

Schedule - Appropriate Locations for Tall Buildings

Revision A Town Centres/Mixed Use/Residential Areas 50

Date 31.01.24 Industrial Tall Building Areas 13

Key Total 63

Confirmed

Area Number	Description	Tall Building Area Reference	Potentially Appropriate Maximum Height (m)	Proposed Guidance
TOWN CENTRES / MIXED USE / RESIDENTIAL				
1.1	Cockfosters Station South	Area_1_Cockfosters	39m	<p>The tallest element should mark the station building. Some impact on the heritage assets will be acceptable in order to optimise development at this highly sustainable location. The exact position will need to be carefully considered to mitigate this impact. Public benefits will need to clearly outweigh any remaining harm</p> <p>Development must consider views from Trent Park Conservation Area, listed buildings and the high street. There will need to be a step down in the massing immediately adjacent to the station building in order to create a successful transition. Lesser height should respond to the green to the south. Shoulder blocks should be used on the edges of the site to lessen the impact on the street and immediately adjacent low-rise buildings.</p>
1.2	Cockfosters Station Car Park	Area_1_Cockfosters	39m	<p>Tall buildings should be located towards the centre of the site. This will balance legibility (marking the location of the station) while allowing some intermediate massing to better transition to the stations low form and to the green belt and heritage assets to the north. Tall elements should be limited in number and must consider views from the Trent Park Conservation Area, Trent Park Registered Park and Garden; and the setting of Cockfosters Station.</p>
2.1	Enfield Civic Centre	Area_2_Enfield Town	39m	<p>Tall buildings could be located at the centre of the site in the form a small cluster of buildings to mark the civic use of the site. The maximum height of any new buildings must be perceptively lower than the existing civic centre tower to reduce the impact on nearby heritage assets.</p> <p>Shoulder heights on the west should better respond to the low-rise listed buildings and conservation area. Likewise, edges must include intermediate massing that responds to the low rise scale of the context Views from within the Enfield Town Conservation Area and setting of listed buildings must be considered.</p>
2.2	Station and Retail Park	Area_2_Enfield Town	42m	<p>Tall buildings could be located adjacent to the station and the centre of the site to create a layered cluster that marks the town centre from borough views and the train station from medium views – helping to aid legibility. The tallest building should sit on the corner site at the station entrance with these rest reducing in height towards the edges. The corner building must improve the setting of the conservation area by concealing existing unattractive tall buildings. Edges must include intermediate massing that responds to the low rise scale of the context Development must consider the impact on the Enfield Town conservation area particularly views along Church Street, Genotin Terrace and the setting of listed buildings.</p>
2.3	Palace Gardens	Area_2_Enfield Town	27m	<p>This area has been split into two distinct zones to avoid interrupting the very sensitive viewing corridor southwards from the north of the listed church, and market square. Tall buildings could therefore be located in two locations towards the centre of the site with a gap in between them. These tall buildings will enable density in this highly sustainable location and mark the town centre to aid townscape legibility. Buildings will need to be carefully positioned to reduce the impact on both heritage assets and the lower scale character of the high street. Views from all heritage assets, but in particular the Market Square, church and graveyard to the north, must inform proposals. Edges must respect the existing scale of townscape by stepping up to any tall buildings.</p>
2.4	Enfield Chase station	Area_2_Enfield Town	27m	<p>Some height could be located to the west of Enfield Chase Station to mark the station. Height to the east of the railway is likely to be too harmful to heritage assets and townscape. Edges must include intermediate massing that responds to the low rise scale of the context. Development must consider the impact on the Enfield Town Conservation Area particularly views from the listed war memorial and Chase Green Gardens.</p>
2.5	Dugdale Center	Area_2_Enfield Town	24m	<p>Tall buildings could be located on this site to mark both the civic use of the site, the important junction and close proximity of the town centre through a layering of tall buildings. Edges must include intermediate massing that responds to the low rise scale of the context. The northern street edge is less sensitive in this location, but buildings will still need to create a pleasant and human-scale environment. Development must consider the impact on the Enfield Town Conservation Area particularly views along Cecil Road and in the setting of listed buildings.</p>
3.1	A10 North West	Area_3_Southbury	27-42-30m	<p>Tall buildings should line the major infrastructure of the A10 and Southbury Road. This tall building area, in combination with those adjacent (3.1-4) will help to mark an important junction in the borough, in close proximity to a 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. The tallest buildings should be located at the junction, with a decrease in maximum height towards the end of the linear zones as indicated by the lower heights at the extremities. Height distribution should include aesthetically pleasing variations and avoid a sudden drop-off at the zone's extremities.</p>
3.2	A10 South West	Area_3_Southbury	27-33-27m	<p>Tall buildings should line the major infrastructure of the A10 and Southbury Road. This tall building area, in combination with those adjacent (3.1-4) will help to mark an important junction in the borough, in close proximity to a 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. The tallest buildings should be located at the junction, with a decrease in maximum height towards the end of the linear zones as indicated by the lower heights at the extremities. Height distribution should include aesthetically pleasing variations and avoid a sudden drop-off at the zone's extremities.</p>
3.3	A10 North East	Area_3_Southbury	30-48-21m	<p>Tall buildings should line the major infrastructure of the A10 and Southbury Road. This tall building area, in combination with those adjacent (3.1-4) will help to mark an important junction in the borough, in close proximity to a 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. Height should reduce adjacent to the listed Ripualts Building.</p>

