

Appendix 011: Meridian Water

Revision A - 08.03.24
LBE Design and Heritage

Summary

Process

- Explanation of the sequential process to assess the impact of tall buildings on townscape and heritage assets. Refer to the main Character of Growth Report for further context and explanation. This appendix seeks to show each view and the testing that lies behind the recommendations.

Results of each step

- Area 011 Meridian Water covers the whole extent of the Meridian Water regeneration masterplan, a council-led development with an aspiration to develop 10,000 homes and 5000 jobs. Initial phases are under construction to the west of the new station and contain tall buildings.
- There is a well-developed masterplan which has helped inform the approach to height in this area. This is captured in outline permissions and the Meridian West SPD.
- The area is distant from sensitive neighbours and heritage assets, giving it the highest capacity for height and scale in the borough.

Revision A

- Tall building zones have been considered for all transform areas within walking distance of a station, fronting infrastructure and in a town centre or planned area of change. They were discounted where there were obvious implications for heritage or biodiversity.
- An initial urban design assessment set the height.
- Refer to section 4.07 in the report for a detailed flow chart explaining building height selection and placement.

Limited Harm

- This stage shows the revisions (annotated in red text on the page) that were made to Revision A based on the impacts on heritage assets identified.

Revision B (Conclusion)

- Following the review of impact on heritage assets and the identification of the “limited harm” option, further consideration was given to the boundaries of potentially appropriate areas based on a more holistic consideration of townscape and design benefits. The results of this assessment are shown in this section, alongside recommendations for the distribution of height within each area.

- Tall buildings have been proposed to mark the train station, line the new route running west to east, line the North Circular Road and mark the emergent town centre.

- Very few heritage assets were identified, meaning the majority of assessment was made of longer views (1km-1.5km) and setting of heritage assets.
- No changes have been made to the proposals; the impact on all assessed heritage assets was found to be “limited” by the heritage officer.

- Following the assessment of limited harm the tall building areas proposed in Revision A remain as proposed.

Impacted Heritage Assets

Areas potentially impacted by the proposed tall building zones were initially identified by using a 500m buffer zone to find near, medium and far assets. Areas that may be affected just outside the zone are also included as part of a holistic assessment.

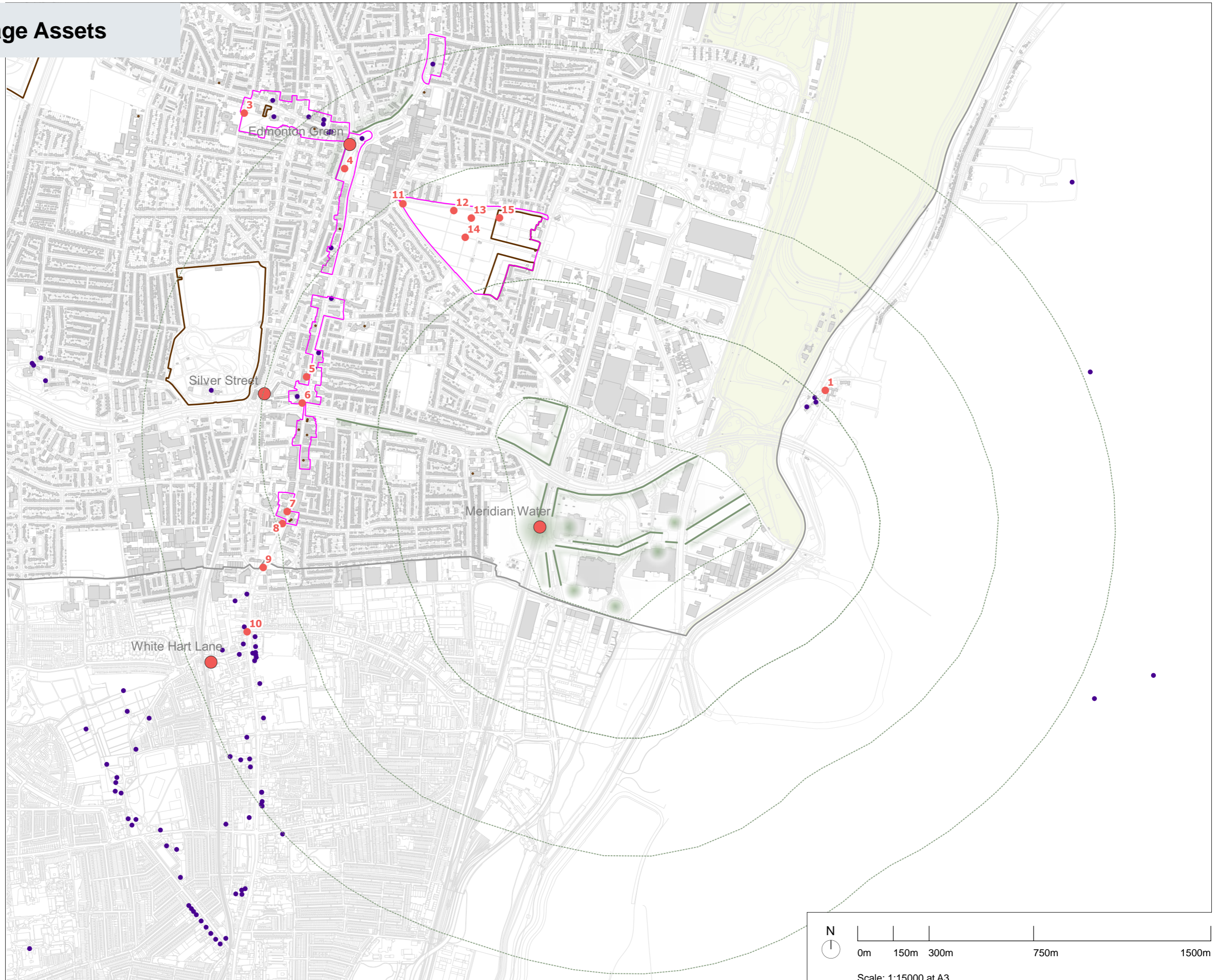
In collaboration with in house heritage expertise, the impact on these features was checked using VU City. The views marked on the map show where there was a high chance of impact. The limitations of the software mean that some views do not show anything (i.e. the camera shows an aerial image and not a street view, or it is fully encompassed by a building) these are clearly marked on the relevant pages.

Longer views (eg. the key local views in the borough) have been checked and if impacted are included. No view management framework views are impacted.

The tall building areas proposed in Revision A have been used as this iteration will have the biggest impact.

