create a permeable frontage for cyclists and pedestrians
- Provide additional crossing points
- Reduce traffic speed through landscaping road design
- Enhance and integrate cycles, buses, pedestrians, cars, landscape and meanwhile uses .
- Reinforce and capitalise on the new train station
- Improve existing junctions and ensure new junctions are pedestrian friendly
- Access is provided into the plots on the west side of Meridian Way but not on the east side



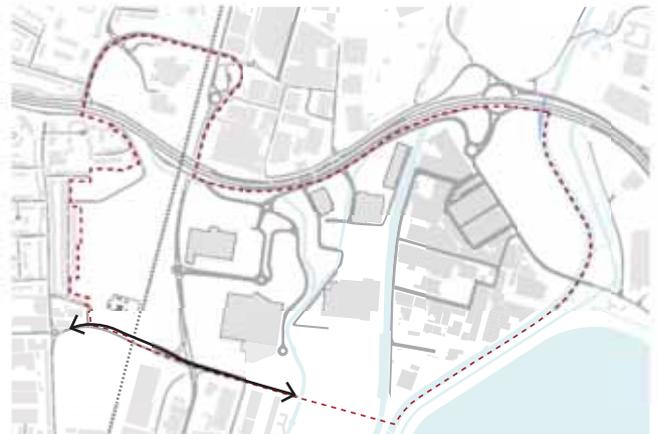
Meridian Way - street section

Leeside Road

Leeside Road is currently the only existing link that allows movement across the railway on the south side of the site. It establishes an essential connection towards the west, notably with South Edmonton and Willoughby Lane where the first phase of the development will take place. The road is located within the boundary of the London Borough of Haringey, which therefore should be involved in decisions regarding the following:

- Provide an additional pedestrian and cycle bridge across the railway to replace the narrow existing pavement on the north side of the street
- Mitigate the difference of levels around the railway bridge in order to encourage cyclist and pedestrian circulation
- Extend Leeside Road towards the east with a new bridge across the Pymmes Brook
- Improve the junction with Meridian Way, including signalisation

In the new development non-residential ground floor uses could play a significant role in response to existing 'industrial' types uses along the southern side of the street.

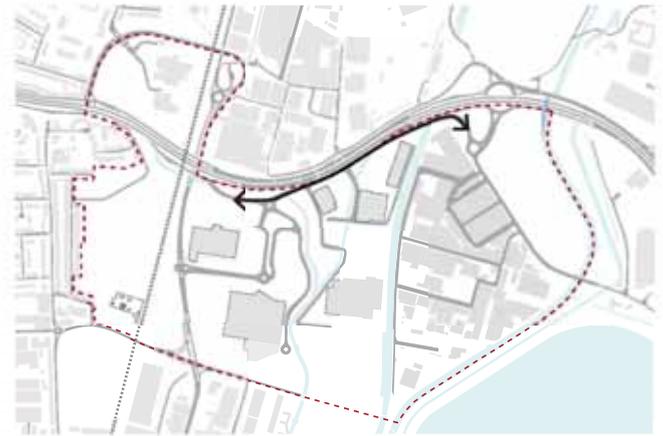


Argon Road

Argon Road is a two way road that runs parallel to the North Circular on the north side of the site. It provides an important east-west connection for HGV vehicles and cars, however the environment is hostile to cycles and particularly for pedestrians that need to cross Argon Road to reach the bus stops on the North Circular. The redesign of the street section should allow cars and HGV to circulate on Argon Road, but improve the pedestrian experience through:

- Mitigate the industrial character of the road with landscape buffers where possible
- Providing safe and well designed crossing points to access the bus stops on the North Circular
- Retain the pedestrian bridge over the North Circular
- Consider the removal of the existing 'ramp' and the introduction of a new east-west road originating at Meridian Way

A consistent building line should frame Argon Road extending east from Meridian Way, reinforcing it as an urban street. Ground floor uses should be non-residential as much as possible in acknowledgement of higher levels of traffic than the average tertiary streets.



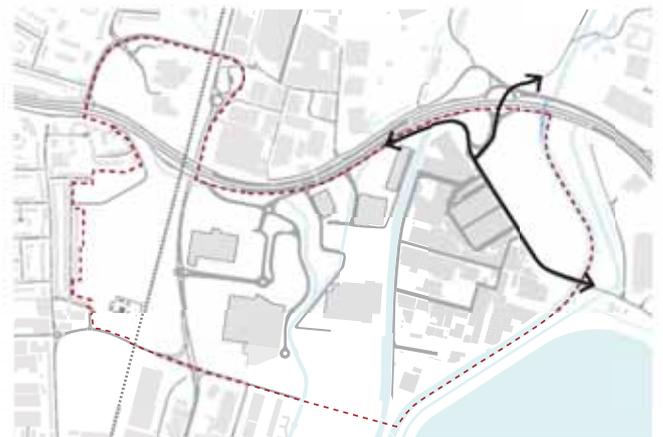
Harbet Road

Harbet Road connects the site in a north-south direction with the Borough of Waltham Forest through a roundabout under the North Circular. In the new wider movement and circulation strategy Harbet Road will represent perimeter circulation for the vehicular traffic along the east side of the site, and the termination of the new west-east connection delineated by the Causeway.

In order to transform the aspect and character of the existing road the new development will:

- Provide vehicular permeability on the west side into the development
- Provide cycle and pedestrian permeability on the east side of the road towards the Lee Valley Park, connecting to existing cycle networks where possible
- Add new crossing points (aligning one with the Causeway) and use passive and active design solutions to limit the speed of cars on the road

It is envisaged that new buildings of stature with well-articulated frontages will contribute to the creation of a sense of enclosure and residential neighbourhood character along this road.

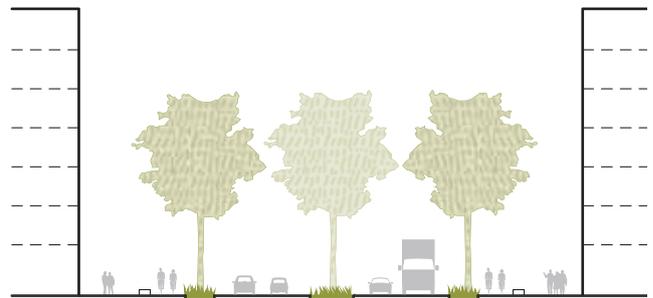


New Roads

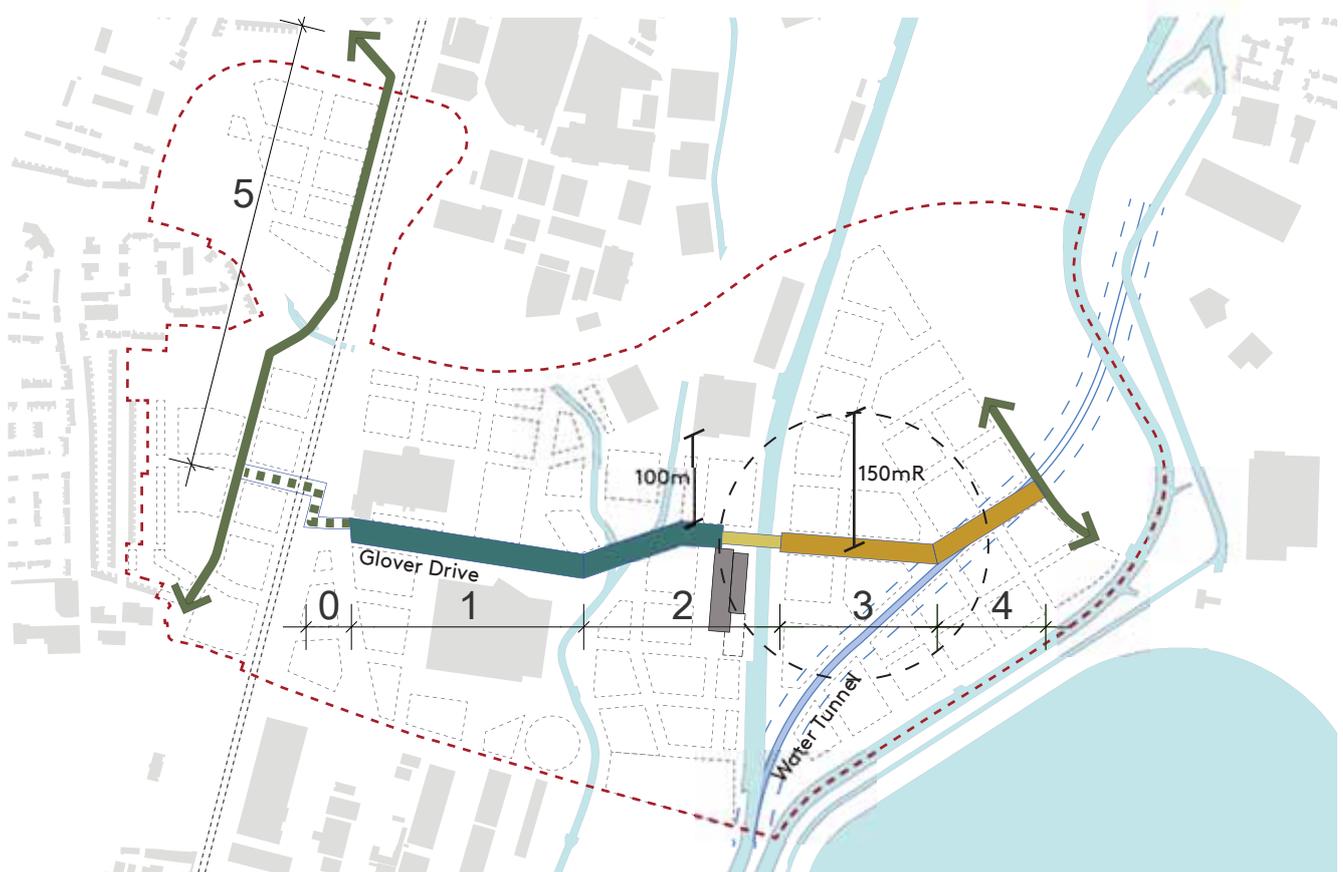
The Causeway

The Causeway will be the principal 'high street' of Meridian Water. It will form an east-west connection between Meridian Way - the Station and the road - and Harbet Road through more-or-less the centre of the site. Ultimately it is envisioned that the Causeway provides connectivity northwest to Edmonton Green town centre and, indeed, north and south along Harbet Road to the North Circular.

The Causeway will carry all modes of transport: pedestrians, cycles, buses and private vehicles. The Causeway will not, however, be designed as the primary traffic route, but as a spine that privileges and accentuates its public realm. It will have generous pavements, dedicated cycle lanes, and be framed by ground floor activities. The design should reflect its dual role as a route and as a destination, supporting along its length retail, leisure, community and cultural uses, complementing the character of the neighbourhoods that are adjacent to it.