3.4	A10 South East	Area_3_Southbury	30-42-33-48m	Tall buildings should be located in close proximity to the station as well as lining the major infrastructure of the A10 and Southbury Road. This tall building area, in combination with those adjacent (3.1-4) will help to mark an important junction in the borough, as well as signifying the location of Southbury Station. There should only be tall buildings lining the route, not deeper into the site, with the exception of sites immediately adjoining the station, where a small cluster of tall buildings may be appropriate. The tallest buildings should be located at the station (up to 48m) and junction (up to 42m), with a decrease in maximum height between these two focal points and towards the southern extremity of the linear zone. 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. Height distribution should include aesthetically pleasing variations and avoid a sudden drop-off at the zone's extremities. The use of lower intermediate heights (shouldering) and set backs will be also be needed in the immediate vicinity of the listed Ripaults Building and locally listed station, to manage the impact on these heritage assets. Detailed scrutiny of the impact on these assets will be needed.
3.5	Tesco Site	Area_3_Southbury	33m	Tall buildings could be located towards the centre of the site to aid legibility by marking the Ponders End large local centre. These tall buildings should be lower than in Major and District town centres to reflect the relative importance of the location in the town centre hierarchy. Shoulder blocks should be placed at the edges of the site to step down height to the surrounding context. Development must consider the impact on the industrial sheds to the south, which are undesignated historic assets, and the locally listed "The Goat" pub, also to the south.
4.1	Brimsdown Station	Area_4_Brimsdown	48m	Tall buildings should be located on both sides of Brimsdown Station to mark the location of the transport node. Tall buildings to the immediate east of the station should take advantage of the low sensitivity of the industrial context and large-scale infrastructure to approach the maximum permitted height. The tallest element should mark the station, stepping down in height to the lower context, in particular using setbacks and more human scale development along Green Street to reference the low rise houses to the west
4.2	Exeter Road Estate	Area_4_Brimsdown	39m	Tall buildings could located on the Exeter Road Estate, as part of the existing cluster and responding to the space and scale of Durants Park. Tall buildings should integrate with the existing towers to create a coherent cluster of buildings that does not create a wall of development. Edges must include intermediate massing that responds to the low rise scale of the context. Development must consider the impact on the locally listed Durants Park and the lower rise residential context to the south.
5.1	Ponders End Station	Area_5_Ponders End	33m	A small cluster of tall buildings should be located on the western side of Ponders End Station only to mark the location of the transport node and aid legibility. Tall buildings to the east will have a detrimental impact on the setting of the Ponders End Flour Mills Conservation Area and listed building cluster so are not permitted. Shoulder blocks should be placed around any tall buildings to provide intermediate massing that responds to the lower context. Development should consider the impact on the Conservation Area and listed building cluster at Ponders End Flour Mills.
6.1	Southgate North East	Area_6_Southgate	30m	Tall buildings could be located on to the north of the town centre adjacent to the railway. Tall buildings will mark the location of town centre from medium and long views, but at a height that reduces impact on Southgate Circus Conservation Area (and associated Listed Buildings) and views from the Groveland's Registered Park and Garden to the east (and associated listed buildings). Tall buildings should take advantage of the sloping topography of the site to manage impacting views from the Conservation Area and the listed Southgate Station group. Tall buildings should not be visible from Grovelands RPG. Edges must include intermediate massing that responds to the low rise scale of the context, particularly where the zone abuts the conservation area.
6.2	Southgate College	Area_6_Southgate	30m	Tall buildings could be located on the site of the college. Tall buildings will mark the civic use of the site as well as location of town centre from medium and long views, but at a height that reduces impact on Southgate Circus Conservation Area (and associated Listed Buildings), views from the Groveland's Registered Park and Garden to the east (and associated listed buildings), and/or Southgate House. Edges must include intermediate massing that responds to the low-rise scale of the context Development should, in particular, consider the setting of the listed buildings on the High Street (to the SE) and improve upon the existing massing height and scale of the existing college buildings to create a more successful townscape.
6.3	Southgate South East	Area_6_Southgate	27m	Tall buildings could be located on to the southeast of the of the town centre. Tall buildings will mark the location of town centre from medium and long views but at a height that avoids impact on the Southgate Circus Conservation Area; or views from the Groveland's Park Registered Park and Garden; or Southgate House. Edges must include intermediate massing that responds to the low-rise scale of the context, particularly where the zone abuts the conservation area. Tall buildings should not be visible from Groveland's RPG.
7.1	Arnos Grove Station	Area_7_New Southgate	27m	Tall buildings could be located to north of the car park to the west of the listed station on account of the steep fall in the topography. They are unlikely to be acceptable elsewhere. Tall buildings will mark the location of the transport node aiding legibility in medium views and providing opportunities for high density adjacent to the transport node. Tall buildings should take advantage of the sloping topography of the site to prevent tall buildings from unacceptably impacting views of the Grade II* listed station building. Shoulder blocks should be located near the station to step down height and conceal the tall building behind. Edges must include intermediate massing that responds to the low-rise scale of the context.
7.2	New Southgate North	Area_7_New Southgate	33m-24m-24m	Tall tallest building (max 33m) should mark the location of the station, while other buildings of reduced height (to a maximum of 24m) could line Station Road. This tall building area will help to mark an important transport node whilst more moderate buildings will respond to the important approach along Station Road, the presence of the railway, and provide enclosure to the public open space. There should only be tall buildings lining the route, not deeper into the site. Tall buildings should have gaps between them to avoid creating a wall of development and step down to street level. Development should consider the impact of proposals on views from the listed Friern Hospital to the West, located in LB Barnet. Proposals should avoid being visible (apart from the station marking building) above the ridgeline of the building.
7.3	Station Road Triangle	Area_7_New Southgate	24m-33m	Tall buildings could line the major infrastructure of Station Road and the North Circular Road with an increase in height to a maximum height at the junction. This tall building area will help to mark an important route to the station, provide enclosure to the local open space and respond to the large scale infrastructure of the North Circular Road. There should only be tall buildings lining the route, not deeper into the site. Tall buildings should punctuate a line of shoulder blocks which will help to avoid creating a wall of development and step down to street level. Development should consider the impact of proposals on views from the listed Friern Hospital to the West, located in LB Barnet. Proposals should avoid being visible above the ridgeline.