Key

- Reservoirs
- Green Belt
- Station
- 500m increment buffer zone
- Potentially Appropriate for Tall Buildings
- Registered Parks and Gardens
- Conservation Area
- Listed Building
- Local Heritage Asset
- Borough Boundary
- View (no.X)



Impacted Heritage Assets

Listed Building within LB Enfield	Grade	Impact Rev A	Impact Limited Harm
20,20a,22 & 22a Church Street, N9 22 Chase Side, Enfield	Grade II	Limited	Limited
24 Church Street, N9	Grade II	Limited	Limited
The School Church Street, N9	Grade II	Limited	Limited
320 (Former Police Station) Fore Street	Grade II	Limited	Limited
320 (Former Police Station) Fore Street	Grade II	Limited	Limited
Former Edmonton Public Library Fore Street Edmonton	Grade II	Limited	Limited
84 to 132 (even) The Crescent Hertford Road 84-132 Edmonton	Grade II	Limited	Limited
21 Church Street N9	Grade II	Limited	Limited
258 Fore Street	Grade II	Limited	Limited
258 Fore Street	Grade II	Limited	Limited
236 Fore Street	Grade II	Limited	Limited
236 Fore Street	Grade II	Limited	Limited
189 Fore Street	Grade II	Limited	Limited
189 Fore Street	Grade II	Limited	Limited
19 Church Street N9	Grade II	Limited	Limited
183 Fore Street	Grade II	Limited	Limited
183 Fore Street	Grade II	Limited	Limited
185,185a Fore Street	Grade II	Limited	Limited
185,185a Fore Street	Grade II	Limited	Limited
187, 187a Fore Street	Grade II	Limited	Limited
187, 187a Fore Street	Grade II	Limited	Limited
191 Fore Street	Grade II	Limited	Limited
191 Fore Street	Grade II	Limited	Limited
195 Fore Street	Grade II	Limited	Limited
195 Fore Street	Grade II	Limited	Limited
238 Fore Street & East side and No 236	Grade II	Limited	Limited
238 Fore Street & East side and No 236	Grade II	Limited	Limited
260 Fore Street	Grade II	Limited	Limited
260 Fore Street	Grade II	Limited	Limited
20,20a,22 & 22a Church Street, N9 22 Chase Side, Enfield	Grade II	Limited	Limited
84 to 132 (even) The Crescent Hertford Road 84-132 Edmonton	Grade II	Limited	Limited

Lambs Cottage Church Street, N9	Grade II*	Limited	Limited
Forecourt Railings & Gates Lambs Cottage Church Street Edmonton	Grade II	Limited	Limited
Former Garden Walls, Pymmes Park Silver Street Edmonton	Grade II	Limited	Limited
Edmonton War Memorial, The Broadway, Edmonton	Grade II	Limited	Limited

Local List	Local List No.	Impact Rev A	Impact Limited Harm
Edmonton Baptist Church	127	Limited	Limited
353 and 353C Fore Street	79	Limited	Limited
Nills (No 273), Fore Street	80	Limited	Limited
Nills (No 273), Fore Street	80	Limited	Limited
Post Sorting Office (Nos 44 to 48) and railings	50	Limited	Limited
The Phoenix Pub (LTs), No 58	81	Limited	Limited
The Phoenix Pub (LTs), No 58	81	Limited	Limited
Mortuary at Federation Cemetery	159	Limited	Limited
Mortuary at Federation Cemetery	159	Limited	Limited
60, Fore Street	73	Limited	Limited
60, Fore Street	73	Limited	Limited
Edmonton Green Rail Station	201	Limited	Limited
St John the Evangelist	65	Limited	Limited
St John the Evangelist	65	Limited	Limited
St John the Evangelist	65	Limited	Limited
St John the Evangelist	65	Limited	Limited
Brettenham Road Primary School	18	Limited	Limited
Brettenham Road Primary School	18	Limited	Limited
No 172-174 Fore Street	76	Limited	Limited
No 172-174 Fore Street	76	Limited	Limited
No 198 Fore Street	78	Limited	Limited
No 198 Fore Street	78	Limited	Limited
No 196 Fore Street	77	Limited	Limited
No 196 Fore Street	77	Limited	Limited
No 169-171 Fore Street	75	Limited	Limited
No 169-171 Fore Street	75	Limited	Limited

No 134 Fore Street	74	Limited	Limited
No 134 Fore Street	74	Limited	Limited
Pymmes Park	242	Limited	Limited
Western Synagogue Cemetery	158	Limited	Limited
Western Synagogue Cemetery	158	Limited	Limited
Western Synagogue Cemetery	158	Limited	Limited
Western Synagogue Cemetery	158	Limited	Limited

Conservation Area Name	Influence of tall building Zones	Impact Rev A	Impact Limited Harm
CHURCH STREET, EDMONTON	Yes	Limited	Limited
FORE STREET ANGEL	Yes	Limited	Limited
FORE STREET NORTH	Yes	Limited	Limited
FORE STREET SOUTH	Yes	Limited	Limited
MONTAGU CEMETERIES	Yes	Limited	Limited
THE CRESCENT	Yes	Limited	Limited

Registered Parks and Gardens	Grade	Register Page no.	Impact Rev A	Impact Limited Harm
None in the influence of tall building zones				

Revision_A Initial Areas

Notes

This map has been produced in line with policy D9 of the London Plan (2021), which requires boroughs to identify "locations where tall buildings may be an appropriate form of development". It only describes where tall buildings are potentially appropriate.

Please check the Tall Building Definition Map for what constitutes a Tall Building for the purposes of applying tall buildings policies.








Please refer to Policy DE6: Tall Buildings, which contains important information on the interpretation of these maps and the criteria to be applied to all proposals for tall buildings. In addition, all proposals must address the requirements of London Plan (2021) Policy D9 (and its successors).

Accordance with these requirements are not implied by these areas and must be assessed on a case by case basis.













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.