Causeway - street section at segment 1



The Causeway: alignment and segments

Alignment:

The Causeway's location is a direct response to maximising accessibility. It's location central to the site reinforces its role and perception as a 'spine' off of which the diverse neighbourhoods will be situated. This centrality is also critical in terms of improving current PTAL across the site (refer to diagram p.18). Buses will travel along the Causeway. Ideally, bus stops should be located such that no resident must walk further than 300m to reach a stop (delineated by a 150m direct radius). The further from Meridian Water Station the more critical will be. Argon Road will provide a supplementary bus route to the north.

The safeguarded route for the Causeway is articulated in 4 segments, each having a specific rationale informing its alignment and width. These 4 sections have the potential to reflect the phasing that might evolve as Meridian Water is built out. The safeguarded route will be identified by a no-build corridor with a variable width, indicating the minimum distance between buildings and permanent structures; meanwhile uses and temporary buildings can be located within this corridor only if their presence does not interfere with the Causeway's alignment. It is also critical to its success as a high street that buildings of the appropriate type, scale, use and frontage at ground level are located along its length.

1. -The first segment starts at the junction of the existing Glover Drive with Meridian Way to the west and ends just beyond the eastern limit of the IKEA store before crossing the Pymmes Brook. The alignment of Glover Drive will be retained as it serves the Tesco Extra and IKEA stores. The profile of Glover Drive will be reconfigured in order to accommodate 2 cycle lanes, generous pavements, and landscaping. The aspiration is that the Causeway provides a very generous public realm with ample space to accommodate meanwhile uses and temporary activities. The corridor width in this segment is 32m.

2.-The second segment picks up where the first ends and extends to the bridge that crosses the River Lee Navigation. Two new bridges are required on the branches of the Pymmes Brook. The main constraints in this section are represented by the Ravenside Retail Park and the shed buildings. With respect to the latter, sheds 5 and 6 are to be retained for an undetermined amount of time. In the immediate future they are referred to as Meridian Works and being refurbished and re-used to house creative industries. The crank in the Causeway's alignment allows not only for the retention of the



View east along the Causeway

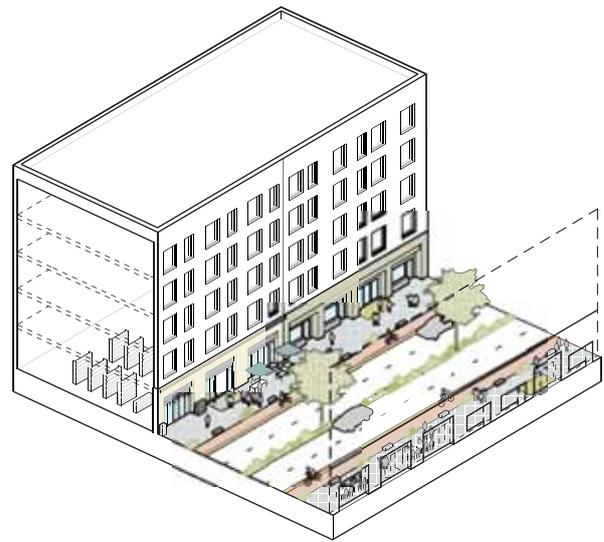


View looking west, where the Causeway and the Greenway merge

sheds but promotes traffic calming along a street where slow vehicular travel is to be encouraged. Reinforcing this calming effect the corridor width reduces from 32m to 26m becoming a single carriageway just west of the bridge. This street starts to rise to bridge over the Lee Navigation some 50m west of the actual waterway.

3.-The third segment commences where the bridge over the Lee Navigation touches down on the east side of the waterway. The alignment is maintained in line with the end of the second section. This alignment is also informed by the requirements for public transport in the new development. The introduction of an effective bus service in the new development in Meridian Water requires that pedestrian access to the bus stops is located a maximum of 200m from any residence. This requirement generates a catchment area that is most effective when the Causeway is in a location central to the new development. The corridor width in this segment is 26m.

4.- The fourth segment responds to a very particular constraint on the site: the presence of a water tunnel approx. 10m below grade. In order to limit cost and the technical challenges and approvals of building over this tunnel a 'greenway' is suggested that fortuitously extends the green open space of the Lea Valley into the site area. At the point where the greenway/tunnel and the Causeway meet the Causeway adopts the alignment of the



Active frontages should line the Causeway



Artist's impression of Meanwhile Uses activating the Causeway along its first segment (currently Glover Drive)

tunnel until it forms a junction with Harbet Road. This results in a generous public realm at the eastern end of the Causeway where it is likely that community infrastructure such as a school, cultural or leisure centre may be located.

The de-designation of the SIL and LSIS will enable the change of street pattern and building typologies necessary to implement Segments 3 and 4, described above, and ensures ease of access to the amenity of the Lee Valley.

Profile:

The Causeway will provide a direct connection between Meridian way and Harbet Road for cars, cyclists and pedestrians: long its length the road will provide different profiles enabling the residents and visitors to enjoy a varied and rich streetscape sequence, which will be complemented by the landscaping, the public realm and the surrounding buildings.

North-South Road from Argon Road to Leaside Road.

A new north-south road will directly connect Argon Road to Leaside Road across the Causeway.

The functions of the new road will be the following:

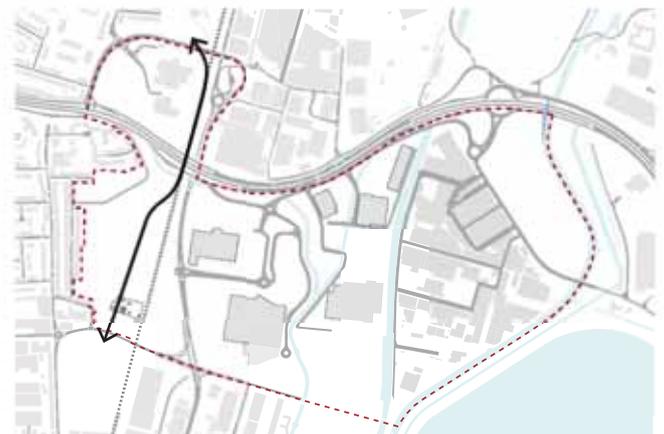
- Provide access for customers visiting the IKEA store
- Provide access to the adjacent plots
- Reduce the traffic load of Meridian Way

The design of the road and its alignment will establish a new connection through the site without compromising the quality of the Pymmes Brook banks - it is envisioned that the banks are naturalized as the land associated with the brook is converted into a linear park. The naturalisation may be focussed on one side to slacken the gradient from the anticipated residential ground floor circa +11.3m AOD and the brooks several metres below that.



North South Road from Conduit Lane to Leaside Road

A new connection is needed to connect Willoughby Lane to the north-west part of the Meridian Water site. The ambition is for this connection to consist of a new road that will go through an underpass of the North Circular and Conduit Lane, ultimately connecting the site with Edmonton Green. Together with the creation of the new road it is critical the environment beneath the North Circular and Conduit Lane is improved, for example, encouraging meanwhile or permanent projects.



Pedestrian and cycle networks

The network of pedestrian routes is composed of:

- Pedestrian-only routes
- Park and waterways paths
- Pavements and crossings
- Bridges

Together these elements will form a dense network that will create comprehensive connectivity across the site. The pedestrian network is intended to serve both walking to local destinations and to facilitate and make more accessible the public transport service that will be provided across the site. A way-finding strategy based on permanent elements (buildings and landmark features) and differentiation of the various character areas will

help residents and visitors to orientate themselves. Ultimately Legible London should be extended into the area.

The cycling network is comprised of:

- Cycle lanes on streets
- Wider national cycle routes (e.g. Sustrans)
- Quiet routes on shared surfaces
- Public bike parking
- Long-term - TfL cycle hire scheme

The design of tertiary streets should limit car speeds to 20 mph and allow cyclists to safely share the street with other vehicles. It is essential to guarantee a continuity of treatment across the different elements that compose the cycle network - signage, surfacing, etc. All the elements that will constitute the pedestrian network will be designed in order to address a large range of users, with different abilities and needs (elders, adults with children, wheelchairs users, visually impaired people, etc.). For both the pedestrian and cycle networks the potential of the brooks, canals and rivers should be exploited as opportunities to create safe enjoyable routes.

It is critical to extend existing cycle routes into the site ensuring a comprehensive network. The priority in the wider context is to provide multiple and direct access to the Lea Valley Regional Park as it represents the most valuable natural resource on site.



A comprehensive cycle network must be introduced across Meridian Water and should connect to the wider area networks (top image)

Public Transport

The introduction of a new public transport service is essential to guarantee an affordable and accessible development for Meridian Water. Better connectivity based on public transport will provide opportunities for a more sustainable development as the need to travel by car is reduced, and will reinforce opportunities for development at higher densities.

Such improvements are particularly needed in a site that currently has a very low Public Transport Access Level (PTAL). The PTAL assessment indicates that improved connectivity across the site is largely dependent on how close public transport services are to a site and how frequent these services are. Work by Arup

The main services introduced on site will be:

- Improved bus services based mainly on the extension of the existing lines provided in the surrounding areas, which currently enter the site to a limited extent.
- A new train station, Meridian Water Station, as a result of the re-location of the existing Angel Road Station.

Bus:

The new development in Meridian Water will include the introduction of additional bus service that will connect the site to the rest of the Enfield Borough, the surrounding boroughs and Central London. It is essential that the new service will be accessible from the Causeway and the main roads on site, and that it will connect the site in every direction: north, south, east and west.

