

06_Southgate



Notes

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These diagrams do not infer an acceptable proposal in terms of townscape or impact on heritage assets. A proposal-specific analysis must be undertaken in accordance with other policies in the development plan.

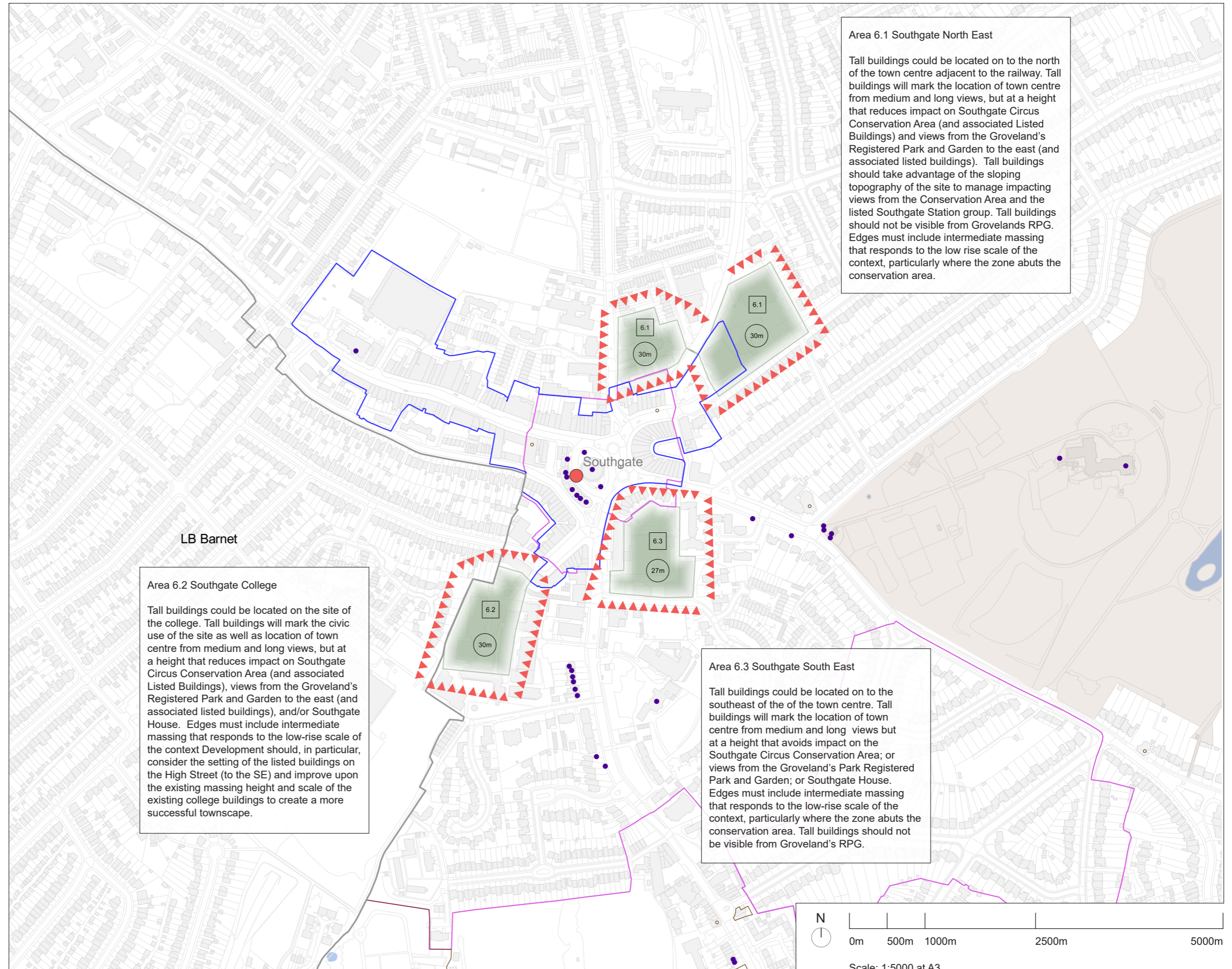
Areas not marked as potentially appropriate are not suitable for tall buildings.