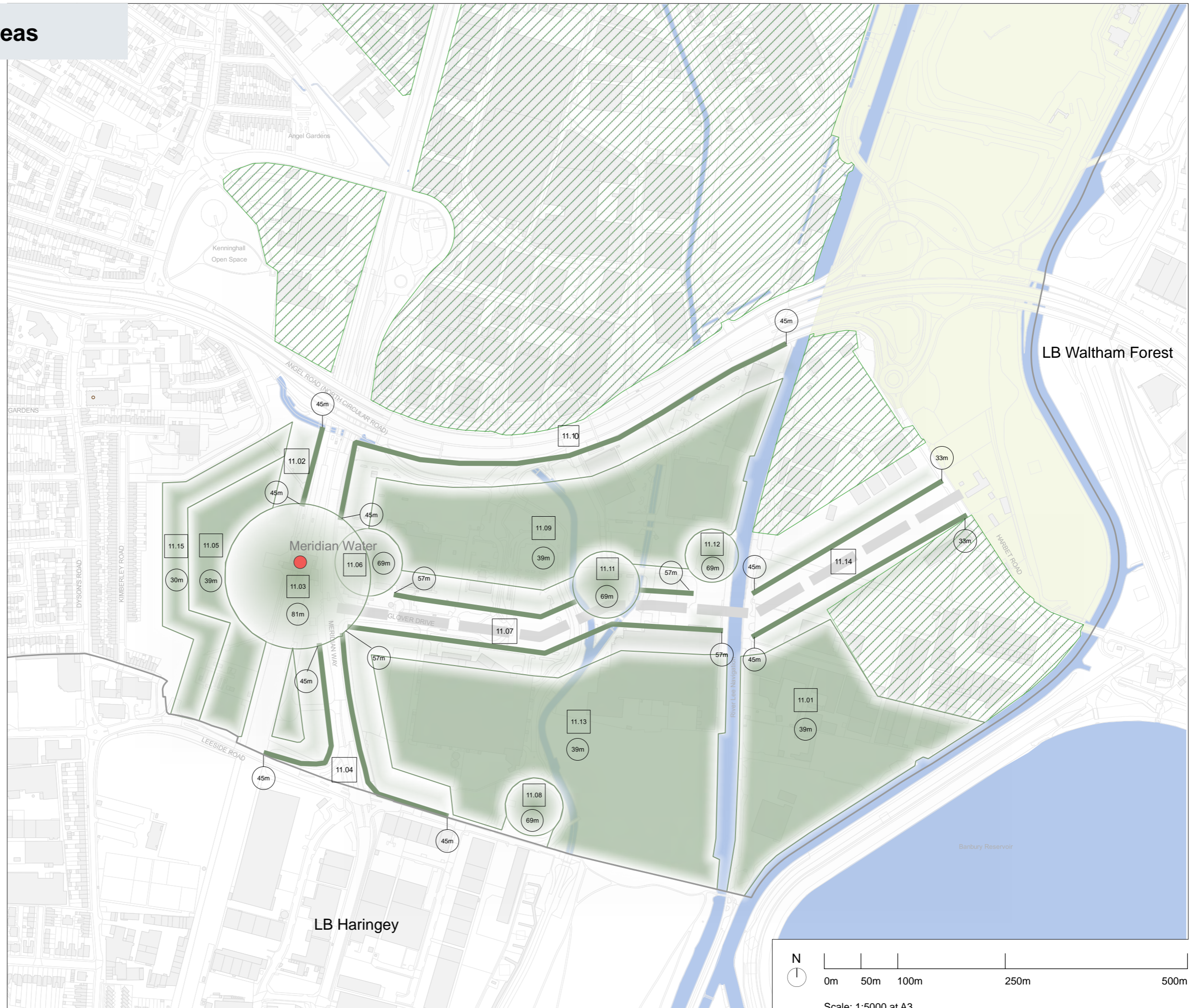
Areas not marked as potentially appropriate are not suitable for tall buildings.

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
-  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)



Revision_Limited Harm

Notes

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

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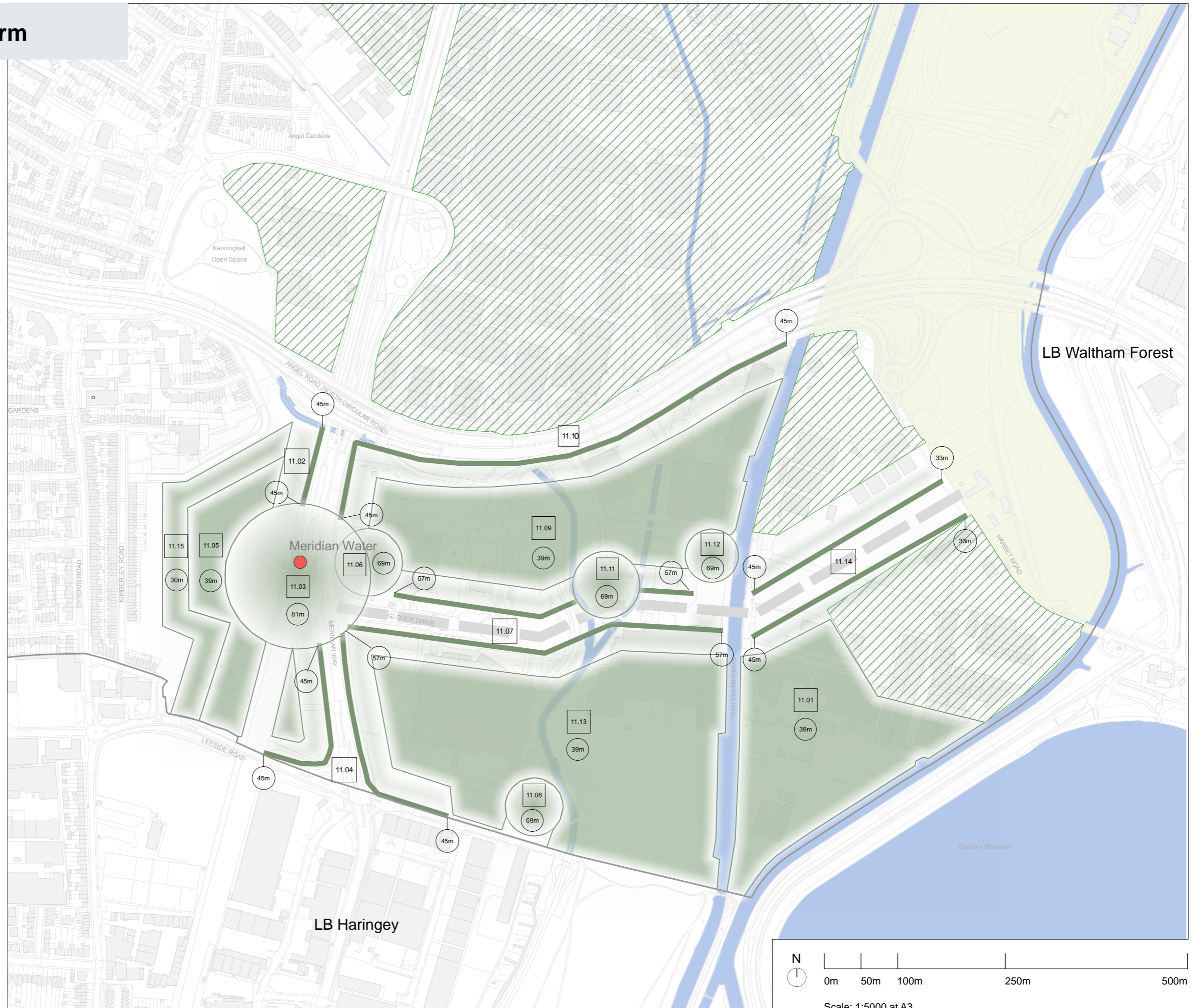
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-  XXm Maximum height within area
-  XX Location reference number