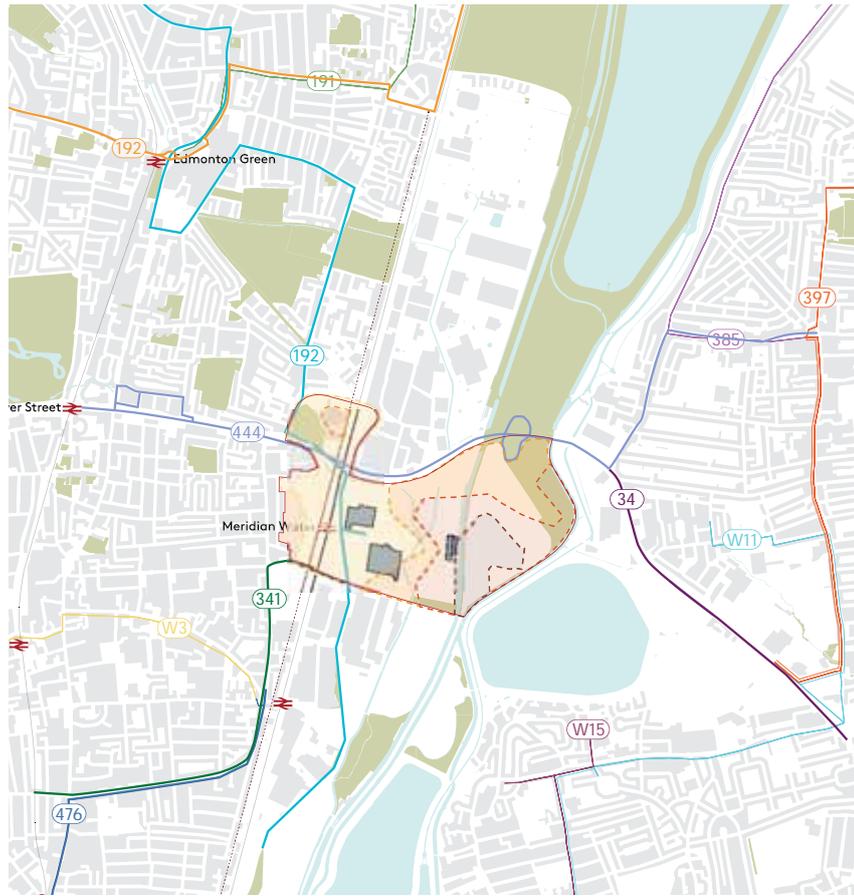
The public transport strategy will need to be developed by integrating different modes of transport. Bus routes will connect Meridian Water Station to the wider area and make the station accessible from every part of the site.

The shortest and most direct route to and from each home or job at Meridian Water to the closest bus stop should ideally be not more than 300m.



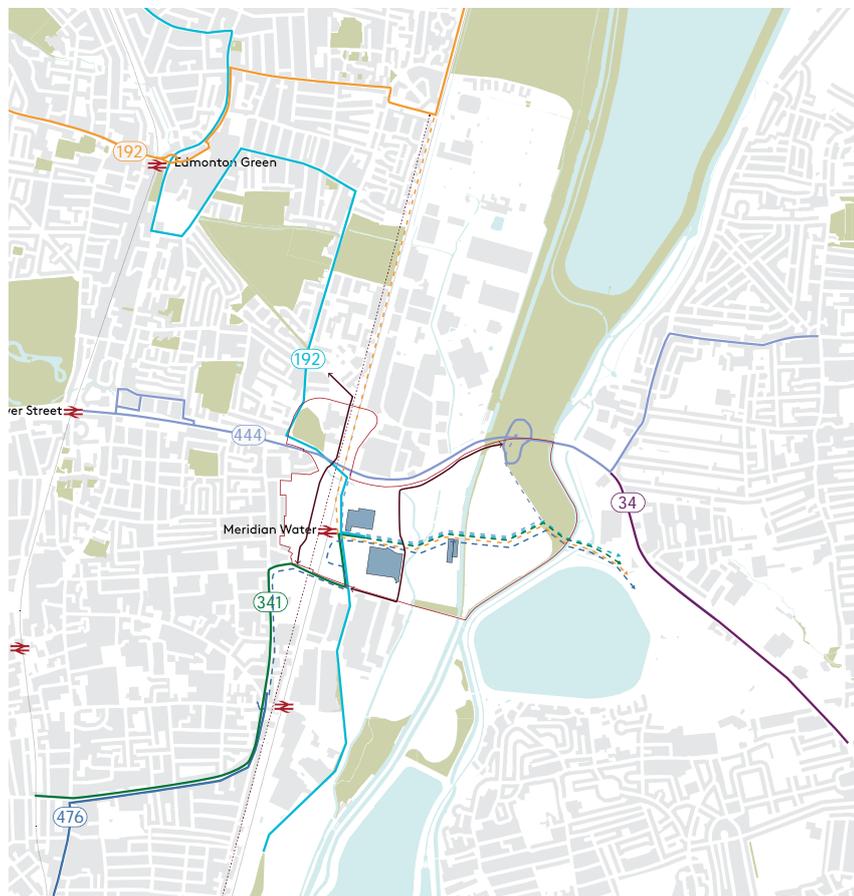
Potential phasing of bus routes
Note: the diagrams on this page are conceptual - the bus strategy is yet to be agreed.

- Existing Route
- Phase 1
- Phase 2
- Phase 3
- Proposed Train Station
- - - AAP redline boundary



Current local bus routes and PTAL across site

- PTAL 0
- PTAL 1a
- PTAL 1b
- PTAL 2
- AAP redline boundary



Potential connections and new routes to existing local bus routes across site

- Proposed new routes
- Route 444
- Route 192
- Route 341
- Route 199
- Route 476
- AAP redline boundary

Note: the diagram above is conceptual - the bus strategy is yet to be defined.

Train:

The new Meridian Water Station will both provide a public connection across the railway lines through a bridge that will be open 24 hours a day, and an improved rail service towards Central London to the south and along the Cambridge corridor to the north. The introduction of the new train station not only represents a opportunity to connect the site, but also creates a sense of arrival and identity for the old and new communities in the vicinity of Meridian Water.

The transformation of the public transport provision on site includes:

- Three tracks delivered by 2018
- An additional fourth track and platforms by 2025
- Crossrail 2 (2030)

The public space around the station will be designed to create a sense of place and invite activity. In the early phases this may be the only gathering space for residents to play, relax and socialise.

Aspirations for the new train station in Meridian Water includes:

- Overcoming the physical east-west barrier of the railway tracks
- Providing a landmark
- Connecting communities
- Providing a high quality public realm and high quality neighbourhood catalysed by, and associated with, the station
- Encouraging healthy living and more sustainable travel behaviour

Bridges:

While the waterways are a positive attribute and, historically were a key means of movement, they can also sever connections across Meridian Water. It is, therefore, important that several bridges are constructed across both the brooks and the Lee Navigation. The Causeway must provide bridges level with grade over the brooks immediately north of where they fork and further north, south of the Orbit Retail Park. These bridges and the one over the Lee Navigation must accommodate all vehicles. No other bridges over the Lee need serve cars or buses. At least one bridge south of the Causeway crossing the brook must accommodate cars. In general:

- All bridges should comfortably and safely accommodate pedestrians and cyclists
- All bridges should be bespoke to their context - the design and alignment should take into account sightlines, vistas and local character



Crossrail 2 Regional Routes



Visualisation of the new station from Meridian Way (above) and the station square in Zone 1 (below)



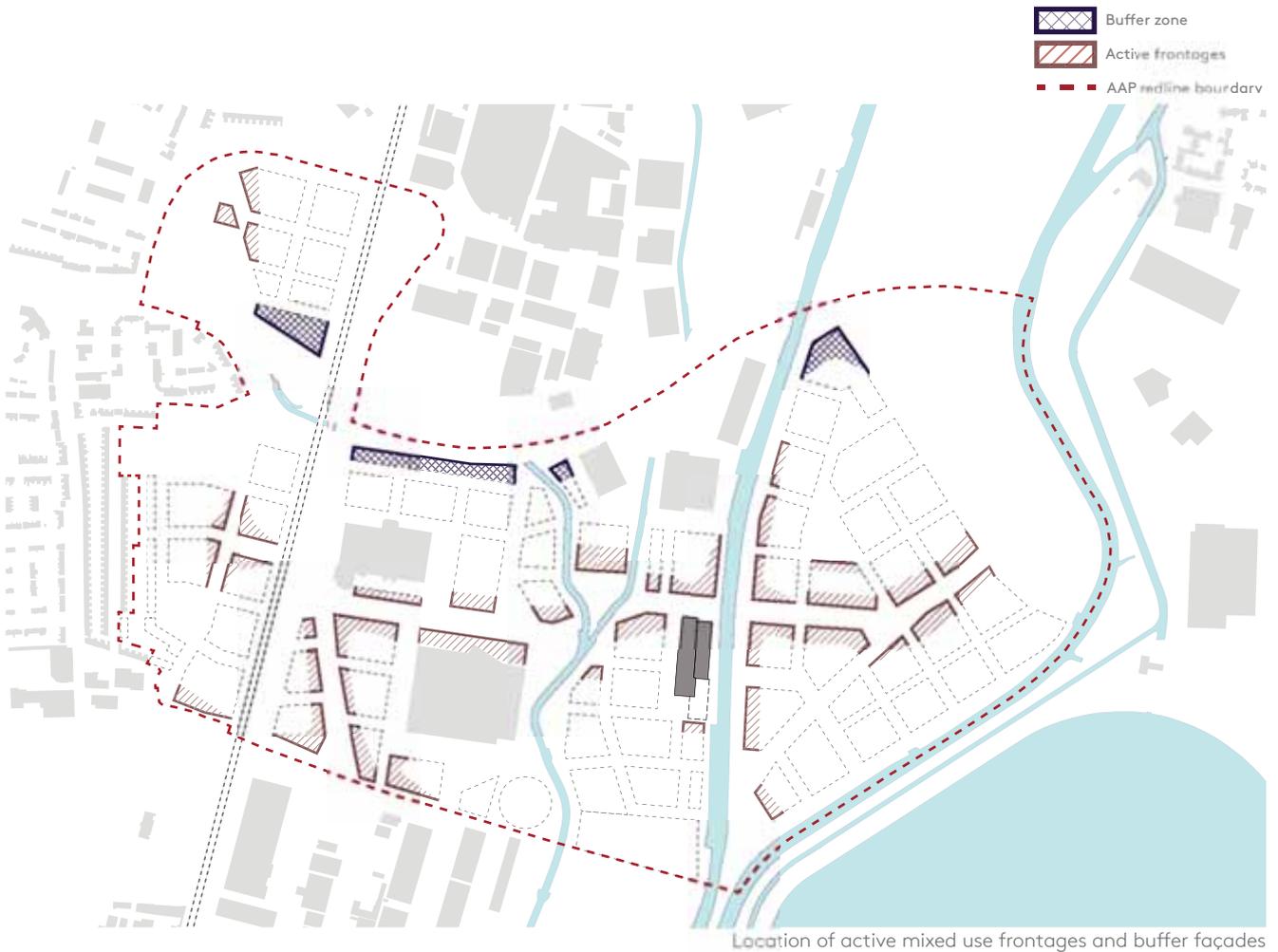
Visualisation of the new station square from the west.

LAND USE

5



View west along the Causeway - active frontages are provided by shops, workspace and F&B



Land use strategy

Strategy: A development with an integrated mix of uses

Although the predominant use across the site is expected to be residential, a diverse range of employment opportunities and non-residential uses will also be provided to ensure healthy, well-supported neighbourhoods. The location of uses has been considered in terms of the existing context and how they can contribute to the 'character' of the new neighbourhoods of Meridian Water.