Tall Building Zones

- Height sensitive edge
- Potentially appropriate location for tall buildings
- Potentially appropriate for tall building to mark station
- Linear area potentially appropriate for tall buildings to front major infrastructure
- Potentially appropriate for tall buildings enabling industrial intensification only
- Maximum height within area
- Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt



07_New Southgate



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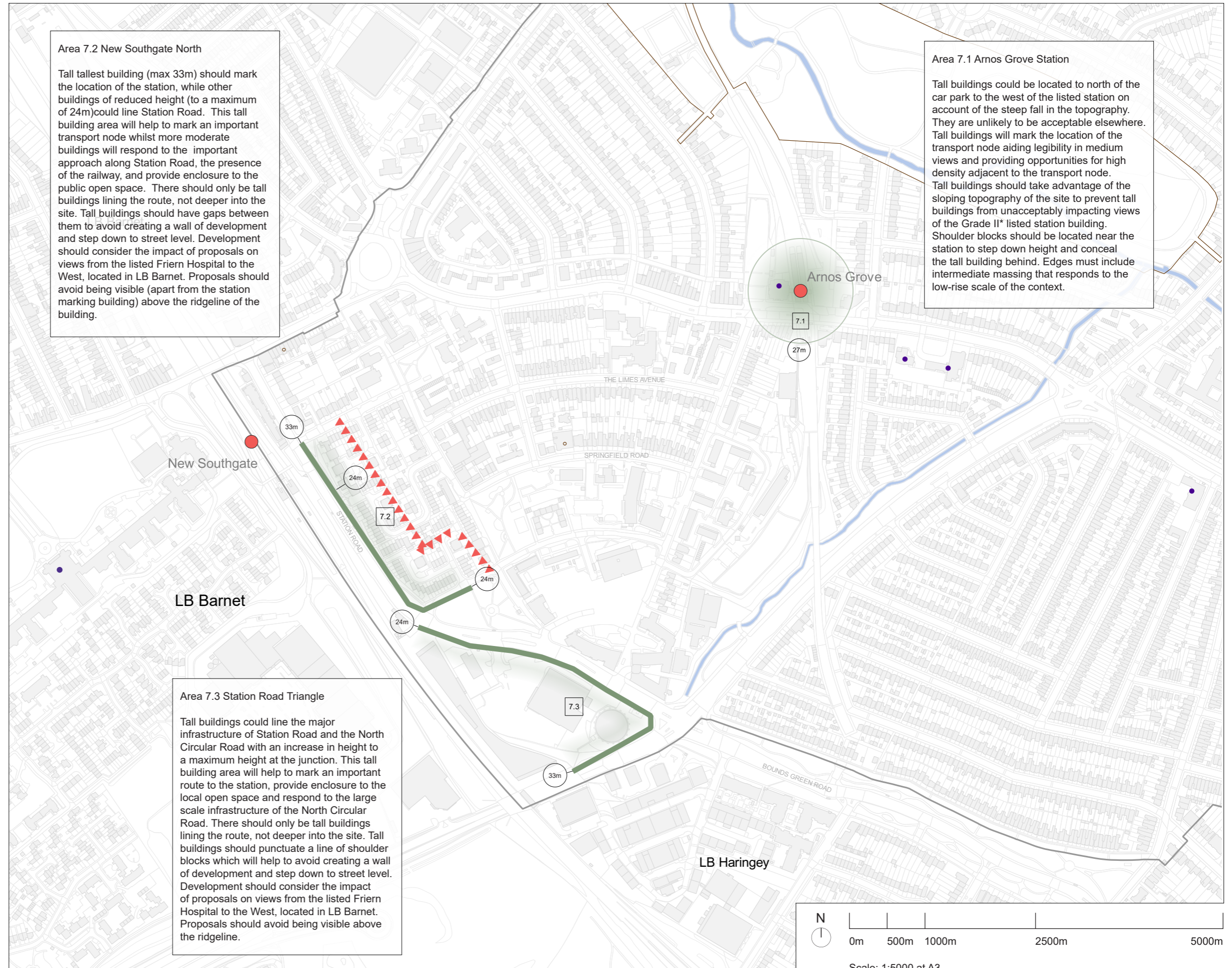
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Tall Building Zones