8.1	Retail Park	Area_8_Palmers Green	24m	A small cluster of moderate tall buildings should mark the train station/town centre, with the tallest building being closest to the station itself. This will aid legibility of the transport node and the town centre in medium views. Edges must include intermediate massing that responds to the low-rise scale of the context and with particular attention paid to the appearance from Aldermans Hill and the junction with Green Lanes, preserving the human scale of the town centre. Development must be sensitive to views from Broomfield Registered Park and Garden (and associated listed buildings) and take into account views from the Lakes Estate Conservation Area to the North West, though some visibility is considered acceptable. Heights and massing should take account of the existing grain of the high street and avoid being overbearing when viewed from within the town centre.
8.2	A1010 Junction	Area_8_Palmers Green	39m	A small cluster of tall buildings could be located towards the centre of the site and along the North Circular Road, with the tallest element located at the corner to mark the junction. This will take advantage of the large scale infrastructure and mark an important junction in the borough. Edges must include intermediate massing that responds to the low-rise scale of the context. Development should consider views from the Broomfield Registered Park and Garden (and associated listed buildings), Truro House and views from the Lakes Estate Conservation Area to the North West.
9.1	Edmonton Green Shopping Centre Middle	Area_9_Edmonton Green	69m	Tall buildings could be located towards the centre, north and south of the site to add to the existing cluster created by the towers at the shopping centre. This will reinforce the legibility and importance of the town centre in the borough as well as mark the location of the rail and bus stations. Eastern and western edges must include intermediate massing that responds to the lower-rise scale of the context. Development should take consideration of views from The Crescent Conservation Area and listed buildings to the north; Church Street Conservation Area to the west; Fore Street Conservation Area to the south; and, Montagu Road Cemeteries Conservation Area to the east. Views from the west along Church Street, and how they are terminated, are particularly important.
9.2	Edmonton Green Shopping Centre North	Area_9_Edmonton Green	48m	Tall buildings could be located towards the centre and south of the site to add to the existing cluster created by the towers at the shopping centre. This area will step up to the taller buildings in area 9.1. The tall building zone does not extend to Plevna Road in order to protect views from The Crescent Conservation Area and listed buildings. This will reinforce the legibility and importance of the town centre in the borough as well as mark the location of the rail and bus stations. Eastern and northern edges must include intermediate massing that responds to the lower-rise scale of the context. Development must consider views from the Crescent Conservation Area to the north; Church Street Conservation; Fore Street Conservation Area to the south; and, Montagu Road Conservation Area to the east. The impact on The Crescent heritage assets deserves particular attention.
9.3	Edmonton Green Shopping Centre South	Area_9_Edmonton Green	60m	Tall buildings could be located towards the centre and north of the site to add to the existing cluster created by the towers at the shopping centre. This area will step up to the taller in area 9.1. This will reinforce the legibility and importance of the town centre in the borough as well as mark the location of the rail and bus stations. Eastern, southern and western edges must include intermediate massing that responds to the lower-rise scale of the context. Development must consider views from all heritage assets, and in particular, the impact on Fore Street Conservation Area. There are likely to be significant impacts on views from Montagu Rd Cemeteries, but these are likely to be less harmful to the significance of that asset, given the existing buildings and nature of the asset.
9.4	Newdales Estate	Area_9_Edmonton Green	33m-33m	Tall buildings could be located along Hertford Road with the tallest element at the centre of the area. This area will form part of the town centre cluster and help to mark the rail and bus stations, aiding borough legibility. The location takes advantage of the large scale infrastructure of the road and bus station, helping to enclose this large space. Western edges must include intermediate massing that responds to the lower-rise scale of the context. Tall buildings should only be located towards the street. Tall buildings should have gaps between them to avoid creating a wall of development and step down to street level. Development must consider views from the Crescent Conservation Area (and associated listed buildings) to the north; Church Street Conservation Area; and the Fore Street Conservation Area. Views from the south along Fore Street (being sensitive to the scale and linearity of this route and not terminating it in a large, out of scale, building) and from the north (impacting the setting of The Crescent) are particularly important.
10.1	Silver Street East	Area_10_Angel Edmonton	24m	Tall buildings could be located towards the west of the site to help mark the town centre and station. Height should be located towards the railway to minimise impact on the Fore Street Conservation Area and the setting of listed buildings. Edges must include intermediate massing that responds to the low-rise scale of the context. Development must consider views from and the setting of the Fore Street Conservation Area and nearby listed buildings.
10.2	NMUH	Area_10_Angel Edmonton	39m	Tall buildings could be located at various locations within the site to mark the hospital, which is an important civic use. The area is also in close proximity to the station and town centre. Height should be set into the site from the NE to minimise impact on views from Pymmes Park and the setting of listed building within. Elsewhere, edges must include intermediate massing where the area abuts a lower rise lower-rise context. Development should retain and respond to the scale of the non-designated heritage asset at the east of the site.
10.3	Telephone Exchange	Area_10_Angel Edmonton	33m	Tall buildings could be located at the north of the site to mark the approach to the station and town centre as well as to enclose the major infrastructure of the North Circular. Edges must include intermediate massing that responds to the low-rise scale of the context. Development must consider the impact on views from Pymmes Park heritage assets and the Fore Street Conservation Area – particularly the row of listed buildings at Angel Close, which are sensitive to height placement on this site.
10.4	Joyce and Snells	Area_10_Angel Edmonton	45m	Tall buildings should be located throughout the site to mark the importance of the town centre, high PTAL and proximity to the station. The tallest elements should mark important points within any redevelopment, including any main routes, junctions, railway crossing points or civic uses. Intermediate heights may take advantage of proximity to the railway and the emergent cluster of tall buildings to the south in Haringey. However, height must step down towards the high street and conservation area. Throughout, variation in height will be required to produce an interesting and aesthetically pleasing townscape in medium and longer views. Elsewhere, edges must include intermediate massing where the area abuts a lower rise lower-rise context. Development must consider the impact on views from the Fore Street Conservation Area and the High Road Conservation Area in LB Haringey to the south.
10.5	Fore Street / Silver Street	Area_10_Angel Edmonton	39m	Tall buildings could be located at centre and south of the site to mark the station and town centre. Intermediate height must be placed to the north of the site to step down the height to the surrounding context and manage views from surrounding heritage assets. Development must consider the impact on views from Pymmes Park and the Fore Street Conservation Area – particularly the row of listed buildings at Angel Close.