Diversity and Accessibility

A range and mix of land uses should be provided both across Meridian Water and within each neighbourhood to ensure that residents and employees are within comfortable walking distance of daily destinations. Land uses should respond to the context including adjacent uses, levels of traffic and 'natural' features. Buildings fronting key routes and public spaces should allow for a vertical and horizontal mix of uses that acknowledges the changing ways in which we live, work, learn, play and shop. The masterplan should allow for large scale big box uses to integrate other uses as they are redeveloped in the longer term.

Use range

- Where buildings front key routes they should be able to accommodate non-residential uses at the ground floor.
- It is important to provide flexible and adaptable ground floor units with sufficient height (minimum 4m floor to ceiling) to allow for changes in use over time



Indicative ground floor land uses: within the main use categories indicated, further differentiation of classes of employment, type of retail and cultural and community services will be encouraged. The intention is to allow flexibility for a mix of uses across all parcels as viable.

- Make long-term provision for the evolution of current uses such as Tesco, IKEA, Meridian Works (the re-use of the sheds adjacent to the Lee Navigation), etc. to potentially co-locate with other uses, optimise the use of the site and help mitigate constraints - e.g. buffer the North Circular
- Meanwhile Uses should be introduced in transitional areas to activate the public realm and seed long-term uses - this will be especially important along the Causeway and the River Lee Navigation



Any masterplan should allow for large scale big box uses to evolve to integrate other uses



Upper floor land uses

Use distribution

Use Distribution and integration

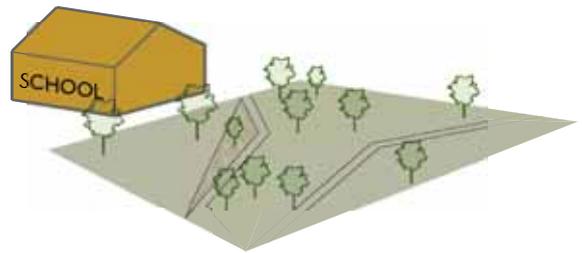
- The land use strategy should ensure that uses needed daily, or even weekly (i.e. convenience retail, doctor's surgery, primary school, cafe/pub), are distributed such that they are within easy walking distance (maximum 400m)
- Land uses should have a direct and productive relationship with the public realm, providing activation and natural surveillance. This should be the case on all streets and spaces but is critical along key routes such as Meridian Way, the Causeway and civic spaces, including the spaces fronting Lee Navigation - these frontages must be active and animated to ensure they are welcoming and safe, around-the-clock
- All uses should be integrated with their context and make a positive contribution to the public realm. The potential for integration and collaboration between adjacent activities should be taken into consideration

Community infrastructure:

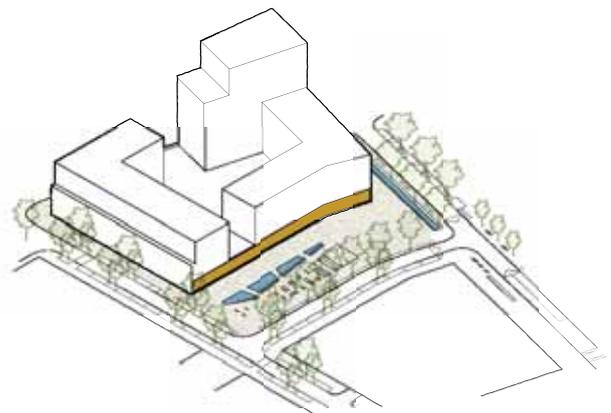
- Community and cultural uses should be located such that they can contribute to, and take advantage of, the adjacent public realm
- Optimise the co-location of educational and sports facilities with existing open space and parkland associated with the Lee Valley Regional Park
- Ensure that throughout the phased development adequate community infrastructure is constructed to serve the new residents and acknowledge that local employees should also be able to avail themselves of some community-oriented uses - e.g. cultural venues, leisure facilities
- Explore opportunities for cultural/community uses to be accommodated in places which are part of the area's heritage - e.g. the sheds adjacent to the Lee Navigation, the waterways themselves, and slightly further afield - the building located just outside the southeast corner of Meridian Water boundary, immediately north of Banbury Reservoir

Retail/F&B:

- Active uses such as retail and F&B should be located on the ground floor of buildings to animate the public realm and provide natural surveillance - the Causeway will see the primary concentration of such uses
- Local convenience retail should be provided within each neighbourhood, ideally at street corners optimising visibility and access



Explore the potential to co-locate education and sports facilities with existing parkland



There should be a direct and positive relationship between ground floor uses and the public realm



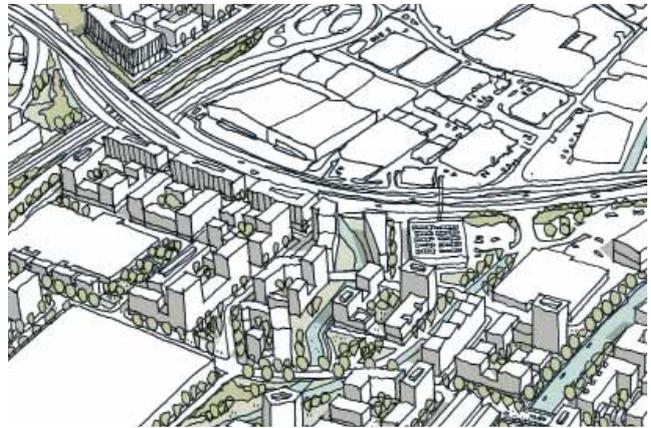
Animation along the waterways should be catalysed by active adjacent ground floors

Commercial/institutional:

- Locate commercial/institutional uses requiring large footprints adjacent to the North Circular to provide a buffer to the south
- Workspace that can contribute an active frontage should be prioritised along the Causeway
- Commercial and institutional uses may front Meridian Way taking advantage of proximity to the new Meridian Way station
- Reuse existing and/or encourage new flexible work spaces (Meridian Works provides an example of this)
- A single plot may incorporate residential, workspace and ancillary uses



Sheds 5 and 6 are being re-purposed to provide 'making' space - Meridian Works



Larger footprint commercial and institutional buildings should be located adjacent to the North Circular



Greaves Pumping Station on Folly Lane (1903), although just outside the Meridian Water boundary, could be explored in terms of its re-purposing potential, enhancing awareness of the area's heritage in addition to the waterways.

PUBLIC REALM AND AMENITY

6

Spaces + networks

Strategy: Connectivity through spaces + networks

The design of the public realm is key to the creation of successful neighbourhoods in Meridian Water and their integration with the wider context. The site has the advantage of being imbued with existing features on the site to which the public realm can respond: the Brooks, the River Lee Navigation, the Lea Valley Regional Park including the River Lea and Banbury Reservoir. - These are all part of the site's rich heritage. Each of these form part of a network which is then enhanced by the bold connective gesture that is the Causeway. These will be linked by public transport and an accessible network of pedestrian and cycle ways, contributing to the health and well-being of residents, local employees and visitors.



As is evident from this 1898 map, the waterways have always characterised this area of the Lee Valley

- Connecting green network
- The Lea Valley Regional Park
- Tree lined streets
- AAP redline boundary



Public realm network builds upon the Lea Valley and, in turn, the All London Green Grid

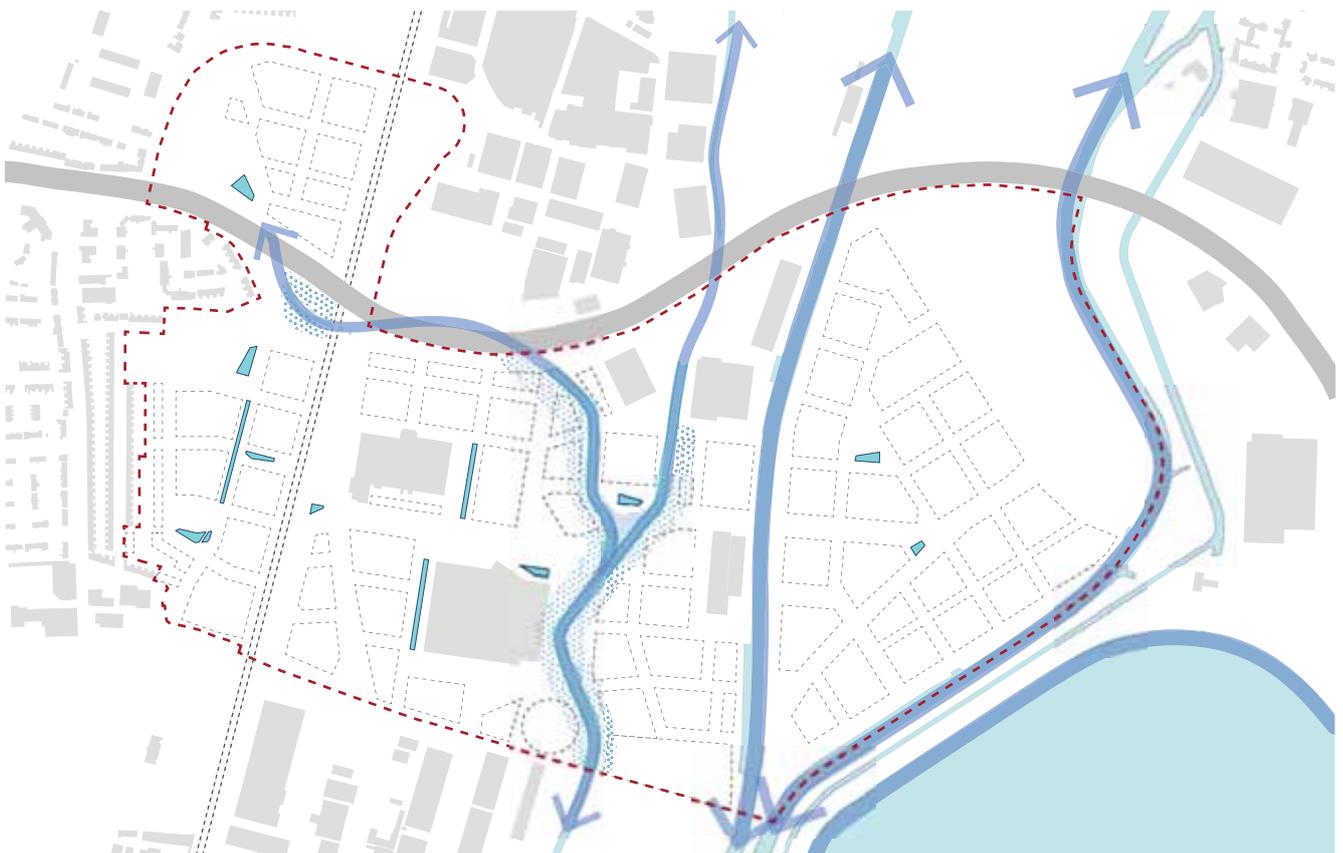
Green and blue networks

- Networks should be enabled through 'green' and 'blue' assets at diverse scales across the site area
- A site-wide tree planting/species strategy should be developed from an early stage
- Trees along streets and in public spaces should provide shade and shelter and be appropriate in scale to their context, complementing the local character
- Streets should be tree lined and incorporate SUDs reflecting water sensitive urban design, with the possible exception of mews streets
- Pedestrian/cycle-only routes should extend and link the green network and reinforce accessibility and connectivity between regional assets, such as the Lee Valley Regional Park, and local neighbourhood green spaces.
- The 'blue' assets on the site - Pymmes Brook, River Lee Navigation, River Lea and Banbury Reservoir - should be exploited for leisure and other active uses as well as towards the creation of a sustainable environment
- The environmental quality of the brooks, canals and reservoir should be remediated, addressing flood resilience as well as place-making
- The banks of the brooks may be naturalised to increase their contribution as a public amenity