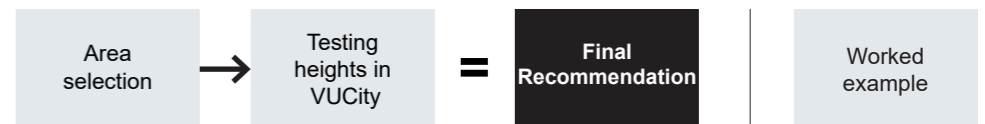
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- Potentially appropriate for tall buildings enabling industrial intensification only
- Maximum height within area
- Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
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08_Palmers Green



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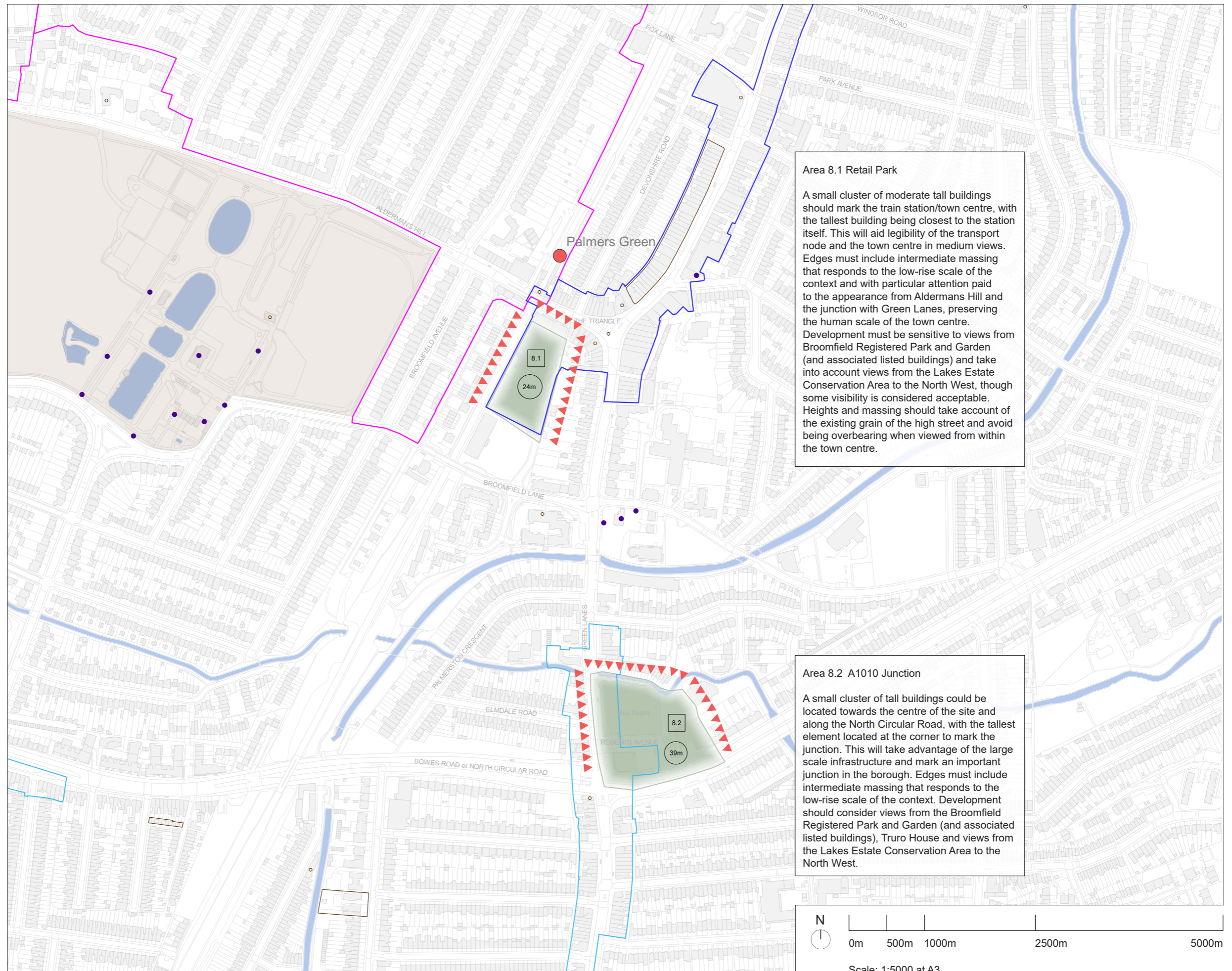
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Tall Building Zones

