

# Edmonton Green

## Site Allocations

- Housing
- Mixed Use
- Industrial

## Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- Public Realm Enhancement Opportunities
- New Open Space Opportunities
- Infill Opportunities
- Enhanced Access to Blue and Green Space
- New Wetlands Opportunities
- New Rain Gardens Opportunities
- Railway Arches Opportunities
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Streetscape Improvements
- Blue and Green Space Improvements

## Existing Features

- Overground Stations
- Conservation Area
- Locally Listed Heritage Assets
- Listed Buildings
- District Centre
- Local Centre
- Cycle Routes
- Metropolitan Open Land
- Water
- Metropolitan Open Land
- Local Open Space

Note. Refer to table PL03 for details

N 0 50 100 m

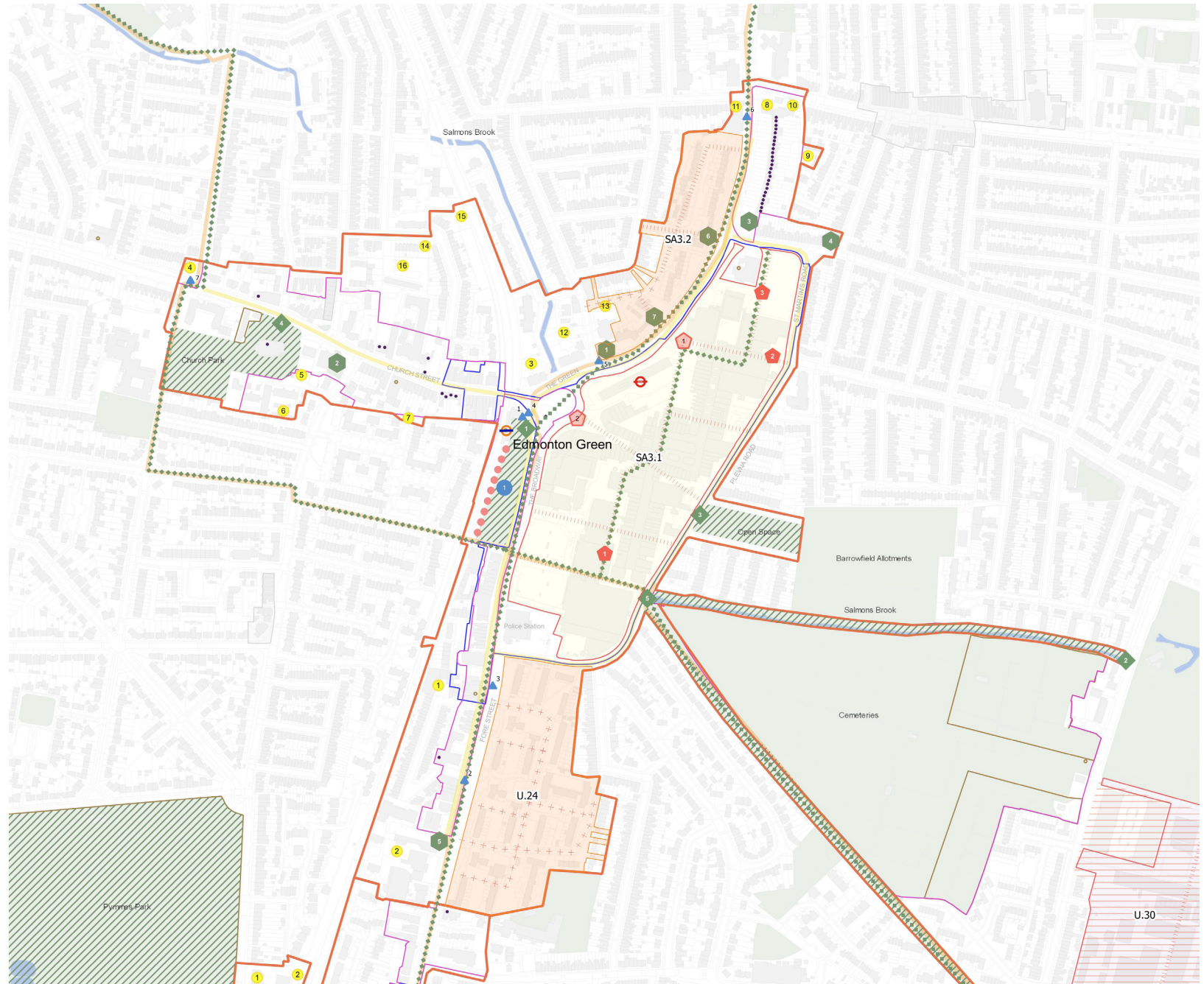


Figure 3.4: Edmonton Green Placemaking Plan

## STRATEGIC POLICY

# PL3: EDMONTON GREEN

To realise the place vision set out in **Figure 3.4**, proposals for development in Edmonton Green:

### **Comprehensive Approach and Masterplanning**

1. must contribute to a coordinated process of regeneration that responds positively to its unique context and characteristics, reinforcing its role as a district centre. Proposals here must have regard to the Edmonton Vision – and assist with delivery of the key objectives set out here. The Council may use planning tools to build upon this vision, such as preparation of a detailed, design codes and sustainable place making strategies to support the delivery of the Local Plan to supplement this policy.
2. must contribute to creating a revitalised town centre, by ensuring that a significant amount of new development is directed to the district centre. This will include an intensified range of activities and provide a more diverse mix of commercial, leisure and evening activities together with a large number and range of additional homes supported

by new community and cultural facilities, jobs, public realm improvements and revitalised open spaces.