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)



Revision_B

Notes

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

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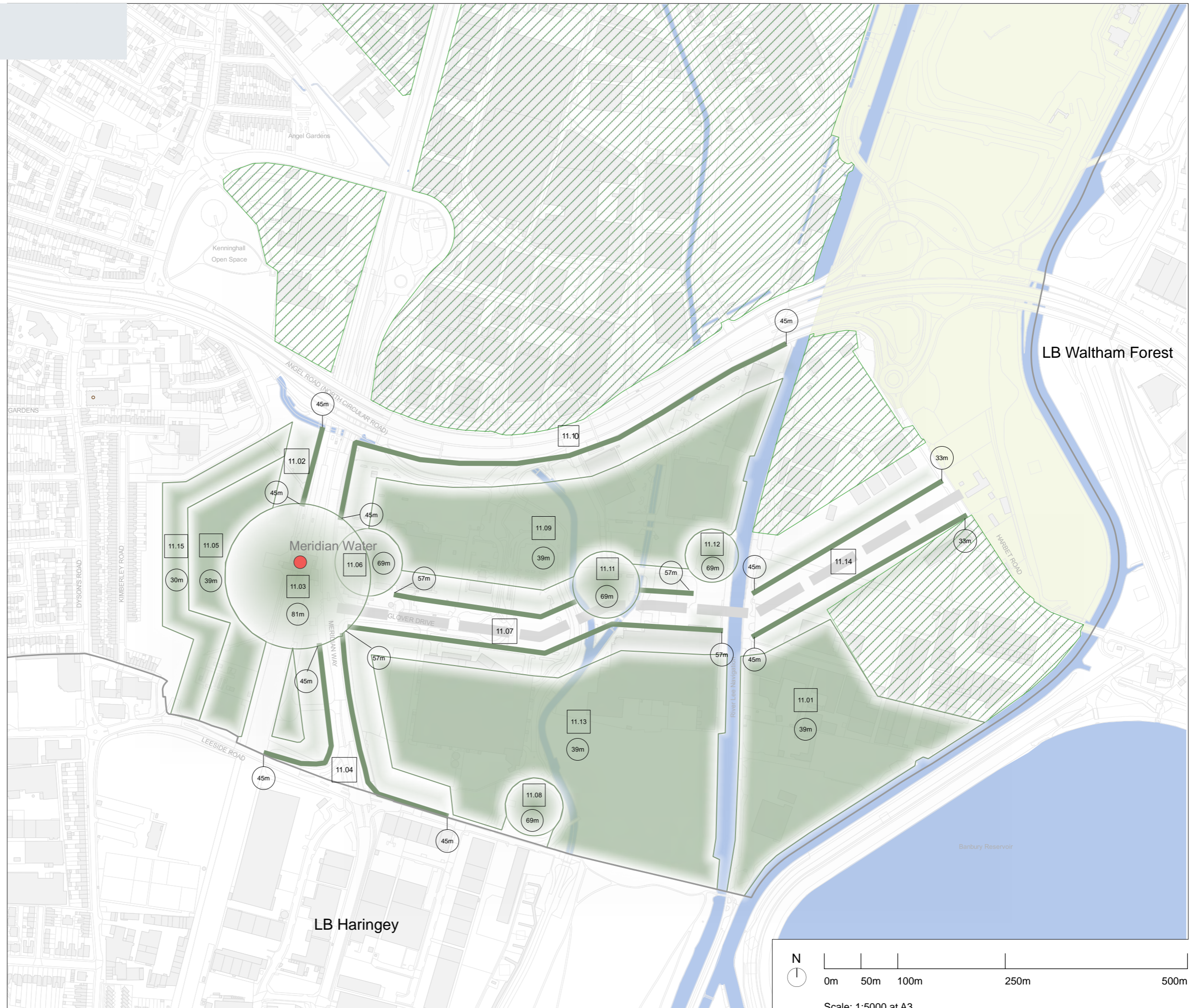
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-  Potentially appropriate location for tall buildings
-  Potentially appropriate for tall building to mark station
-  Linear area potentially appropriate for tall buildings to front major infrastructure
-  Potentially appropriate for tall buildings 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
-  Route of new spine road (ELAAP)



Area 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.

Existing

This diagram illustrates the existing condition.

Caveats

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Acceptability in terms of impact on listed building and any conservation areas area not implied here.






Areas prepared in line with the 2021 London Plan Policy D9 B requirements.

All proposals must address the requirements of 2021 London Plan Policy D9 C. Accordance with these requirements are not implied by these areas and must be assessed on a case by case basis.


All areas not marked as potentially appropriate are not suitable for tall buildings