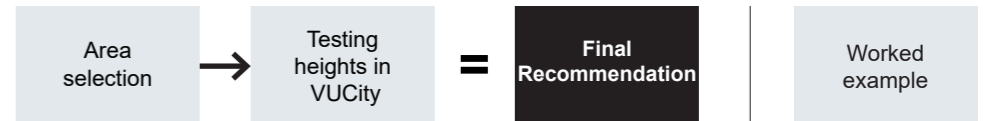
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- Maximum height within area
- Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt



09_Edmonton Green



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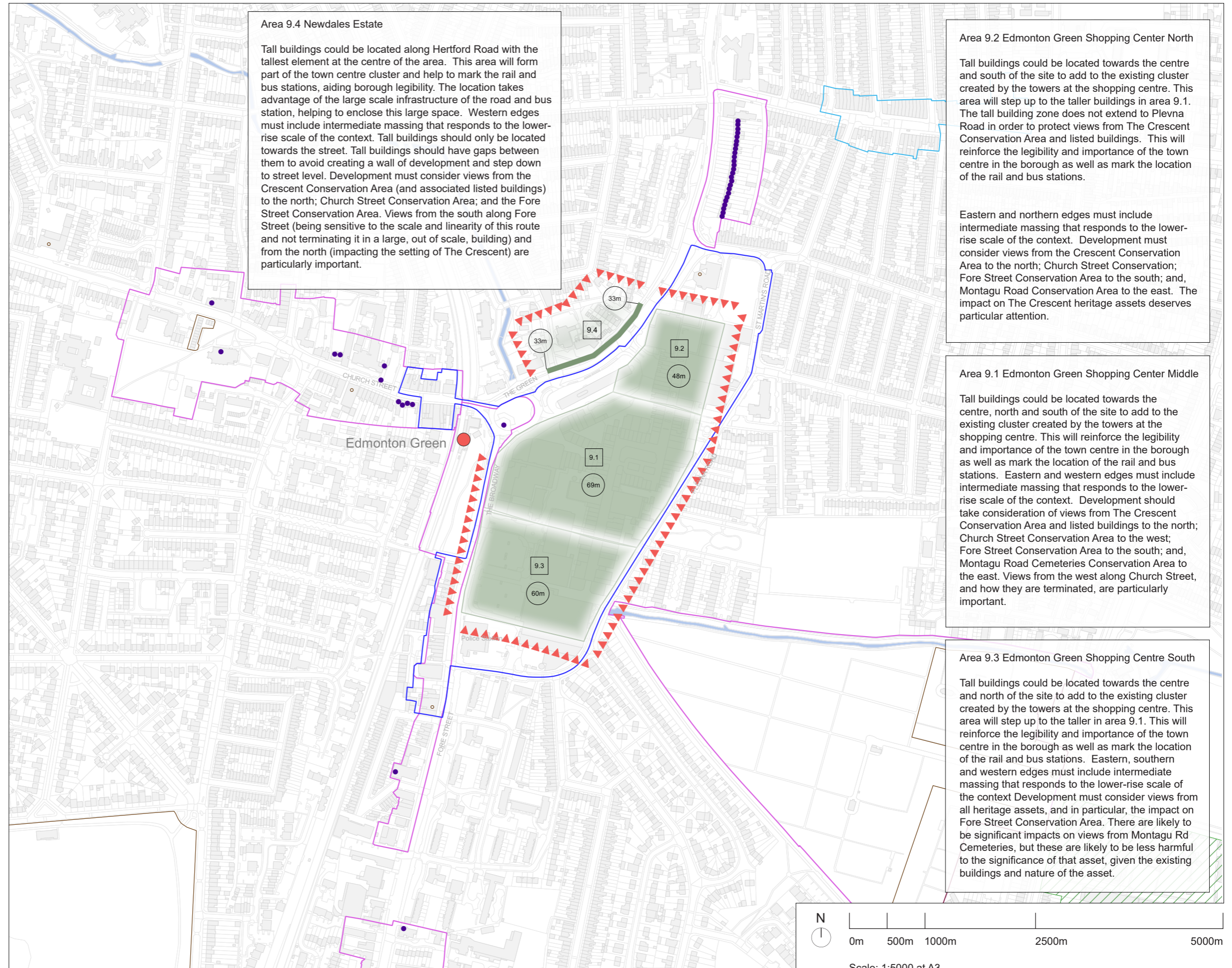
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Tall Building Zones