10.6	Fore Street North East	Area_10_Angel Edmonton	33m	Tall buildings could be located at the north and centre of the site to mark the town centre as well as to enclose the major infrastructure of the North Circular. Edges must include intermediate massing that responds to the low-rise scale of the context. Development must consider the impact on views from the Fore Street Conservation Area – particularly the row of listed buildings at Angel Close.
10.7	Upton and Raynham	Area_10_Angel Edmonton	33m	Tall buildings could be located along the North Circular to provide enclosure to this major infrastructure. Taller buildings must be arranged with intermediate massing that responds to the low-rise scale of the context to the south. Development must consider the impact on views from the Fore Street Conservation Area – particularly the row of listed buildings at Angel Close.
10.8	Joyce and Snells North	Area_10_Angel Edmonton	57m	Tall buildings should be located throughout the site to mark the importance of the town centre, high PTAL and proximity to the station. The tallest elements should mark important points within any redevelopment, including any main routes, junctions, railway crossing points or civic uses. Intermediate heights may take advantage of proximity to the railway. Throughout, variation in height will be required to produce an interesting and aesthetically pleasing townscape in medium and longer views. Edges must include intermediate massing where the area abuts a lower rise lower-rise context. Development must consider the impact on views from the Fore Street Conservation Area and the High Road Conservation Area in LB Haringey to the south
11.01	Meridian East	Area_11_Meridian Water	39m	Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.
11.02	Meridian One_North	Area_11_Meridian Water	45m-45m	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.
11.03	Meridian Water Station	Area_11_Meridian Water	81m	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.
11.04	Angel Edmonton Road South	Area_11_Meridian Water	45m-45m (west side) 45m-57m (east side)	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.
11.05	Meridian Phase 1	Area_11_Meridian Water	39m	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.
11.06	Retail Store Site	Area_11_Meridian Water	69m	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.
11.07	Causeway_Meridian West	Area_11_Meridian Water	57m-57m	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.
11.08	Meridian Four	Area_11_Meridian Water	69m	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.
11.09	Meridian West North	Area_11_Meridian Water	39m	Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.
11.1	North Circular Frontage	Area_11_Meridian Water	45m	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.
11.11	Central confluence	Area_11_Meridian Water	69m	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.
11.12	Central North	Area_11_Meridian Water	69m	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.
11.13	Meridian West South West	Area_11_Meridian Water	39m	Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.