3. must deliver a coherent and outward looking high-street creating new street-based routes which increase the prominence of entrances and reduce the prominence of servicing and inactive frontages. Development should successfully stitch back into the surrounding context and enhance the pedestrian and cycle network in line with the aspirations set out in Figure 3.4.

### **Design, Character and Identity**

4. must re-provide a covered market ensuring that it continues to act as the focal point of a revitalised high-street based shopping area. Its location in the district centre may be repositioned to enhance its prominence.
5. should demonstrate how they have responded appropriately to the components of historic and cultural heritage that form Edmonton Green’s identity. Distinctive features such as the nearby greenspaces including the Green should be retained and enhanced.

Proposals in the area will be expected to contribute to removing the Fore Street and Church Street conservation areas from the Historic England register of Heritage at Risk and enhancing those at The Crescent and Montagu Road Cemeteries.

6. should only include tall buildings in those locations identified as being appropriate for tall buildings having regard to the requirements of Policy DM DE6: Tall buildings and Figure 7.4 and any updating successor.
7. should concentrate new employment generating development within the district centre. This may include introducing a wider range of job opportunities, and leisure and food and beverage opportunities to diversify the centre and improve resilience. Opportunities should also be taken to deliver new and improved workspaces through the intensification of sites along with improving the quality of existing employment spaces.

### **Public Realm and Landscaping**

8. must contribute to enhancing the public

realm to make use of public transport, walking and cycling safer and more accessible and attractive. This will include improvements:

- a. between buildings, the shopping centre and railway line through the introduction of urban greening and the creation of lively streets and a safer environment;
- b. to and around Edmonton Green overground and bus stations, as well as enhancements to the sense of arrival creating a distinctive entrance into the town centre,
- c. to create greater public transport and cycle access. Car-free developments will be strongly encouraged and supported;
- d. to enhance wider links to Angel Edmonton and Meridian Water and the Lee Valley Regional Park.
- e. to retain a bus station with improved pedestrian linkage between it, the high street and the station.

### **Enhanced Movement and Connectivity**

9. must encourage a modal shift in the area through reduction of car parking and improvements to walking, cycling and public transport infrastructure.
10. should explore the following further

infrastructure improvements where feasible:

- a. improvements to bus services and connections to ensure good public transport access. The Council will also work with the TfL and others to upgrade access and capacity at Edmonton Green Station;
- b. the integration of sustainable urban drainage (SuDS) measures and urban greening into the public realm as well as buildings, to reduce flood risk, ensure a significant net gain in biodiversity and reduce the heat island effect. The Council will support the introduction of rain gardens, swales and other sustainable urban drainage features as well as opportunities to deculvert Salmons Brook, where feasible reinforcing the role of Edmonton Green as an important community asset for the Borough; and
- c. the potential to remove the current roundabout and connect the war memorial island to the station or concourse to provide safer more direct connections and more useable open space. Any changes to traffic circulation must safeguard the continued operation of the bus station with no loss of efficiency or overall capacity

The Council will work with landowners, developers and stakeholders to help unlock these opportunities.

11. should play a large role in making Edmonton greener and more resilient to climate change. Major development will be expected to connect to, and extend the existing network or safeguard connection to the planned future heat network on or in proximity to the site. Minor developments should optimise opportunities to connect to existing heat networks.
12. explore opportunities to enhance the environment around the railway arches through regeneration.

## Explanation

3.41 Growth in Edmonton Green aims to rejuvenate and strengthen its role as a crucial district centre. This transformation will turn the currently inward-looking shopping centre into an outward facing, better connected, safer and greener piece of the urban fabric based on high-quality new streets and public spaces. To achieve this, there should be a diversification of main town centre uses. Intensification along the high street and Church Street beyond the shopping centre will also support this.

3.42 The introduction of a greater mix of uses will not only support the centre's vitality and viability but also add to its resilience. While retail uses will continue to play a valuable role in serving the existing community, the ongoing shift towards on-line shopping and decline of bricks and mortar retail necessitate to the introduction of additional reasons for people to visit and spend time in the town centre. This includes rejuvenated community services, office spaces and workspaces, leisure activities, more dining and entertainment establishments, and an improved public realm for gatherings and socialising. Increased density should be matched by the provision of appropriate levels of community and cultural facilities, further enhancing the centre's resilience.

3.43 The covered market, a valuable local asset contributing to Edmonton's unique identity, must either be retained or re-provided in a suitable and appropriate location. Additionally, the evening economy can transform the area into a vibrant place with activity throughout a greater part of the day to

bolster the centre's success and vitality.