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- Potentially appropriate for tall building to mark station
- Linear area potentially appropriate for tall buildings to front major infrastructure
- Potentially appropriate for tall buildings enabling industrial intensification only
- Maximum height within area
- Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt



10_Angel Edmonton



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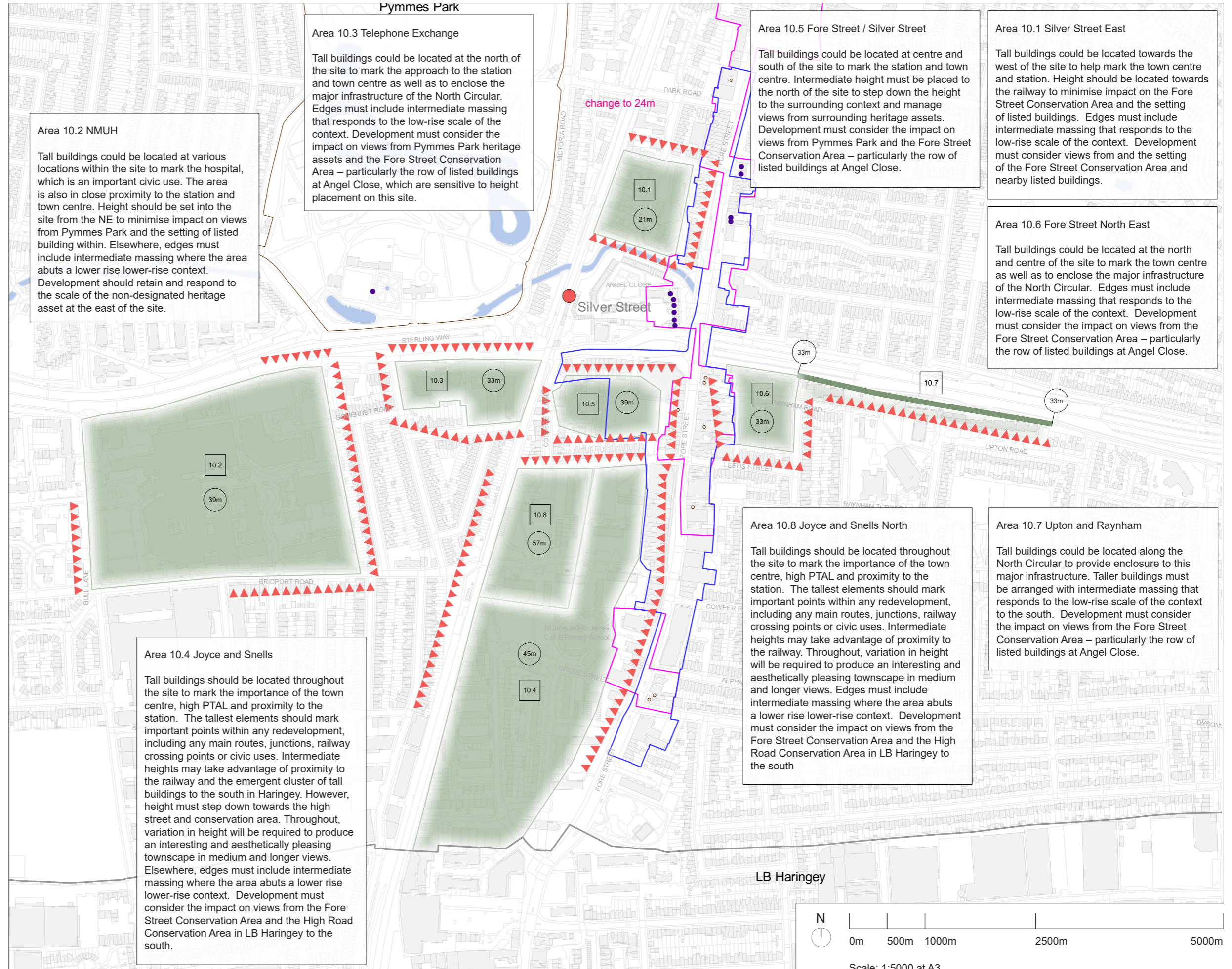
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Tall Building Zones