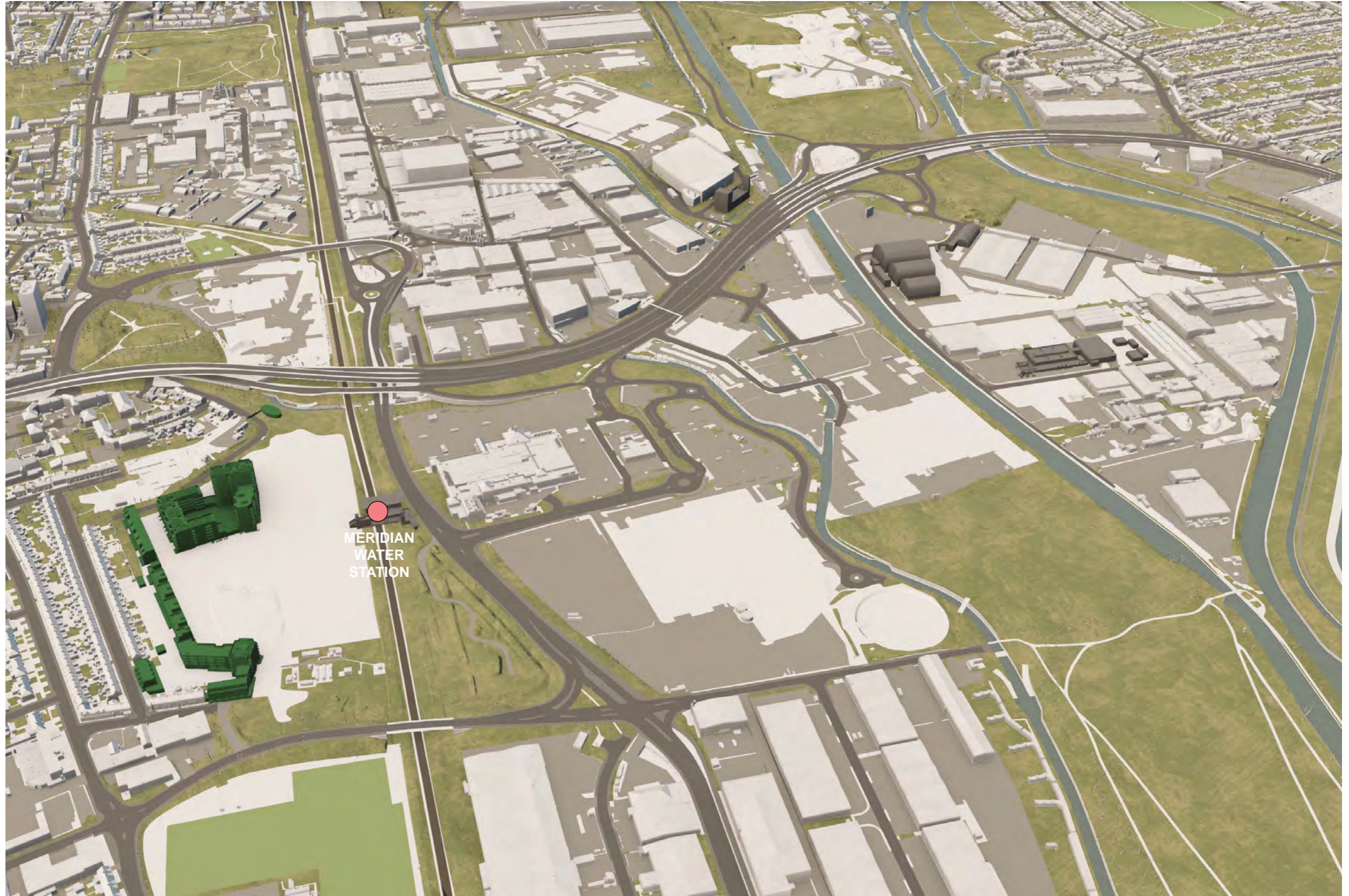
Key

Tall Building Zones

-  Height sensitive edge
-  18m / 12m shoulder height (not tall)
-  21m+ (tall)
-  Maximum height within area
-  Location reference number

Context

-  Train Station



Revision_A

This diagram illustrates one potential development scenario purely defined in urban design terms and is not a prescriptive instruction for development.

Layouts based on urban design principles for site allocations where appropriate.

Caveats

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
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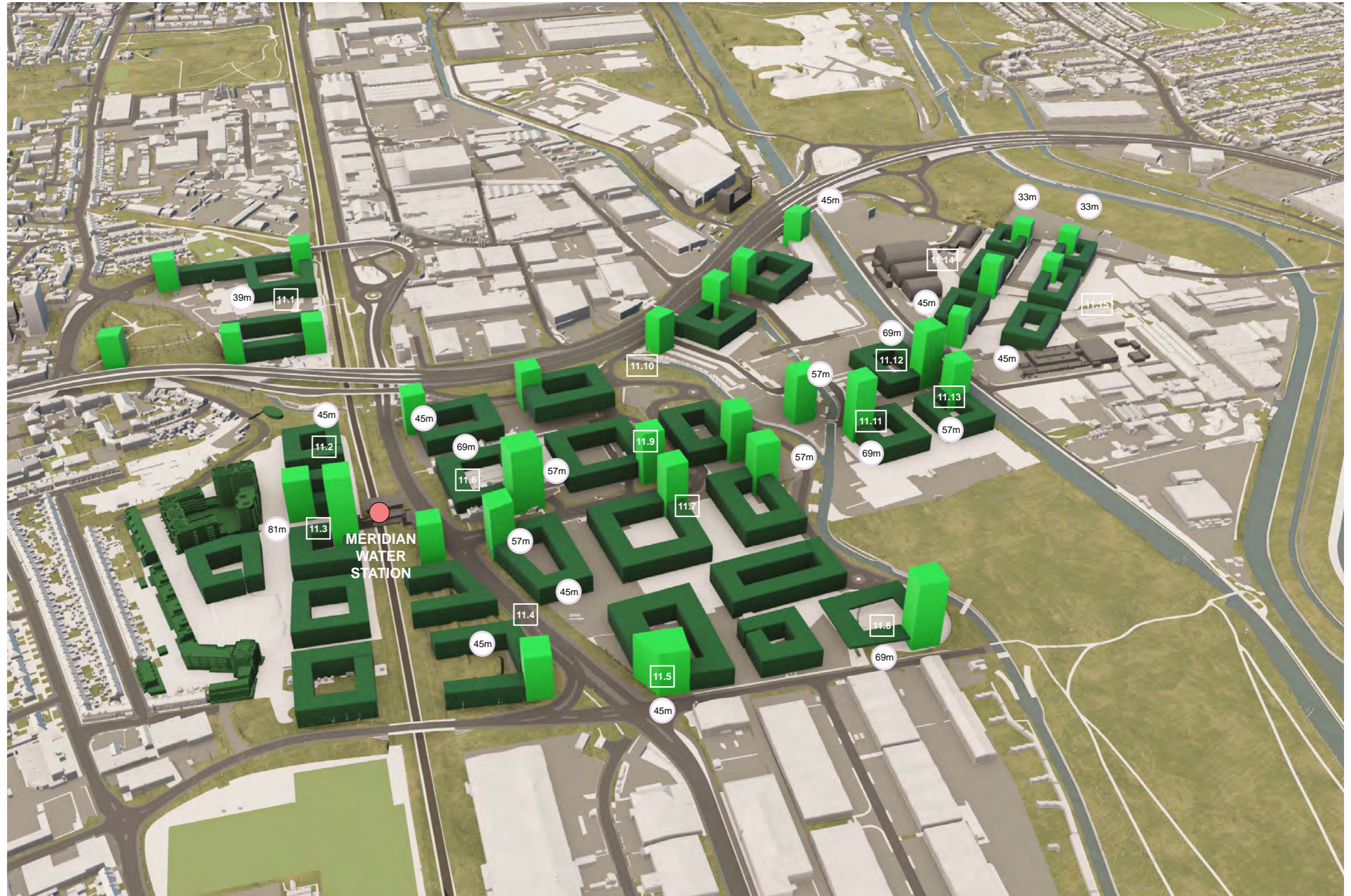
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Context