3.44 Edmonton Green as a district centre with excellent transport connections is poised for significant transformation to accommodate more homes and facilities serving a wider area while offering a wider range of employment opportunities for local residents. The mix of homes in this area should seek to serve local need and complement the existing variety of dwellings and tenure mix.

3.45 Growth will involve an increase in the number of tall buildings. Given the presence of existing tall buildings, the area's mixed-use nature, accessibility via a railway station, and its strategic location along the route connecting nearby centres, it is considered an appropriate location for tall buildings to help with housing shortfall. Tall buildings, where appropriate, should contribute to the creation of much needed new homes, surrounded by more generous and well-designed public realm to improve the pedestrian experience. Any such proposals should have regard to policy DE6 (Tall Buildings).

3.46 Redevelopment of the shopping centre



Edmonton Town Hall clock

presents an opportunity to establish new active frontages and improve permeability across the site. This will involve connecting existing streets and pathways resulting in increased activities in this part of the town centre throughout the day and an improved pedestrian experience, alongside public realm improvements. These changes will foster a more pleasant, pedestrian-focussed environment, enhancing nearby open spaces.

3.48 This placemaking area contains two site allocations:

- SA3.1: Edmonton Green Shopping Centre; and
- SA3.2: Chiswick Road Estate.

3.47 The Salmons Brook, a hidden asset in the area, holds significant potential to contribute to the placemaking vision. It will play a key role in building climate resilience into the public realm, creating an appealing and distinctive environment. The combined factors of high levels of deprivation and the specific demographics of the area have led to poor health outcomes for many residents. Improving connectivity to open space and promoting active travel can assist in fostering healthier lifestyles. Drawing attention to Salmon's brook through regeneration will also uncover an element of the area's history. This heritage focused approach will enrich the character of the district centre and connect it back with its past.



Edmonton Green Shopping Centre

# PL4 ANGEL EDMONTON

## Context and Characteristics

- 3.49 Angel Edmonton, located to the south of the Borough adjacent to the border with Haringey, serves as one of the Borough's four district centres meeting the needs of the local community exceptionally well. This is reflected in how well-used it is. The central hub of activity is Fore Street, which boasts a variety of shops and amenities, predominantly featuring independent retailers that mirror the neighbourhood's diversity.
- 3.50 The area exhibits a diverse character with historic assets and two conservation areas contributing to its character. Beyond the high street, the surrounding residential areas primarily consist of low rise suburban terraced housing, interspersed with modernist blocks in council estates. There are also more recent higher density developments like Highmead on Fore Street.
- 3.51 Fore Street runs through the heart of Angel Edmonton, connecting Edmonton Green district centre to the north and Tottenham to the south. Although the high street benefits from a good bus network and the nearby Silver Street

overground station, access to the station involves crossing Stirling Way/ A406, a major arterial road that poses a significant barrier, especially for pedestrians and cyclists. The presence of level changes and pedestrian railings exacerbates this issue and acts as a barrier to movement.

- 3.52 Silver Street station offers direct services to London Liverpool Street station to the south and Enfield Town and Hertford North, to the north. There is potential for better integration of the station with the high street and neighbourhoods to the south, achieved through the establishment of new and enhanced walking routes and public realm improvements to create a more pleasant, pedestrian-focussed environment.
- 3.53 Similarly, despite having several smaller parks in the vicinity, Angel Edmonton lacks good connection to a larger park. The nearest large park is Pymmes Park, which faces a similar issue of being disconnected from the main residential areas due the major road (A406). There is an opportunity to improve the connection to this nearby asset.
- 3.54 In the west, the North Middlesex

Hospital is a major employer and a focal point for the community. The large-scale hospital buildings define the character in the western part of the neighbourhood. Ongoing rationalisation of the NHS estate offers an opportunity here for change and a softer transition between the large scale medical facilities and the surrounding two-storey terraced housing.



Angel Edmonton

## ANGEL EDMONTON PLACEMAKING VISION

Angel Edmonton High Street will be revitalised through community-led initiatives and anchored by a range of new community, cultural and recreational facilities. This transformation will also encompass spaces designed to nurture small businesses and entrepreneurship. New connections will be made across the North Circular Road (A406) minimising the impact of traffic flows, while embracing clean air measures to help support reduced reliance on motorised transportation.

At the heart of this transformation, the North Middlesex University Hospital campus will see development, enhancing the environment around the A406. The primary mode of transport will be active travel, with attractive opportunities for pedestrians and cyclists, facilitated by upgraded streets and on principal routes, all interconnected. New green active travel corridors will seamlessly link the emerging neighbourhood at Meridian Water to Edmonton Green, passing through Angel Edmonton.

These active travel corridors will also link with a network of enhanced pocket parks within the area, reinforcing connections to Pymmes Park to the north and Bull Lane to the south. The Selby Centre's regeneration will emerge as a renewed community beacon, park and sports facility. Upton and Raynham and Joyce Avenue and Snells Park, will undergo a remarkable transformation, evolving into high-quality mixed tenure neighbourhoods. These areas will serve as exemplars of sustainability and placemaking creating a vibrant and sustainable community.