The waterways, especially the Lee Navigation, should be flanked by frontages that ensure an active public realm, while maintaining consistent 'green and blue' routes

- Blue network
- Naturalization of the brooks
- Proposed water features
- AAP redline boundary



The waterways provide a substantial contribution to local and regional amenity

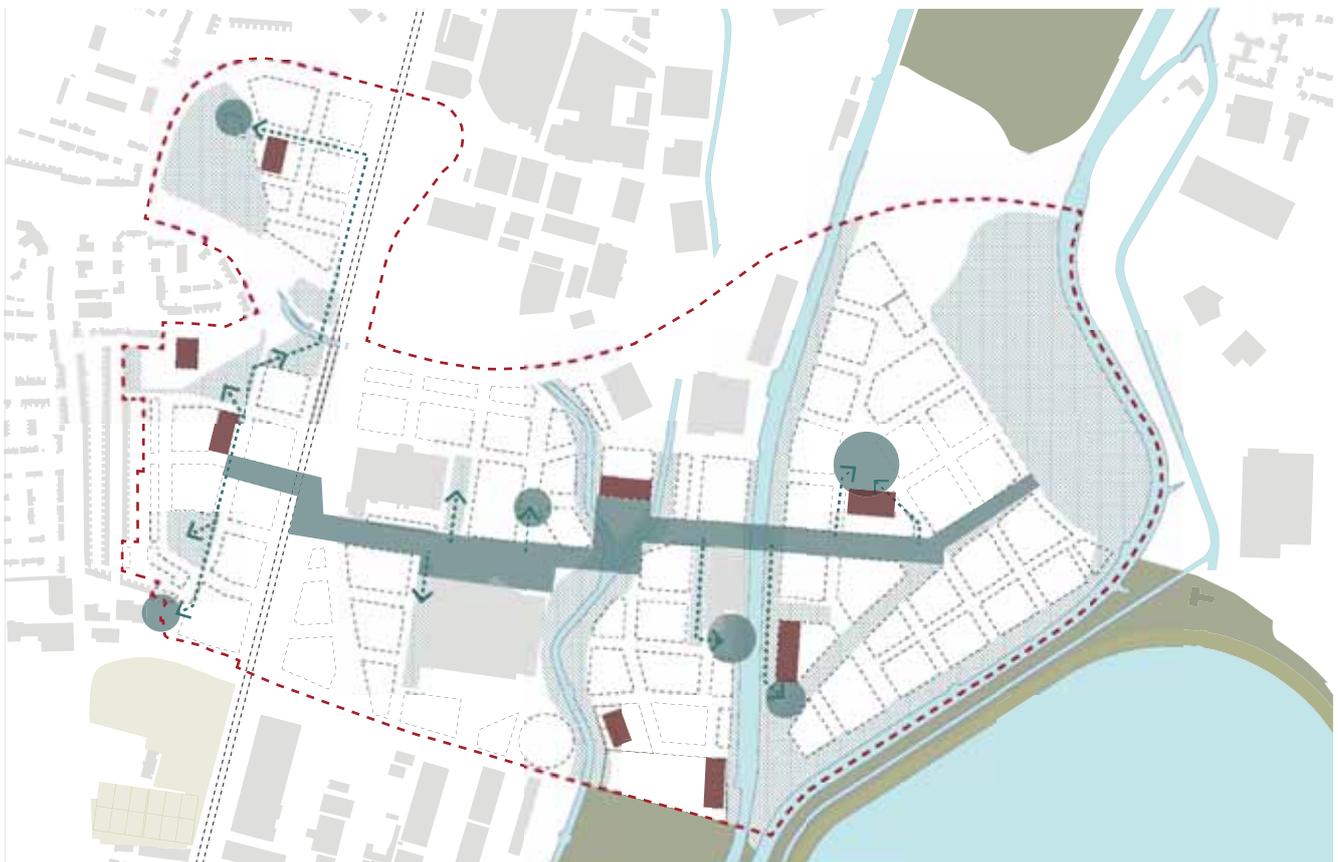
Open space typologies

- The confluence of 'green' and 'blue' networks should be seen as opportunities to create public and civic places - i.e. the Causeway is envisioned as a well-planted avenue, incorporating SUDs, that crosses the fork of the brooks - an ideal location for a civic space providing wider legibility and a celebration of the site's heritage
- The masterplan must balance circulation through the public realm with places to stay and dwell
- All networks and spaces should have a distinctive character, relating to, and informing the traits, of their host neighbourhoods; the routes contributing to the public realm networks may change character in response to their context
- Typologies will include the required play spaces, 'soft' local neighbourhood spaces for repose, civic spaces for gathering, community and commercial events
- The 'natural' and 'heritage' features of the site should be incorporated both physically and perceptually into the public realm provision - i.e. strategically widened waterways' towpaths, use of the Banbury Reservoir, use and views of the Lea Valley Regional Park



The River Lee Navigation is, and should continue to be, used for transportation and moorings.

-  Public realm main axis (Causeway)
-  Public squares
-  Pedestrian links
-  Public buildings
-  Green spaces
-  Lea Valley Regional Park
-  AAP redline boundary



Civic Realm: The Causeway and connected spaces

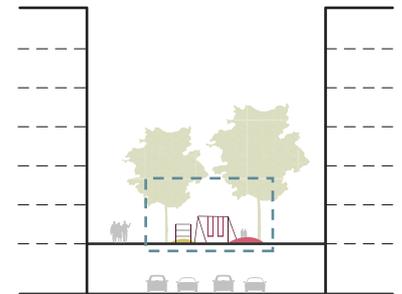
- In general north-south movement through the site will be characterised by a softer green/ blue network whereas east-west movement will be characterised by a harder more urban treatment, supporting civic events, commerce, making, infrastructure etc.



Play space at the Queen Elizabeth Olympic Park provides a local amenity and a destination

Play

- All public open space should be welcoming to children - opportunities for play should be incorporated into public open spaces that may not solely be dedicated to play
- Places to play and dwell should be linked to, or in close proximity of, the public realm network
- Across Meridian Water formal play areas, including LAPs, LEAPs, NEAPs and MUGAs must be provided that meet at least the minimum space requirements and are located within the stipulated distances from residential; in general,



Doorstep play can be provided in residential courtyards

- LAP (Local Areas for Play or 'door-step' play)
- LEAP (Local Equipped Area for Play)
- NEAP (Neighbourhood Equipped Area for Play)
- MUGA



Play strategy: Formal play - LAPs, LEAPs, NEAPs and MUGAs - must be easily access by all residents of Meridian Water

LAPs - 'doorstep play areas' - are provided within courtyards; 400m² LEAPs are integrated into the public realm network within 400m distance of each other, while NEAPs are 1,000m² within a 800m walking distance, and located in open space associated with the Lee Valley Park

Environmentally sensitive design

- Through the enhancement of the watercourses running through the site and the implementation of water sensitive urban design streets and open spaces should contribute to the amenity, ecology, flood risk mitigation, air quality and character of transport corridors within Meridian Water

Streetscape elements

- All routes and spaces must feel safe and welcoming through the responsive provision of lighting and seating.
- Planting should frame spaces, provide shade and shelter, mitigate wind and provide aesthetic interest.
- General legibility should be enhanced through consistent use of surface treatments and wayfinding - signage and public art
- Cycle parking should be convenient and highly visible, but not intrusive to the public space



River Lea and one of the High Voltage Pylons on site - removal of the pylons would allow better access to the river and reservoir



The Pymmes Brook already performs as an ecological and biodiverse corridor



A naturalistic landscape addresses flood mitigation and is a central element of the public realm at East Village, London



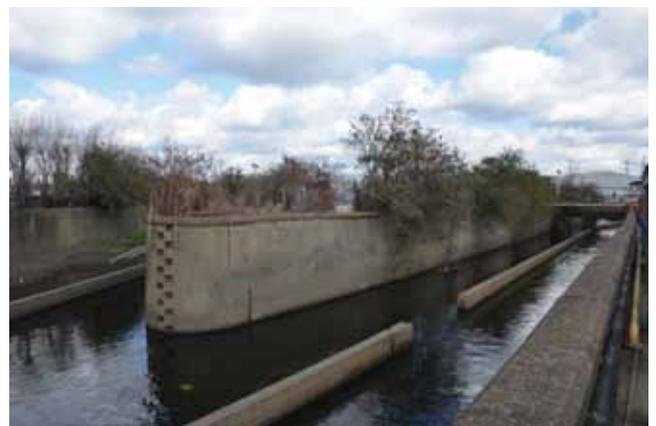
Trees provide shade and frame routes

Key Open Spaces

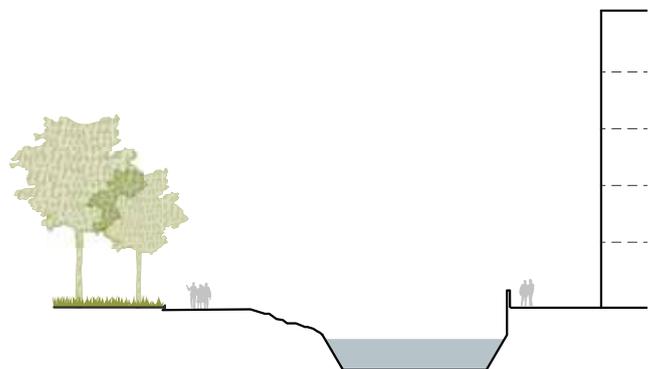
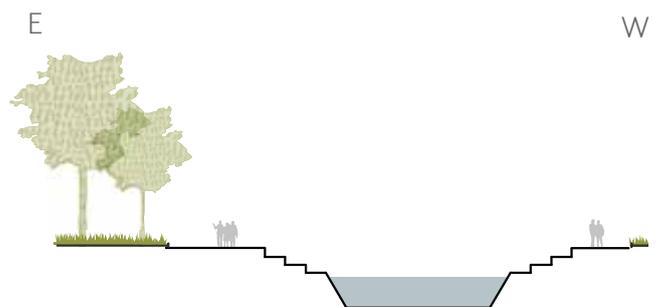
The Brook Park