- Height sensitive edge
- Potentially appropriate location for tall buildings
- Potentially appropriate for tall building to mark station
- Linear area potentially appropriate for tall buildings to front major infrastructure
- Potentially appropriate for tall buildings enabling industrial intensification only
- XXm Maximum height within area
- XX Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt



11_Meridian Water



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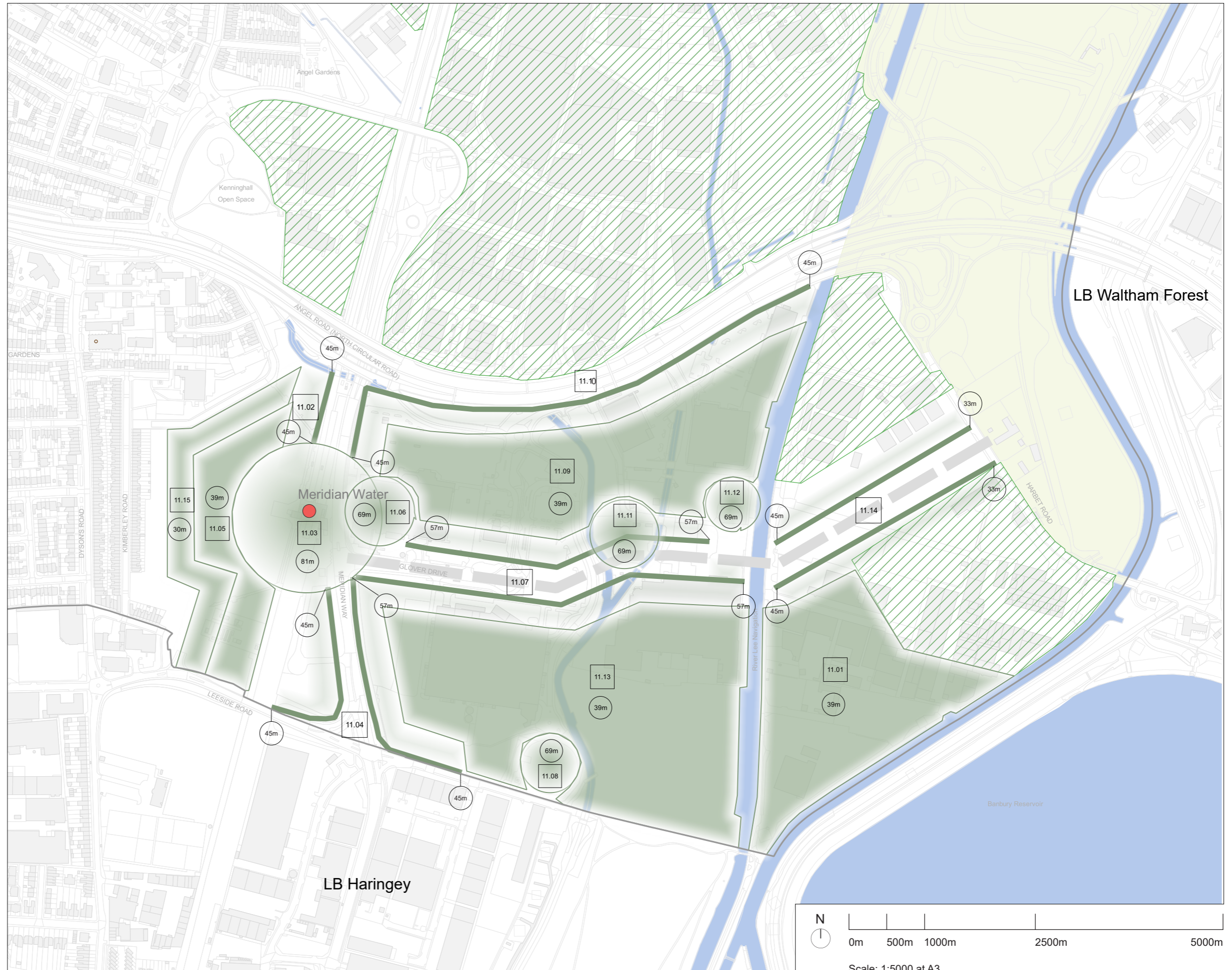
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- Potentially appropriate for tall building to mark station
- Linear area potentially appropriate for tall buildings to front major infrastructure
- Potentially appropriate for tall buildings enabling industrial intensification only
- XXm Maximum height within area
- XX Location reference number

Context

- Train / Underground Station
- Major Centre
- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt
- Route of new spine road (ELAAP)



10_Meridian Water_Guidance



Area 11.01 Meridian East

Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.