Angel Yard

# Angel Edmonton

## Site Allocations

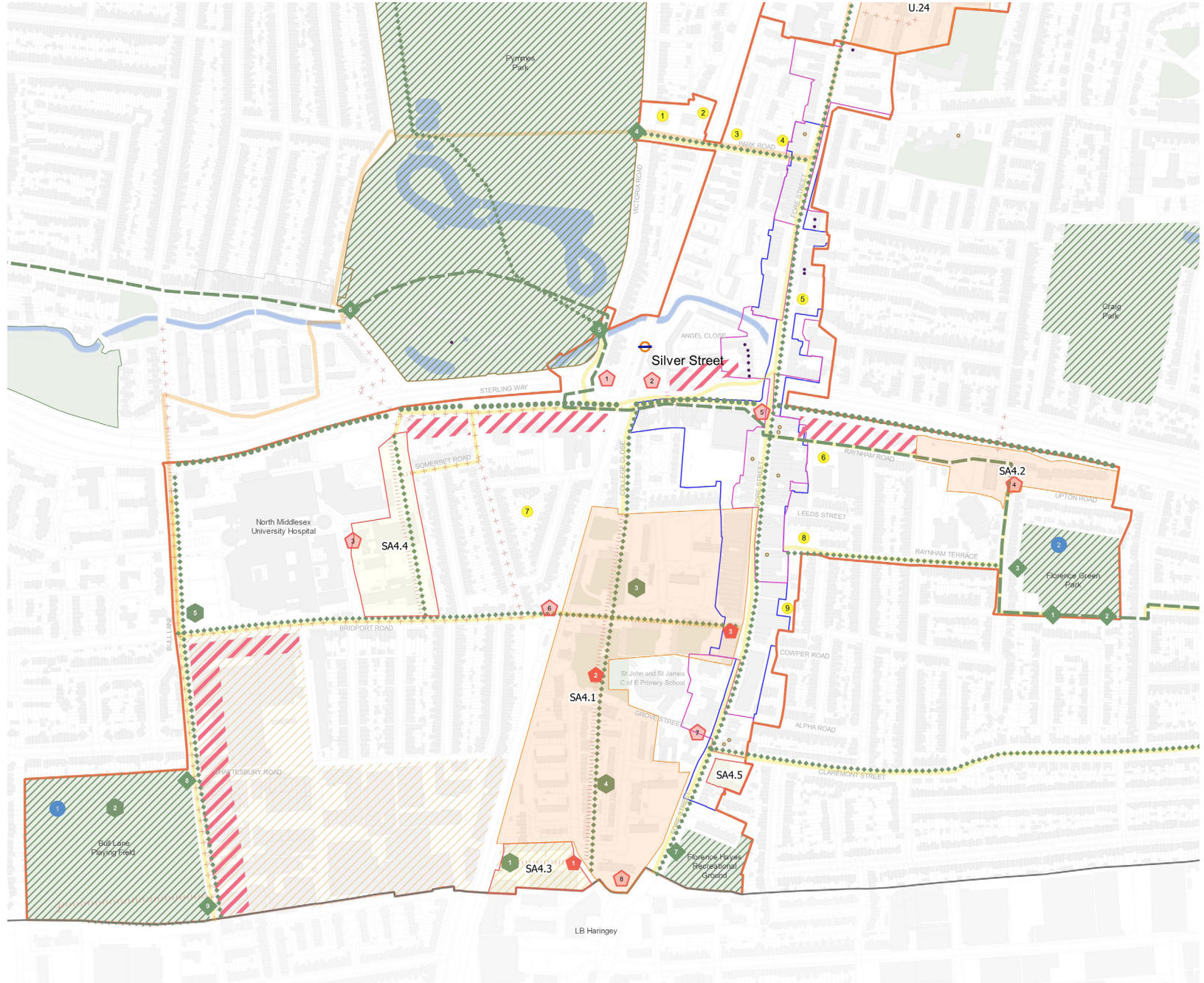
- Housing
- Mixed Use

## Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- Public Realm Enhancement Opportunities
- New Open Space Opportunities
- Infill Opportunities
- Enhanced Access to Blue and Green Space
- New Wetlands Opportunities
- Enfield Green Loop
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Development to Create Active Frontage
- Blue and Green Space Improvements
- New Green Buffer
- Streetscape Improvements

## Existing Features

- Overground Stations
- Conservation Area
- Locally Listed Heritage Assets
- Listed Buildings
- District Centre
- Local Centre
- Cycle Routes
- Locally Significant Industrial Site
- Metropolitan Open Land
- Water
- Metropolitan Open Land
- Local Open Space
- Borough Boundary



Note. Refer to table PL04 for details

N 0 50 100 m

Figure 3.5: Angel Edmonton Placemaking Plan



## STRATEGIC POLICY

# PL4: ANGEL EDMONTON

To realise the place vision set out in **Figure 3.5**, development proposals in Angel Edmonton:

### **Comprehensively planned approach**

1. should contribute to a coordinated process of regeneration that responds positively to the unique context and characteristics of the area. Proposals here must have regard to the Edmonton Vision – and assist with delivery of key objectives set out here.