11.14	Causeway_Meridian East	Area_11_Meridian Water	45m-33m	<p>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.</p> <p>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.</p>
11.15	Meridian ONE_Western Fringe	Area_11_Meridian Water	30m	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.
INDUSTRIAL				
I.01	Harbet Road South	I1_SE Enfield	36m	See main report for explanation on heights
I.02	Harbet Road North	I1_SE Enfield	36m	See main report for explanation on heights
I.03	Kenninghall	I1_SE Enfield	36m	See main report for explanation on heights
I.04	Montagu Industrial Estate	I1_SE Enfield	36m	See main report for explanation on heights
I.05	Ely Estate	I1_SE Enfield	36m	See main report for explanation on heights
I.06	Southbury SW	I2_Southbury	36m	See main report for explanation on heights
I.07	Southbury NE	I2_Southbury	36m	See main report for explanation on heights
I.08	Brimmsdown	I3_Brimmsdown	36m	See main report for explanation on heights
I.09	Ponders End West	I4_Ponders End	36m	See main report for explanation on heights
I.10	Ponders End East	I4_Ponders End	36m	See main report for explanation on heights
I.11	Innova	I5_North Enfield	36m	See main report for explanation on heights
I.12	Voltage Business Centre	I5_North Enfield	36m	See main report for explanation on heights
I.13	Ramney Marsh	I5_North Enfield	36m	See main report for explanation on heights