The Brook Park refers to the green open space that will be created in association with the Pymmes and Salmon Brooks that lie to the west of the River Lee Navigation. Again, it is important to recognise that these waterways are key to the industrial heritage of the area. This 'park' has the potential to both contribute to a public realm network that connects into the wider area and to provide distinctive places along its route. The following actions are considered priorities for this public amenity:

- Naturalisation of the brooks' banks is encouraged - treatment should respond to context
- Provide recreational open space and development that will allow the greatest number of people to enjoy the brook and its associated planted space as an amenity (as well as buffer the brook from the IKEA facade) - to this end, investigations should be made into a change in the alignment of the brook to help ensure a sensitive response to the context
- In tandem with realignment and landscape interventions the increase in the flood capacity of the brook should be considered as this can contribute to attenuation of local flooding and potentially assist with flood capacity from the river (that may only be evident several days following a flood event)
- The Brook Park should provide places for leisure activities as well as continuous pedestrian and cycle paths extending north and west.
- The brook should not be immediately fronted by a vehicular street
- The brook should provide towpaths for cyclists and pedestrians
- All initiatives associated with the brook should work to improve it as an ecological corridor that maximises biodiversity



The Pymmes Brook has the potential to make an incredible contribution to the public realm network



The brook's banks can be naturalised and/or structured to create a landscape that contributes to the public realm



Visualisation of the Pymmes Brook looking north

The River Lee Navigation / Banbury Reservoir

The River Lee Navigation is a central feature - both literally and figuratively - of Meridian Water. It is one of the few surviving features representing its archaeological and industrial heritage. The existing Lee Navigation towpath, along the eastern side of the Lee Navigation, is an important segment in the wider cycle network running the length of the Lea Valley. It is both a thoroughfare for pedestrians and cyclists as well as a destination, and its design should reflect this. Ultimately a towpath should be added on the western side of the Lee Navigation to enable access to the river at least to pedestrians.

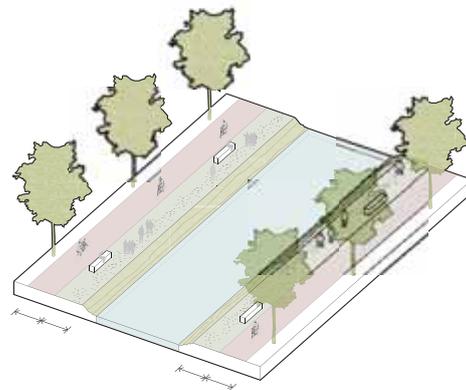
- The towpaths should cater to both cyclists and pedestrians, ensuring it is wide enough to accommodate both modes without pedestrians feeling threatened by fast-moving cycles (5m minimum is recommended)
- The towpaths should provide a minimum of 2m clear for pedestrians and 3m clear for cycles (on each side of the river)
- Streets should not be immediately adjacent to the towpath on either side of the River Lee Navigation
- The towpaths will be consistent in character, providing a smooth and safe surface
- Provide places to pause and enjoy the vistas along the Valley taking into consideration the opportunity for adjacent active uses and environmental factors, such as sunlight exposure
- The Lee Navigation should be fronted by an active and animated public realm
- Along the length of the towpaths it is expected that a variety of activities and uses - permanent and 'meanwhile' - will inform the character of the spaces adjacent to the towpath
- All initiatives associated with the Lee Navigation should acknowledge it as an ecological corridor and maximise biodiversity
- It is likely that the creation of a flood plain on either side of the river will be required; this will result in a level change of up to 1m between residential ground floors and towpaths

Moorings:

- It is expected that in the longer term moorings will be provided along both sides of the Lee Navigation. These should be located in a dedicated zone outside of the minimum 5m width allocated to pedestrians and cyclists
- The infrastructure associated with moorings should be arranged in a coherent and unimposing manner.



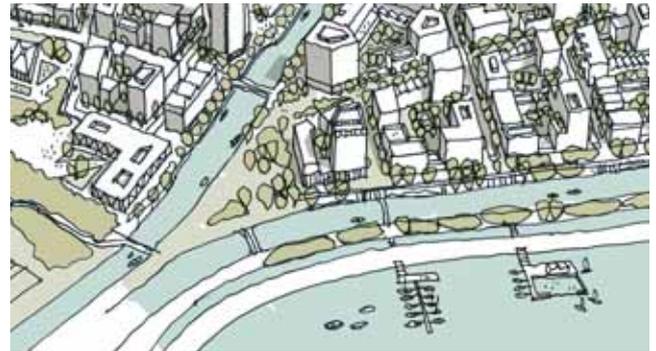
The existing towpath along the Lee Navigation should be widened and improved



High quality towpaths to be provided along both sides of the Lee Navigation.

Leisure activities:

- A leisure hub in the southern portion of the site, adjacent to the Lee Navigation and the Banbury Reservoir, should be explored
- A boat club should be considered in relation to the moorings and water-based activities along the Lee
- A marina should be considered in relation to the Banbury Reservoir, including jetties and docks that allow for water-based recreation on the reservoir

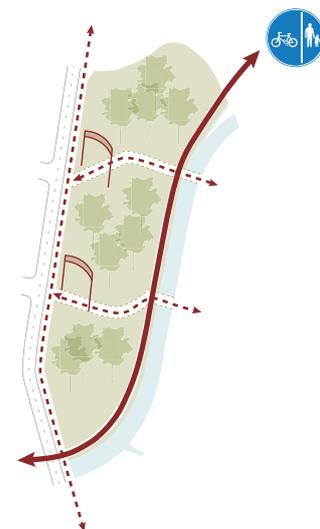


Leisure facilities should exploit the potential of the Lee Navigation and the Banbury Reservoir

The Green Belt Park

The Green Belt Park refers to the parkland within the Lee Valley Regional Park (part of the area designated as green belt), lying immediately east of Harbet Road. This space is currently underutilised. Immediately adjacent to Harbet Road a large area, currently in private ownership, is paved over and hosts a Sunday market. The ambition is to return the full area to green vegetated parkland.

- In order for it to be better used and integrated with Meridian Water and the broader area proposals should explore and demonstrate how the Green Belt Park can support formal and informal recreational activities.
- Playing fields associated with schools may be located in Green Belt Park (subject to negotiation with LVRPA); these should be accessible by the public in the evenings and on weekends
- Footpaths and cycle paths should traverse the area linking to existing routes and destinations; in particular, a cycle path should be created that connects to the existing cycle route extending to the east side of the North Circular and a path connecting to the Waltham Forest cycle network
- The River Lea should make a positive contribution to the landscape
- The existing trees should be retained while some of the under-brush may be thinned to allow for sight-lines and routes
- The edge of the Park, along Harbet Road, should provide a tree-lined buffer for Park users but identify clear entry points
- All initiatives associated with the Park should work to improve its biodiversity and recognise its potential as part of a Lea Valley wide ecological corridor



Footpaths and cycle paths should traverse the open space linking to existing routes and destinations

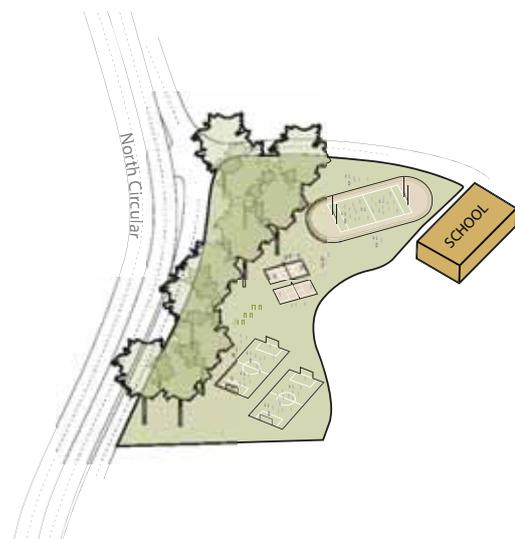
Kenninghall Open Space

North of the North Circular and west of (Angel Edmonton Road (Meridian Way)) lies Kenninghall Open Space. Currently this space is not easily accessed or well-maintained. It is essentially an island that cannot be reached from 3 of its 4 sides. Accessing Kenninghall from the west entails crossing an extremely busy Montague Road. Measures to calm the traffic in this area should be explored to allow existing residents to avail themselves of an improved park. Along Kenninghall Road the park is thickly planted making entry into it more-or-less impossible.

- A radical re-design of the open space is recommended that maintains its role as a buffer to the North Circular but acknowledges that this open space should provide a beautiful 'green' amenity for the new development and existing adjacent neighbourhood.
- This parkland should contribute to the quantum of open space of Meridian Water, incorporating sports pitches and well-overlooked green space for leisure activities or in support of local schools
- Natural surveillance over the open space should be encouraged through the location of adjacent active frontages.
- The perimeter planting should be thinned adequately to create clear entry points and improve a sense of safety.
- Playing fields supporting adjacent residential, education or workspace are seen as positive ways in which to activate this underused green space.



Kenninghall Open Space currently is not well-maintained and has little natural surveillance resulting in an inhospitable space



Kenninghall Open Space must be redesigned to make a positive contribution to the existing and future adjacent residential, education and workspace

URBAN GRAIN AND FORM

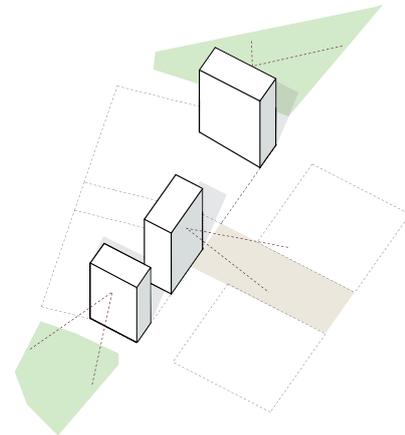
7

Scale and massing

Strategy: scale and massing

The following pages provide principles related to the layout, heights and density of Meridian Water in order to maximise the potential of the site whilst delivering a high quality physical environment that will result in an attractive and resilient development.

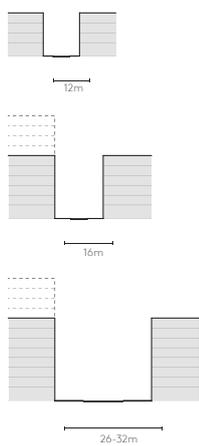
Due to the imperative to provide much needed housing the scale and massing of Meridian Water is inevitably going to be greater than that of the residential neighbourhoods in the wider area, specifically areas such as Edmonton. However, through controlling the length and width of blocks the level of permeability enjoyed by the older neighbourhoods can be replicated. Scale and massing should capitalise upon the unique setting of Meridian Water, maximising enjoyment of vistas, access to waterways and parkland.