### **Diverse and vibrant mix of uses**

2. should assist with revitalising the high street and its role as an important district centre. Proposals which provide new spaces for small business, culture and community uses will be encouraged. Proposals in close proximity to the high street must also explore opportunities to provide non-residential spaces for community uses.
3. must contribute to creating a thriving mixed-use place offering a range of housing typologies, which may include dense forms of residential development. Development along the high street should

reinforce and create a coherent route along Fore Street. Proposals elsewhere must respect the predominantly lower-rise character of the area. Tall buildings will only be accepted in appropriate locations as set out in **Policy DM DE6 Tall buildings and Figure 7.4** (and any updating successor).

4. could provide employment uses that contribute towards the creation of a wide range of new jobs. Provision of affordable workspace and creative studios in this area that support entrepreneurship will be encouraged.
5. should demonstrate how they have facilitated enhancements to the fabric and setting of the historic environment. This includes the Fore Street conservation areas.

### **Green infrastructure**

6. must contribute to improvements to the blue and green infrastructure network through linkages to surrounding green spaces and waterways. Access to Pymmes Park should be improved with better security, access arrangement and play space. Contributions will be sought

towards this. Enhanced connections to Bull Lane playing fields should also be delivered.

7. should contribute to Sustainable Urban Drainage enhancements in the wider neighbourhood as part of an overall action plan. Opportunities to de-culvert Pymmes Brook, where present should be explored.

### **Enhanced movement and connectivity**

8. must contribute towards and/or facilitate improving connections between Silver Street Station and Fore Street including markers for intuitive wayfinding, a variety of public realm spaces which are pedestrian and cycle friendly integrated with existing street and movement patterns.
9. must contribute towards delivering improvements to the walking and cycling environment through the implementation of cycleways and enhancing the pedestrian environment to encourage uptake of active travel. New cycle and green routes east and west from North Middlesex University Hospital to Meridian Water will be supported.
10. must contribute to improving the crossing

facilities and arrangements of the North Circular Road to prioritise active travel and to better connect both sides of the road. Any proposals affecting the North Circular Road should be the subject of early discussion with TfL as highway authority to establish feasibility and likely costs.

11. should reduce the reliance on on-street and surface car parks, working towards car-free development in line with public transport improvements.
12. must contribute to improvements to the environment along the North Circular Road through tree planting, wild meadows and other public realm works and appropriately scaled development that directly addresses the road, while protecting the health and wellbeing of intended occupants.

### Social and community Infrastructure

13. should contribute towards funding a study to explore opportunities to provide a new integrated health and wellbeing centre led by the Integrated Care Board and the North Middlesex University Hospital Trust.

### Explanation

- 3.55 The district centre's functionality and success should be maintained while simultaneously diversifying and improving its offerings. This includes encouraging a wider range of uses along the high street including community and cultural offerings to enliven the high-street and attract a more diverse range of visitors, all of whom can benefit from its offerings. Introducing some workspace provision, such as a mix of affordable workspace and creative studios, can further contribute to the vitality of the high street.
- 3.56 The Angel Edmonton area has a burgeoning creative and entrepreneurial ethos and any proposals should capitalise on this spirit to foster the growth of this sector, building upon recent initiatives such as the new affordable workspaces at Angel Yard, which will also support broader access to local employment opportunities.
- 3.57 Given the presence of large housing estates planned for renewal, the area possesses the capacity to deliver a substantial number of new homes. The housing mix introduced in this area should seek to serve local need and

complement the existing housing mix and comply with housing policies set out in Chapter 8.

- 3.58 Alongside this, there is a high likelihood of a significant uplift in proposed heights and densities. To maximise the opportunity for growth, well-designed taller buildings situated in the right locations could be acceptable. This stems from the presence of existing tall buildings, the mixed-use nature of the high street, and its strategic location on Fore Street, which serves as a main route linking other important destinations. Furthermore, considering the proximity of the railway station, this location is considered to be an appropriate location for the inclusion of some tall buildings to help with the delivery of housing.

3.59 This placemaking area contains five site allocations:

- SA4.1: Joyce Avenue and Snells Park Estate
- SA4.2: Upton and Raynham Road
- SA4.3: Langhedge Lane Industrial Estate

- SA4.4: South-east corner of North Middlesex University Hospital Trust
- SA4.5: Public House, 50-56 Fore Street

3.60 Currently, Angel Edmonton experiences relatively high crime and anti-social behaviour. To tackle these issues, development should focus on good design principles that encourages passive street surveillance and reduce opportunities for crime in line with NPPF paragraphs 92(b) and 130(f).

3.61 Access to surrounding green spaces and waterways is poor, and it is essential that development contributes to improving these connections, thereby maximising the potential of these assets to enhancing people's quality of life. The Pymmes Brook, is a hidden asset that has potential to contribute to the area's vision for placemaking vision and should be seamlessly integrated and enhanced.

3.62 In general, there is great scope for improving the overall quality of the public realm to improve the pedestrian experience, thereby making walking the preferred choice of travel.