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
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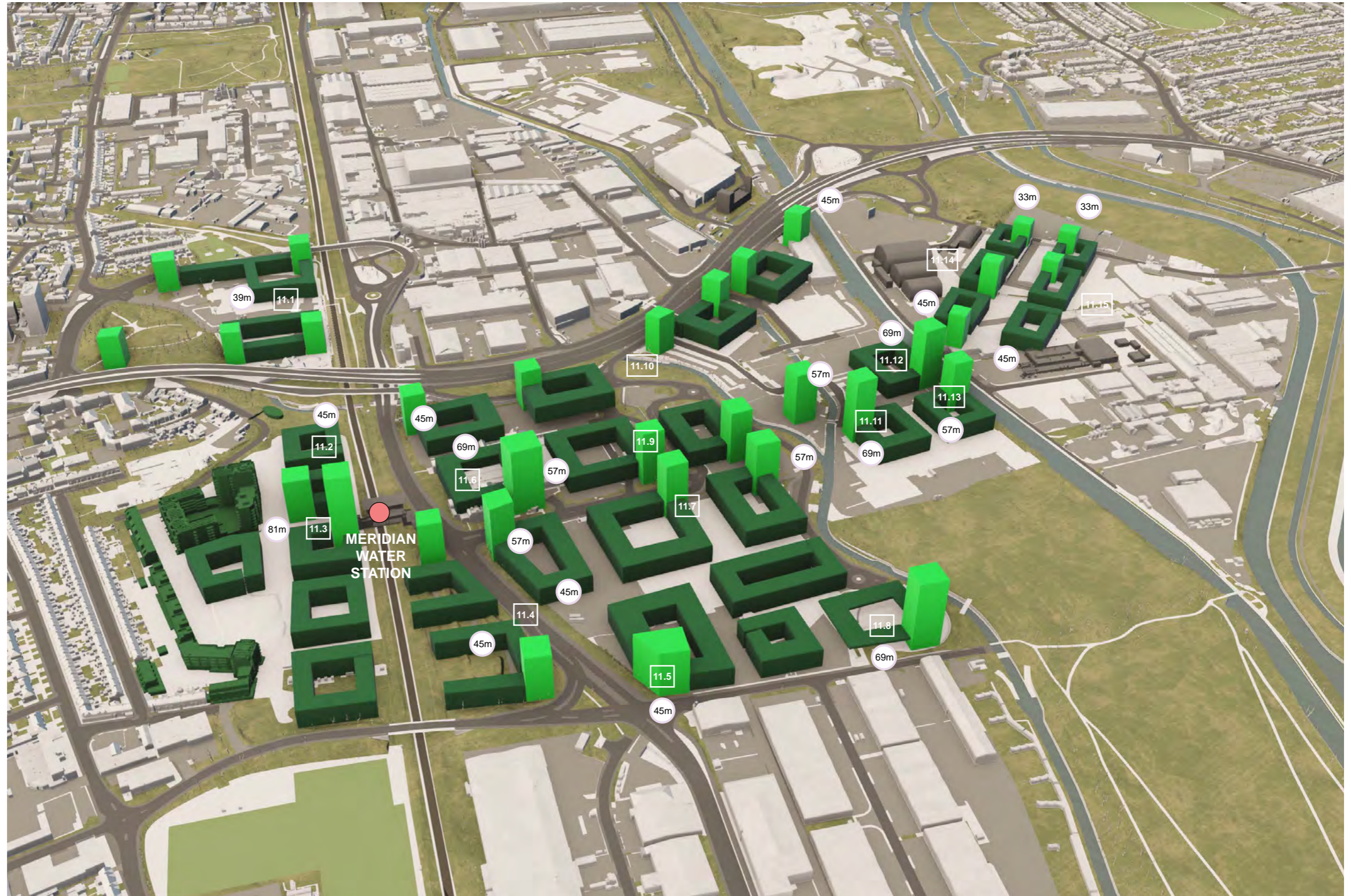
Key

Tall Building Zones

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-  18m / 12m shoulder height (not tall)
-  21m+ (tall)
-  Maximum height within area
-  Location reference number

Context

-  Train Station



Revision_B

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
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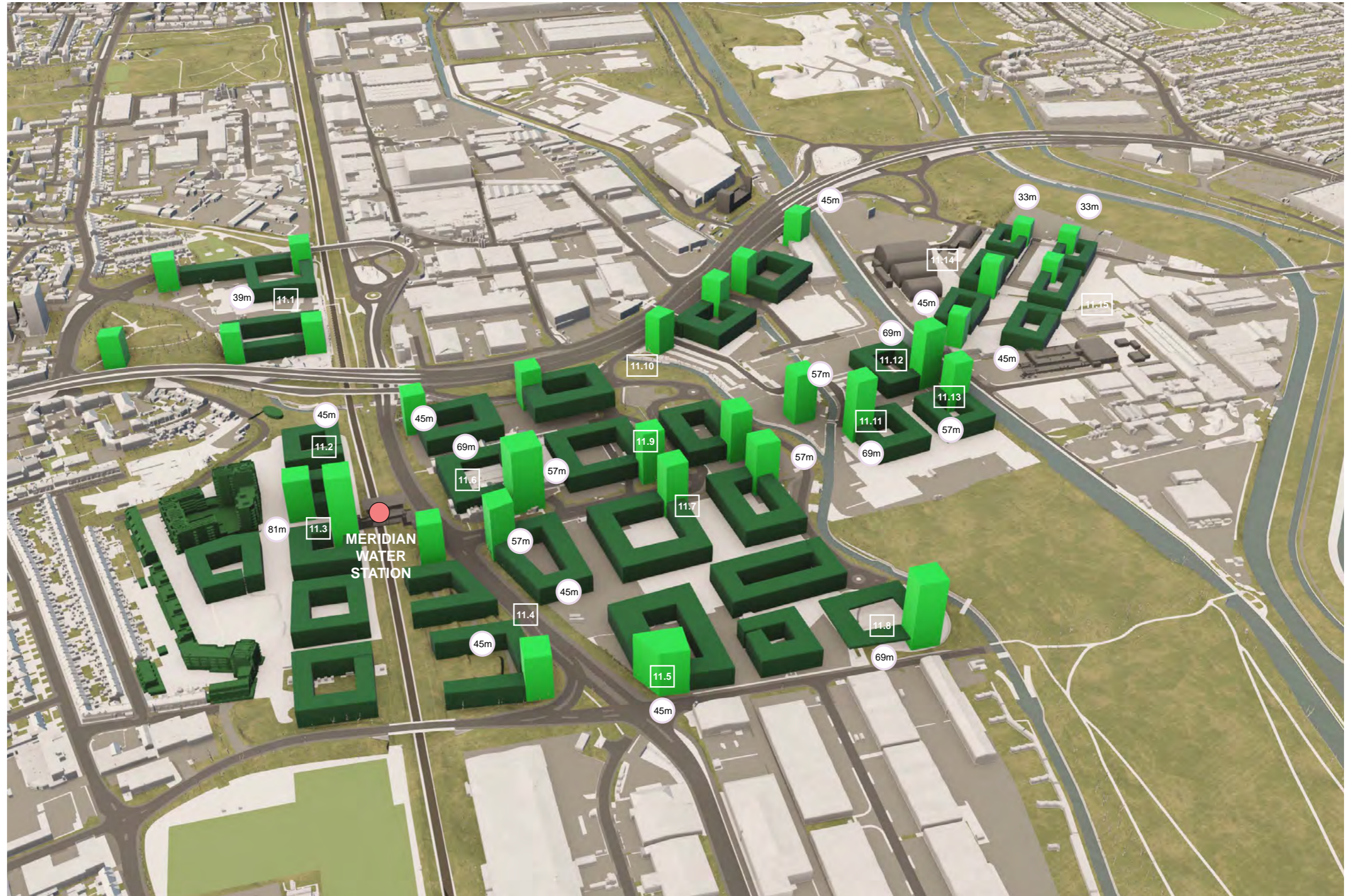
Key