Taller buildings may address key public spaces

a. Building height distribution:

As a general principle building heights should relate to the widths of their adjacent streets, the height of neighbouring buildings and views and vistas. In testing the capacity of the site for 10,000 homes and 6,000 jobs the approach to street proportions represented by the table below was taken (it is understood that there will inevitably be exceptions to these assumptions). With respect to the taller elements the guidance below the table should be followed.



Typical building height-to-street ratios

- Development area of predominantly 6-8 storey
- Articulated taller elements +10
- Taller point elements +15
- AAP redline boundary

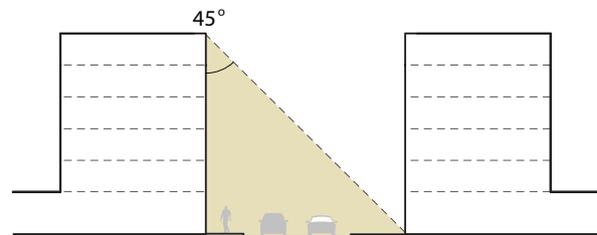


Taller buildings should be strategically located, aiding legibility without dominating vistas or creating oppressive 'walls'

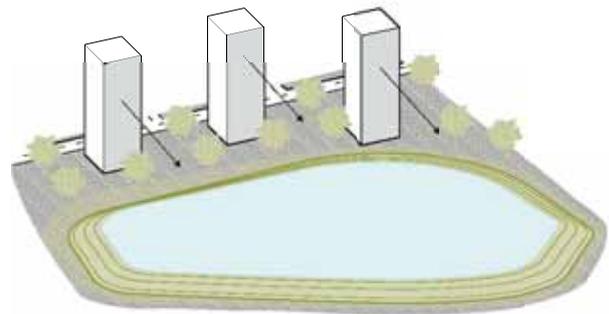
ROADWAY	Width	Predominant no. storeys	Taller elements
Meridian Way	35m	8	12 - 18
The Causeway (sect. 1 + 2)	35m	8	12 - 16
The Causeway (sect. 3 + 4)	26m	8	10 - 14
Tertiary streets	16m	6	7 - 10
Mews	12m	4	5 - 6

Tall buildings

- Taller buildings (above 15-storeys for the purposes of this document) and taller built elements (10-15 storeys) are to be located on key routes and adjacent to public open space, including waterways
- Taller buildings are to include measures to mitigate wind and micro-climate issues in the surrounding public realm to ensure pedestrian comfort
- Minimum and maximum building heights will respond to their context and capitalise on the opportunity to contribute to the legibility of the wider area.
- Significant places, spaces or junctions may be marked by taller built elements but should be positioned and configured to take into consideration overshadowing and avoid creating a fortress-like situation
- Any tall building strategy should avoid creating 'gateway' situations where tall buildings are located on all adjacent corners
- Taller buildings and built elements should relate well to street widths and make a positive contribution to the streetscape.
- Taller buildings and built elements should contribute to defining public routes and spaces
- Taller buildings and built elements should create new or enhance existing views, vistas and sightlines
- Taller buildings should provide a high quality frontage to the North Circular
- Higher density and taller development may be situated in close proximity to Meridian Water Station, where PTAL levels are highest, providing the greatest number of people with public transport accessibility and minimising overshadowing.
- Taller buildings and built elements may also be located in close proximity to Banbury Reservoir taking advantage of views along the Lee Valley Regional Park and over the water body .
- Taller buildings should exhibit outstanding architecture and incorporate high quality materials, finishes and details.



Provide, as much as possible, a street width to building height ratio of 1:1/1.5



Taller buildings can be located adjacent to the Banbury Reservoir



Views towards the city should be acknowledged

b. Views/Orientation

- Views and vistas should frame, and capitalise on, views that aid urban legibility across Meridian Water, acknowledging the importance of the Lea Valley
- Taller buildings should be oriented and laid out to take advantage of the views along the Lea Valley.
- Buildings should explore dropping down in height towards the brook and Leaside Road to afford more units long views
- Consider unit layouts carefully and the location of private outdoor space to take advantage of long views up and down the Lea Valley; similarly, locate roof terraces such that unobstructed views are provided
- Implement ways to create animated views towards taller elements from street level, other buildings and the North Circular



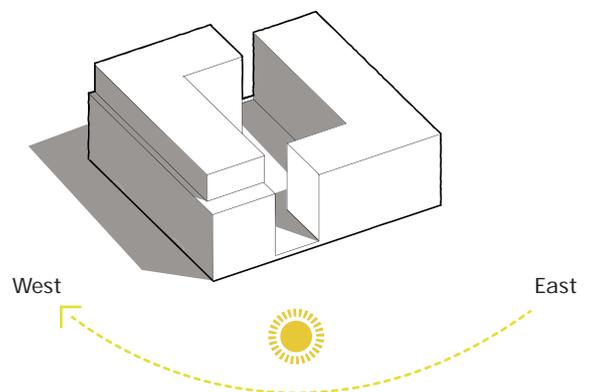
Views along the Lee Navigation and the Lee Valley should be capitalised upon

c. Block configuration

- Blocks should respect walking distances to key destinations ensuring that they do not form barriers that cause people to choose not to walk
- Residential block configuration should support non-residential uses with minimal modifications
- The block configuration should lend itself to a flexible approach to the interaction between the public and private realms
- Blocks should frame key routes helping to 'humanise' well-trafficked streets
- Corridor widths should be established in relation to building height (optimum 1:1 height to width ratio) incorporating utility infrastructure and SUDS requirements
- Blocks should ensure reasonable pedestrian permeability

d. Access to daylight and sunlight

- Access to direct sunlight into outdoor spaces – both private and shared – should be maximised.
- Sunlight penetration should occur from a minimum of Spring Equinox to Autumn Equinox
- In perimeter block buildings the layout and massing should be configured to allow direct natural sunlight penetration into the courtyards
- The communal areas in terraced blocks should receive direct sunlight
- Blocks should be oriented to maximise east and west façade lengths and minimise north and south façades

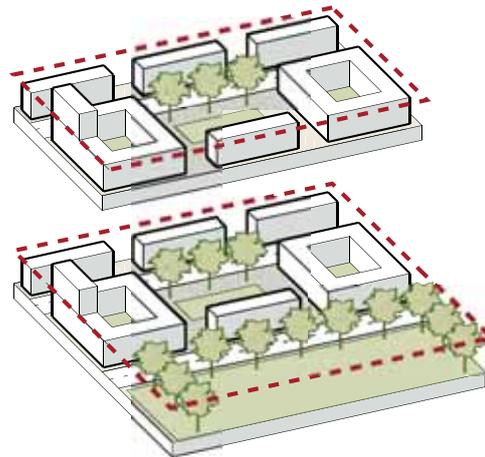


Blocks should be permeable and oriented to take advantage of sunlight and daylight exposure.

Density/intensity

Density and intensity are inextricably linked and should be considered simultaneously when decisions are made regarding the character across the neighbourhoods of Meridian Water. Programmatic issues, such as access to public transport, views and vistas, proximity to amenities as well as objectives regarding identity must all be taken into account.

Density has been studied on the Meridian Water site using diverse methods and areas of calculation. It has been calculated in terms of net and gross densities across different scenarios, testing zonal areas along with their adjacencies (e.g. open space), solely developable area and individual plots.



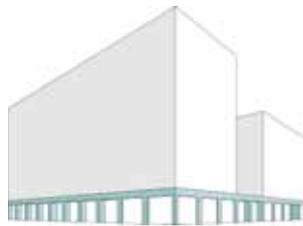
Density values can change significantly depending on whether or not adjacent open spaces are included in the calculations

Appearance

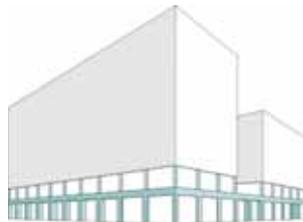
Façades

Building façades are a critical aspect of the built environment as they frame the public realm and can have a profound influence over our experience of a streetscape.

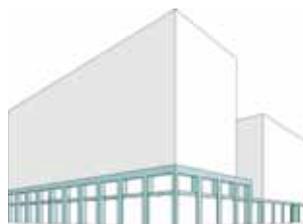
- Materials should be robust and high quality - this must be applied to the cladding materials, window frames, doors and all flashings and trims
- Ground floor articulation shall be made between the ground floor and upper levels
- Plant equipment, waste pipes, security items and other items associated with the mechanical or electrical building infrastructure should be concealed or well-integrated into the architecture of the building
- A co-ordinated signage strategy should be developed along streets supporting non-residential uses at the ground floor, establishing common datums and fixed heights
- Service entrances and ventilation grilles shall be integrated into the building's architecture
- Car park ventilation is not to be at the level of the street façades but should be integrated into the landscape of the first floor deck
- Substations and other utility buildings should be integrated aesthetically into the landscape; they should be considered opportunities for innovative and sensitive public art



One level



Two levels



Stepping

Ground floors should be articulated as distinct from upper floors



Utility buildings should make a positive aesthetic contribution to the environment

Character Areas

A series of character areas have been defined for the site. They each have a specific role, with an associated scale and massing appropriate to that function.

Character areas will, and should, inevitably overlap with one another. A sustainable neighbourhood will be comprised of several overlapping character areas.

The following pages describe in more detail each of the character areas, and provide some precedent images indicating examples of scale and use which echo the character and function envisaged.



-  The Gateway
-  Meridian Central
-  Mixed Urban
-  Commercial Buffer
-  Making/Living
-  Park Residential

4.1 Character Area: The Gateway



Context:

This area includes the 'teardrop' site adjacent to the rail line and the area between Meridian Way and IKEA to the east, as well as the land between IKEA and Leaside Road, extending eastward to Pymmes Brook.

Role:

This area must acknowledge and celebrate both its immediate relationship to the station and set the tone for people approaching from the south and north. It encompasses the primary route into Meridian Water, along Meridian Way to the Causeway and to that end should provide a smooth transition from a busy urban boulevard to a 'high street' spine that prioritises pedestrian and cycle movement. The area will contribute to the green and blue network through the introduction of dedicated pedestrian/cycle routes adjacent to the rail line and the Pymmes Brook.

Uses:

This area should support mix of commercial and residential uses; active uses should populate the ground floor on Meridian Way. Similarly, the Causeway should have ground floor local and independent retail that offers a contrast to IKEA and Tesco. Development to the south of IKEA is envisioned as providing light industrial space and live/work.