3.63 The combined factors of high levels of deprivation and the specific

demographics of the area have led to poor health outcomes for many residents. Improving connectivity to open space and promoting active travel can assist in fostering healthier lifestyles. This effort must be supported by ensuring that residents have adequate access to healthcare facilities, including those with out-of-hours access. NHS HUDU highlighted the desire to create of a new integrated health and wellbeing facility in this area and all development coming forward in the area should contribute towards this. Plans to transform the Selby Centre into a brand new 'urban village' with state-of-the art sport, and community facilities and enhanced park, which will also support improving local health outcomes.

# PL5 MERIDIAN WATER

## Context and Characteristics

3.64 Meridian Water occupies the south-eastern corner of the Borough. It is the Council's flagship regeneration project, plans for which have been underway for a number of years. The first residents moved into the first new homes in 2023. The area is characterised by its under-utilised industrial and retail properties. Situated immediately south of the North Circular Road, it is nestled between the neighbourhoods of Edmonton, Tottenham, and Walthamstow in North London. Its close proximity to the North Circular Road provides it with good road connectivity, not only within London but also to destinations further afield. Whilst the strategic road network is a key factor behind the success of the industrial and retail land uses, the roads also divide the area, reducing connectivity and accessibility, thereby creating navigational challenges. Significant portions of land, including two former gasholder sites, remain inaccessible further contributing to the division. The presence of electricity pylons and the North Circular Road flyover dominates the area's visual landscape.

3.65 The existing character of Meridian Water is predominantly shaped by its industrial heritage. It is nestled within the extensive green expanse of the Lee Valley, and it features several captivating yet currently underutilised waterways, including the River Lee, the Lee River Navigation, Pymmes Brook and Salmons Brook.

3.66 In the summer of 2019, the new Meridian Water railway station opened replacing the former Angel Road station. It is expected that approximately four million people will utilise this station each year, offering step-free access to Meridian Way and providing a publicly accessible connection across the railway from east to west. This area presently accommodates significant large-scale retail outlets and serves as a prominent employment hub. Its eastern boundary abuts the waterways and open spaces of the Lee Valley Regional Park, presenting opportunities for enhanced recreational facilities at Banbury Reservoir by working closely with the London Boroughs of Haringey and Waltham Forest as well as the Lee Valley Regional Park Authority.



Meridian Water

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## **MERIDIAN WATER PLACEMAKING VISION**

**Meridian Water Meridian Water will be transformed into a highly sustainable mixed-use community. It will set the standard for sustainable neighbourhoods boasting exceptional environmental credentials and embodying a commitment to carbon positivity, environmental excellence and zero waste principles. This vibrant neighbourhood will offer new homes, including affordable housing and employment opportunities that are well served by community infrastructure. Its distinctive character will be drawn from its rich industrial and ecological heritage.**

**Pymmes Brook and the River Lee Navigation waterways will form the backbone of the new neighbourhood, establishing a network of public walkways that connect with newly created parklands and existing open spaces such as Kenninghall Open Space. These interconnected spaces will seamlessly integrate into the rich surrounding blue and green networks enhancing access to and providing striking views towards the Lee Valley Regional Park.**

**Meridian Water will enable opportunities to lead active, healthy lifestyles through the development of pedestrian friendly streets and cycle routes. Enhanced public transport, including improved bus services and the introduction of a new train station, will offer residents seamless mobility and accessibility.**

**Furthermore, Meridian Water is committed to foster a culture of innovation and industry, adapting to contemporary demands by providing significant job opportunities on a transformative scale. The area will attract a diverse range of major employers, start-ups and meanwhile uses therefore cultivating a thriving economy for innovators and creators alike.**