Tall Building Zones

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-  18m / 12m shoulder height (not tall)
-  21m+ (tall)
-  Maximum height within area
-  Location reference number

Context

-  Train Station



Assessment View 1.



Existing



Revision A



Limited Harm



Revision B

Assessment View 2.



Existing



Revision A

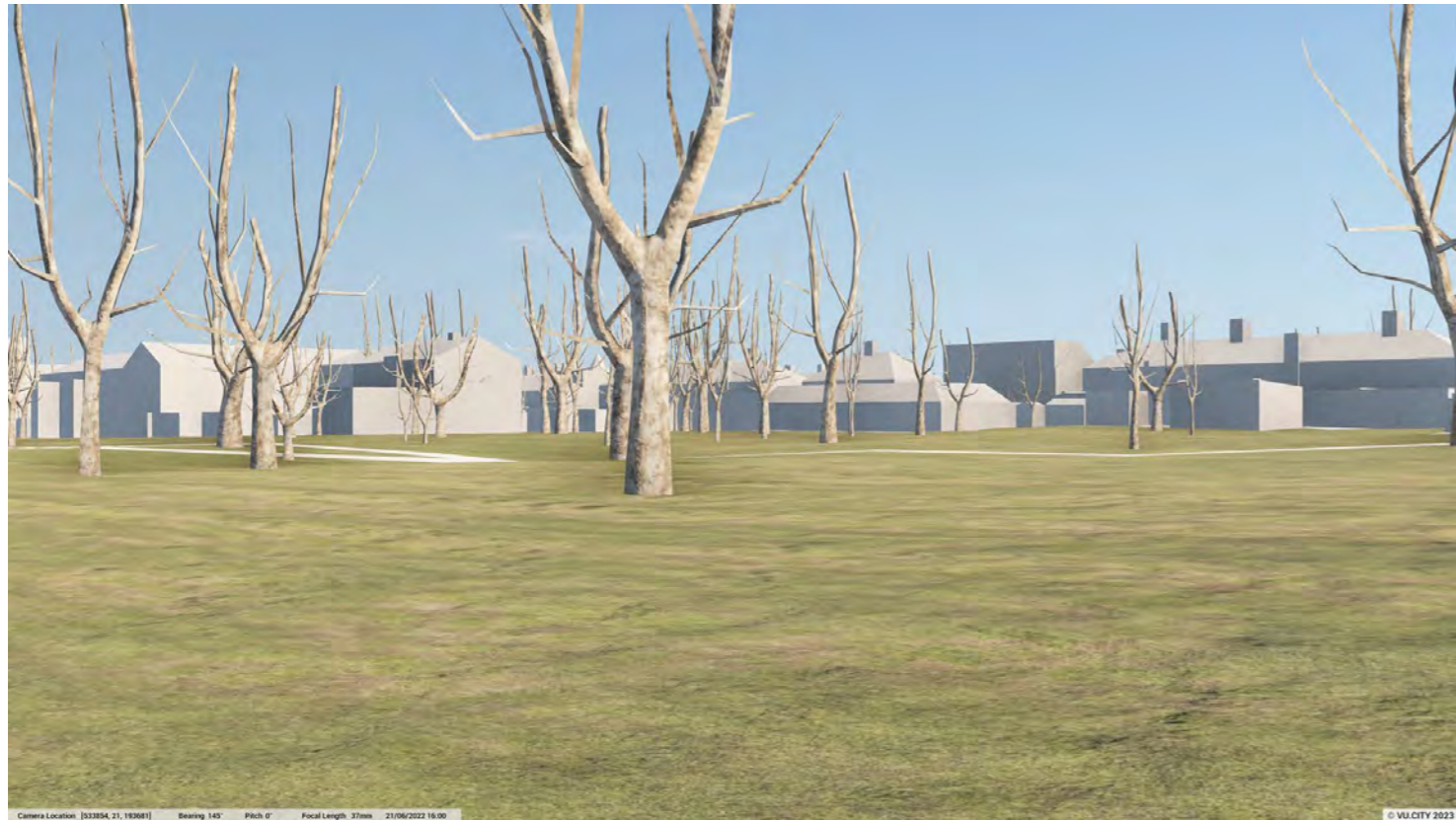


Limited Harm



Revision B

Assessment View 3.



Existing



Revision A



Limited Harm



Revision B

Assessment View 4.



Existing



Revision A



Limited Harm



Revision B

Assessment View 5.