Scale and massing:

This area can support relatively high density development along Meridian Way. Taller buildings may be located at the junction of Meridian Way and Leaside Road at the northeast corner, increasing the visibility of the site; taller buildings may also be situated at the junction of Meridian Way and the Causeway. The urban layout and grain must work to mitigate the impact of the massive scale of IKEA and its inactive façades through the introduction of finer grain development.



4.2 Character Area: Meridian Central



Context:

This area envelops Tesco and IKEA, extending eastward to the eastern fork of the brook. Development schemes should address scenarios both where Tesco and IKEA remain in their current configuration as well as the possibility for a more long-term approach that allows for full redevelopment, integrating the retail with other functions and enabling access to be improved to the big box sites.

Role:

This should be one of the most active and vibrant areas of the site, encompassing the busiest section of the Causeway, flanked by active permanent and Meanwhile Uses. This area incorporates the forks in the brook, coinciding with the 'crank' in the direction of the Causeway. Given view corridors and the centrality of the eastern portion of this area, the opportunity should be seized to provide a civic space that may be marked by a building or buildings that contribute to the wider legibility.

Uses:

Retail and services should be concentrated along the Causeway; a civic space should be framed by community and commercial activities; housing is situated to the north and south of the Causeway or above retail; upper stories along the Causeway and those flanking the public space may be commercial or aimed at specific residential types e.g. student accommodation, hotel, PRS etc. Kenninghall is well-positioned to provide a primary school.



Scale and massing:

The area is predominantly 6-8 stories with taller elements overlooking open spaces or at nodes to assist way-finding and place-making.

4.3 Character Area: Mixed Urban



Context:

This area comprises the eastern portion of the Causeway, and the areas immediately to the north and south. It also straddles both the Brook and Lee Navigation.

Role:

This area provides the transition from the active centre fronting the Causeway and the Lee Navigation into an area that straddles work and canal-side living/activities; moving eastward the Causeway becomes a narrower carriageway emphasising its character as more of a local route

Uses:

The area is predominantly residential with a mix of ground floor uses; a school should be considered in this area given its catchment and proximity to open space, along with other community infrastructure

Scale and massing:

Buildings should be predominantly 6-8 stories, responding to key routes such as the Causeway and the Lee Navigation.

It should be noted that, with the exception of development immediately adjacent to the North Circular, the Kennghall area has a similar mix of uses and scale and massing.



4.4 Character Area: Commercial Buffer



Context:

This area focuses on a strip of development from Meridian Way east along the southern and northern (at Kenninghall) edge of the North Circular to the Lee Navigation (excluding, for the immediate future, the Orbital Retail Park).

Role:

The development and its associated landscape will buffer the finer grain neighbourhood to the south; this area provides a new northern access route into the site and offers space for large footprint uses.

Uses:

It would be expected that commercial, institutional, office and light industrial uses are appropriate here, taking advantage of motorway access and visibility.

Scale and massing:

Higher density, larger footprint and taller buildings can overlook the North Circular, being well positioned to avoid over-shadowing.

A robust visual and accessible landscape scheme should reinforce this area as a buffer to the residential further south; landscaping should help mitigate the transition in scale from larger buildings to the finer grain to the south and improve the environment of the North Circular Flyover.



4.5 Character Area: Making District



Context:

This area extends from the southern edge of the North Circular to north of the Causeway.

Role:

This area should capitalise on the junction of the Causeway and the Lee Navigation - it is a very active area within Meridian Water. It is also charged with ensuring that employment uses continue in the area; its character is informed to a limited extent by its industrial heritage.

Uses:

This area may have the greatest use diversity and mix of Meridian Water, from light industry and production to creative industries (incorporating Meridian Works) and residential. The potential for live/work should be explored. Amenities and services will cater both to the local residents and employees but also to a wider catchment.

Scale and massing:

Development must demonstrate that it takes advantage of, and makes an appropriate response to the Lee Navigation, maximising views up and down the Lea Valley while respecting the intimacy of the Lee.

Harbet Road Industrial Estate:

The retention, relocation and reuse of specific buildings of industrial heritage and/or architectural note and/or contributing to the character of the area should be considered. In this respect, Meridian Works (image bottom right) - accommodated in retained sheds - seeds this approach.



4.6 Character Area: Park Residential



Context:

This area skirts the southern edge of the site from Pymmes Brook eastward to Harbet Road. Its southern boundary is the Lea Valley Regional Park (LVRP), including the River Lea and the Banbury Reservoir

Role:

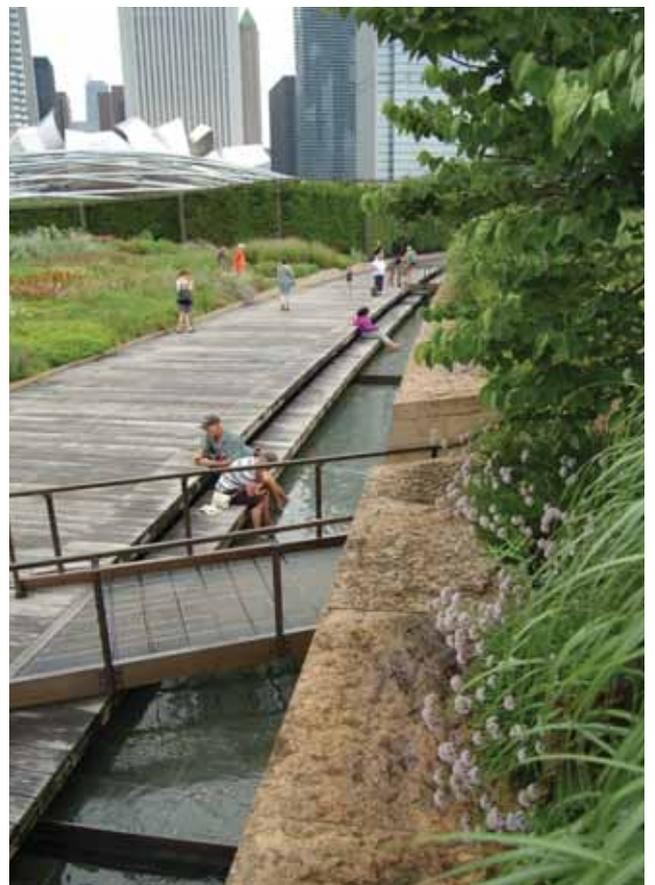
This area should be envisioned as a continuation of the Lea Valley from west of the Lee Navigation through to Lea Valley Regional Park - an ecological and recreational corridor.

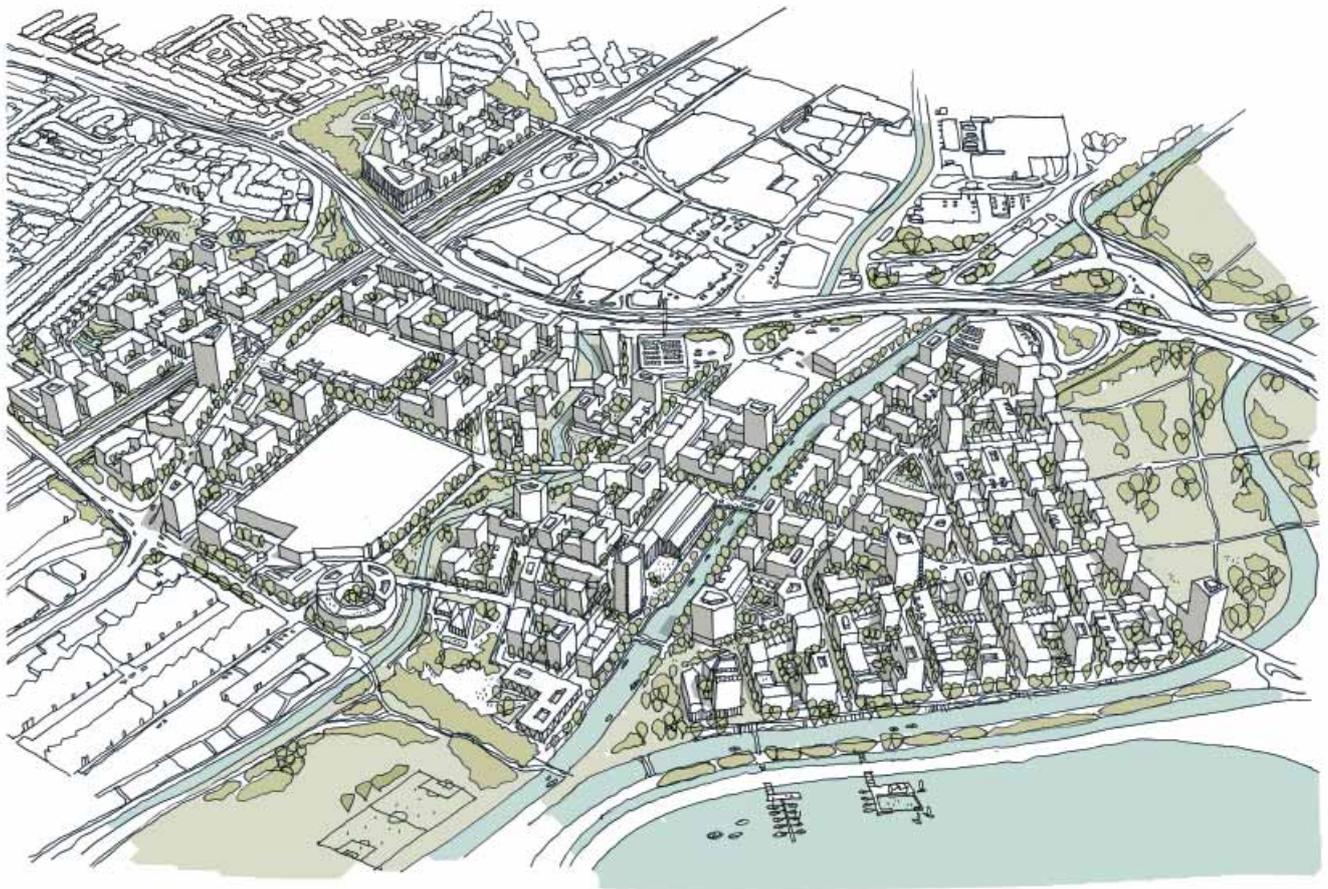
Uses:

The area will be predominantly residential, taking advantage of views over Banbury Reservoir and views down the Lea Valley; community infrastructure and local services should be well-integrated and associated with hard/soft public open space.

Scale and massing:

Taller buildings may be located where the Reservoir and Harbet Road are adjacent to one another and as part of blocks immediately north of the Reservoir; the general height across the area ranges from 4 to 8 stories





View of Meridian Water looking northwest

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