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## Meridian Water

### Site Allocations

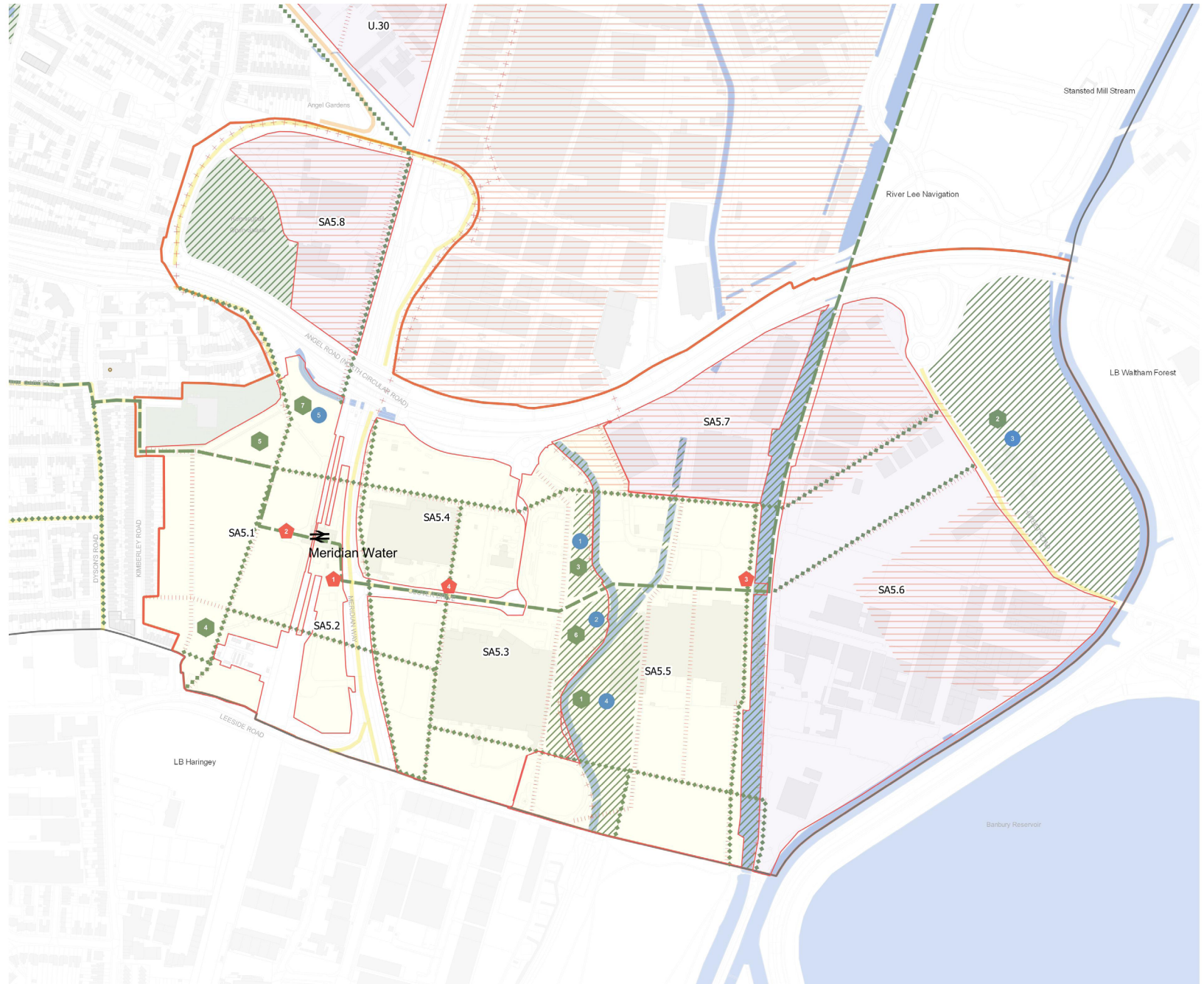
- Mixed Use
- Industrial

### Placemaking Opportunities

- Place Making Area Boundary
- New Public Realm Opportunities
- New Open Space Opportunities
- New Wetlands Opportunities
- Enfield Green Loop
- New Green Links
- New Walking Route
- Enhancements to Existing Walking Routes
- Blue and Green Space Improvements
- Streetscape Improvements

### Existing Features

- National Rail Station
- Locally Listed Heritage Assets
- Local Centre
- Cycle Routes
- Water
- Local Open Space
- Borough Boundary



Note. Refer to table PL05 for details

N 0 50 100 m

Figure 3.6 : Meridian Water Placemaking Plan

## STRATEGIC POLICY

# PL5: MERIDIAN WATER

To realise the place vision set out in **Figure 3.6**, development proposals in Meridian Water:

### Comprehensively planned approach

1. must deliver comprehensive, residential-led mixed-use development that optimises the site's potential. To ensure that development in the Meridian Water placemaking area comes forward in a strategic and comprehensive manner, planning permission for individual phases must conform with a masterplan for the whole placemaking area that is supported by the Council.

### Diverse and vibrant mix of uses

2. should facilitate creation of a new large local centre for the Borough in line with **Table 10.1: Hierarchy of Town Centres**. This will be supported by a wide range of complementary uses. Retail uses will be strongly encouraged fronting on to the Central Spine (Glover Drive/Main Street), around the station and in adjoining public squares; and fronting on to the River Lee Valley Navigation. This should be connected to a variety of public realm spaces including

pocket gardens and squares, which are pedestrian friendly. Development within the new local centre must also create new space for small business, indoor leisure, culture and community uses.

3. should seek to deliver office floorspace within the town centre, including as part of mixed use developments. The provision of flexible, co-working and maker spaces as part of a diverse employment offer will be welcomed.
4. should maximise the potential for industrial development at the Northern Band, including through the development of innovative multilevel formats.
5. should actively explore delivering a range of alternative housing products to increase the quantum and pace of delivery. The Council will support appropriate and high quality 'build to rent' schemes as an element of the provision of private housing in line with Policy H7: Build to Rent. The need for co-living, older person's accommodation and student accommodation should also be explored.

### Green Infrastructure

6. must deliver a sufficient quantum of high-quality, multifunctional open space to support dense development, through the provision of a network of green corridors and public open spaces. Development proposals should deliver, facilitate, or contribute to the delivery of:
  - a. Brooks Park, including its westward extension
  - b. Green Loop
  - c. Lee Navigation Linear Open Space
  - d. Node located at the confluence of Pymmes and Salmons Brooks.
7. should incorporate spaces designed for a variety of physical activities to take place. Each phase of development must meet the 30% of the area delivered as open public space target as a minimum and seek to deliver the maximum open space possible. Where this is not possible acceptable justification should be provided.
8. should maximise the experience, activation and ecological potential of the existing waterways through naturalisation

and ecological enhancements. Development should contribute towards river restoration works, including naturalisation of the riverbanks and off-site flood attenuation basins/conveyance channels to divert surface water run-off where this cannot be delivered on site.