Area 11.02 Meridian One North

Tall buildings could be located along the railway, responding to the presence of the railway and proximity to the station. Tall buildings should be positioned along the railway (thereby distinct from the station cluster) and height should increase towards the station.

Area 11.03 Meridian Water Station

A cluster of tall buildings should mark the presence of the station on both sides of the railway. This should form the visual and townscape focus for height in the area, clearly marking the presence of this important transport hub.

The tallest buildings should be immediately adjacent to the station, with height decreasing with distance from it.

Tall buildings should have clear space between them help to avoid creating a wall of development and a lower heights should be used elsewhere to create human-scale streets.

Area 11.04 Angel Edmonton Road South

Tall buildings can be located along both sides of Angel Road, to respond to the scale of the infrastructure and mark the route to the station.

There should only be tall buildings lining the route, not deeper into the site. Tall buildings should have clear space between them help to avoid creating a wall of development and a lower shoulder height to step down to street level.

There should be a variety of heights along the route, generally increasing towards the station.

A small cluster of tall buildings could be accommodated around the junction of Angel Edmonton and Leaside Roads to respond to the scale of the junction and mark the route to the station. Height should be focussed on the junction and not extend back into the site.

Area 11.05 Meridian Phase 1

Tall buildings are appropriate in this area to help build up towards the high point at the station. They should step down to the low rise context to the west.

Area 11.06 Retail Store Site

A small cluster of tall buildings should be located around the junction of Glover Drive and Angel Edmonton Road. This will highlight this important junction, the route to the station and respond to the planned civic space at this location.

Tall buildings should be grouped around the junction and open space only and be arranged with intermediate heights that create a human scale public realm.

Area 11.07 Causeway Meridian West

Tall buildings are appropriate along the central spine road. As well as hosting an array of planned retail, civic and employment uses, this is a major route through Meridian Water, providing access to all residential neighbourhoods, and linking the station to the central park at the confluence of the brooks as well as employment uses and the Lee Valley Regional Park in the east.

Buildings should be positioned to take advantage of corner locations, vistas and proximity to open space. They will need to be spaced to avoid creating a wall of development and include aesthetically pleasing variations.

There should only be tall buildings lining the route, not deeper into the site. Intermediate massing should be used to help create a human scale along the street.

Area 11.08 Meridian Two

A small cluster of tall buildings is appropriate at the southern end of the new park. This will mark the location of the new bridge over the brooks, as well as respond to the large open space. The height should, in particular, mark the location of the bridge and take advantage of views over the park.

Area 11.09 Meridian West North

Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.

Area 11.10 North Circular Frontage

Tall buildings could be located along the North Circular Road to respond to the scale of the infrastructure and help block noise and pollution to the rest of the development to the south.

There should only be tall buildings lining the route, not deeper into the site. Tall buildings should have clear space between them help to avoid creating a wall of development.

Area 11.11 Central Confluence

A small cluster of tall buildings is appropriate where the spine road crosses the new park. This will mark the location of bridges over the brooks, respond to the large open space and signal the presence of commercial and civic uses.

Area 11.12 Central North

A small cluster of tall buildings should be located around the canal-side square. This square will contain a number of commercial uses, as well as marking the location of the watercourse and bridge across it.

Tall buildings should be grouped around the open space only and be arranged with intermediate heights that create a human-scale public realm.

Area 11.13 Meridian West South West

Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.

Area 11.14 Causeway Meridian East

Tall buildings are appropriate along the central spine road. This section is further from the station and will likely not contain as many high street and civic uses, therefore the appropriate height is lower than elsewhere. However, this is still an important route, providing access to significant employment opportunities and linking the station to the Lee Valley Regional Park in the east.

Buildings will need to be spaced to avoid creating a wall of development and include aesthetically pleasing variations. There should only be tall buildings lining the route, not deeper into the site. Intermediate massing should be used to help create a human scale along the street.

Area 11.15 Meridian One Western Fringe

Tall buildings are appropriate in this area to help build up towards the high point at the station. They should step down to the low rise context to the west.