9. should deliver a net gain in biodiversity in line with **Policy BG3**. Planting must be consistent with the habitats and character of the Lee Valley Regional Park and must be composed of a diverse range of native species in accordance with the Lee Valley Biodiversity Action Plan (and any updating successor), whilst also ensuring species choice is resilient to climate change.
10. should deliver new open spaces on either side of the North Circular Road (A406), A1055 and roadside improvements (e.g. underpass treatment and bridges).
11. could explore opportunities for delivery of water sports facilities along the Lee Valley Navigation canal and at Banbury Reservoir (in partnership with the London boroughs of Haringey and Waltham Forest) which will be encouraged where it would not have an unacceptable level of harm to ecology and wildlife.
12. should deliver high quality, varied play

spaces, which reinforces the local character. This should be provided through a combination of designated and informal playable space that are supported by suitable infrastructure including supportive seating. Doorstep play must be provided within individual plots.

### Urban Design

13. should create development that is seamlessly woven into the surrounding context of a predominantly suburban low-rise character of the area, with an appropriate massing strategy that the planned transformation of the area will bring.

### Movement and Connectivity

14. must facilitate and contribute towards enhancement of the existing network of routes, in particular Leaside Road, Glover Drive and Angel Edmonton Road, all of which will provide primary connections. Development should also deliver new strategic connections from Meridian Water to key destinations (such as Edmonton Green, North Middlesex Hospital, Angel Edmonton, Picketts Lock to the north and Tottenham Marshes to the south) and neighbouring Boroughs (via the Lee Valley Regional Park) to

overcome physical severance and provide attractive and safe walking and cycling links.

15. must contribute to improving and enhancing physical infrastructure, including improvements to rail and bus provision, active travel, new routes across the site to improve accessibility and connectivity (e.g. east-west routes to Banbury Reservoir) and flood mitigation infrastructure. Developments should contribute to delivering sustainable transport connections to the Lee Valley given its importance as a north-south corridor and green space.
16. must provide a key route for essential infrastructure along primary routes. This may include high speed broadband, decentralised energy, gas and electricity networks and other infrastructure. Development proposals that include land within the central spine corridor must demonstrate how the central spine will act as the trunk route for servicing and subterranean infrastructure and show how the design will minimise disruption from future maintenance and road works.

### Infrastructure

17. must make a significant, positive



contribution to both physical and social infrastructure. This will include delivery of a new primary school and a new health centre as a minimum.

### Employment

18. should contribute towards generating a mix of high-quality permanent jobs, jobs through meanwhile uses, and construction jobs. No less than 25% will be from local labour. To deliver the permanent jobs development should provide a mix of employment spaces in appropriate locations. Meanwhile uses, particularly those which contribute to the socio-economic and cultural vision for the placemaking area will be encouraged.

### Meridian Hinterlands

19. 1 should deliver employment-led regeneration at Meridian Hinterlands in line with Policy E12 by:
  - a. delivering a net increase in employment floorspace through intensification and mixed use redevelopment.
  - b. consolidating SIL to deliver new homes and jobs and successfully manage interfaces to ensure that businesses can thrive.

### Explanation

3.67 Meridian Water offers an immense opportunity for transformational change and is uniquely positioned as the gateway into the Lee Valley Regional Park. This expansive regeneration project aspires to set the highest standards in placemaking, and place sustainability at its heart. The scale of development envisaged will enable Meridian Water to define its own character and density, while ensuring the creation of high quality residential environments and public spaces. The Council has already been successful in securing substantial sums of funding from government in order to aid delivery of this expansive regeneration project.

3.68 To overcome existing constraints and unlock Meridian Water's growth potential, a comprehensive master-planned approach is imperative for the entire placemaking area, emphasising the creation of high quality places. Development here has the potential to establish an exciting new neighbourhood within the plan period and beyond. The longer-term goal is for the entire Meridian Water placemaking area to accommodate 10,000 homes and 6,000 permanent jobs, with an additional 1,000 jobs from meanwhile

uses and 1,000 jobs from construction over a span of 25 years. The quantum of development which could be attained in the placemaking area is dependent on a range of factors, not least public transport accessibility.

3.69 As the primary landowner, the Council has set ambitious targets for the establishment of a new local centre, new homes and employment opportunities across a broad range of industries. Proposals will evolve around a progressive approach to sustainability, emphasising low carbon, circular economy principles, biodiversity enhancement, revitalisation of waterways, and the creation of exceptional open spaces that connect the site to the Lee Valley Regional Park (LVRP) as a central focal point.

3.70 Directing some non-residential uses to specific locations within Meridian Water will help to shape the hierarchy of the new neighbourhood. Promoting a blend of retail, commercial and community activities will help to sustain a vibrant new centre. Given the challenges faced by traditional town centres and high streets, the development should encompass workspace, maker spaces, leisure facilities, civic functions, as well as retail food and beverage establishments to generate