Existing



Revision A



Limited Harm

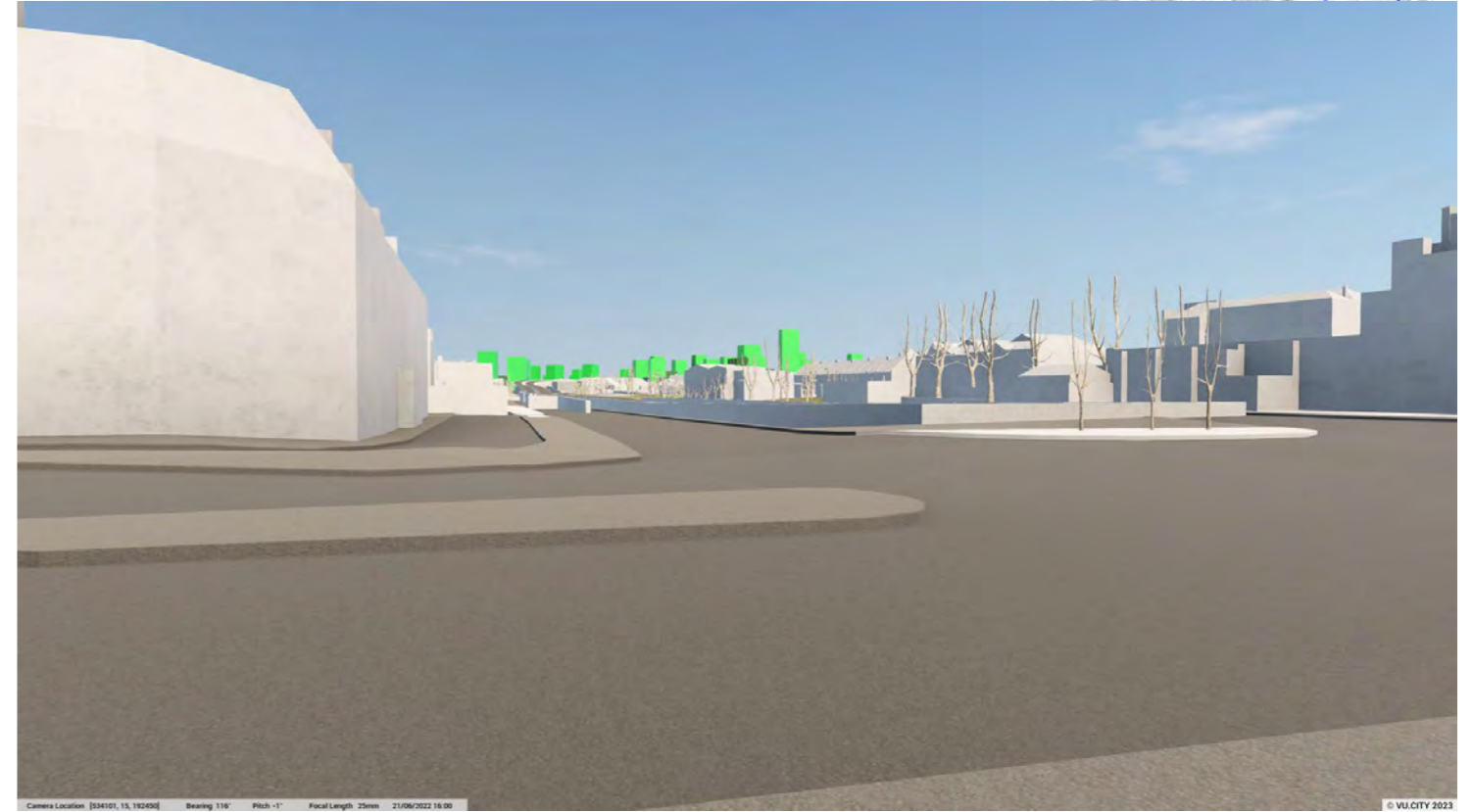


Revision B

Assessment View 6.



Existing



Revision A



Limited Harm



Revision B

Assessment View 7.



Existing



Revision A



Limited Harm



Revision B

Assessment View 8.



Existing



Revision A



Limited Harm



Revision B

Assessment View 9.



Existing



Revision A

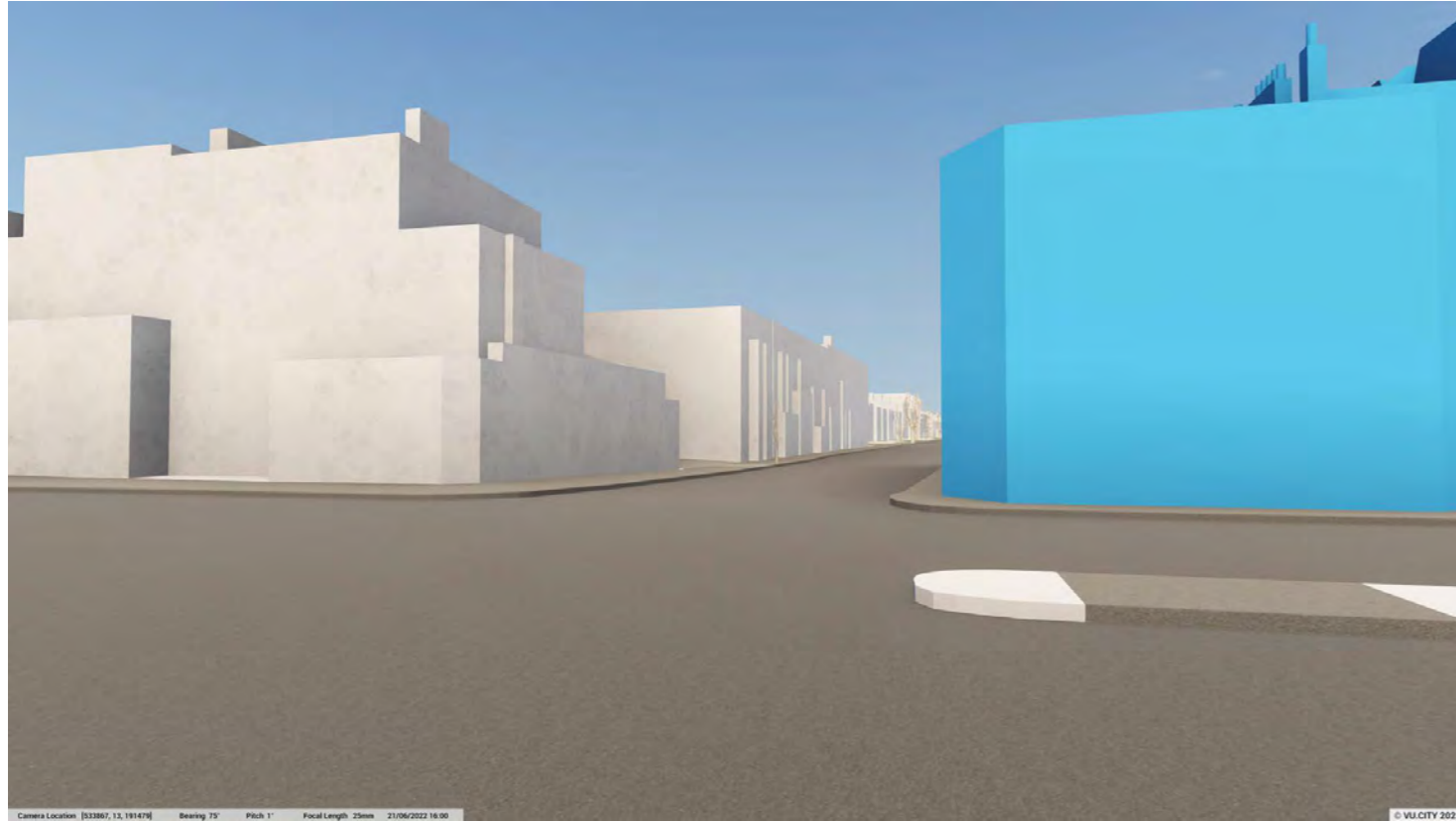


Limited Harm

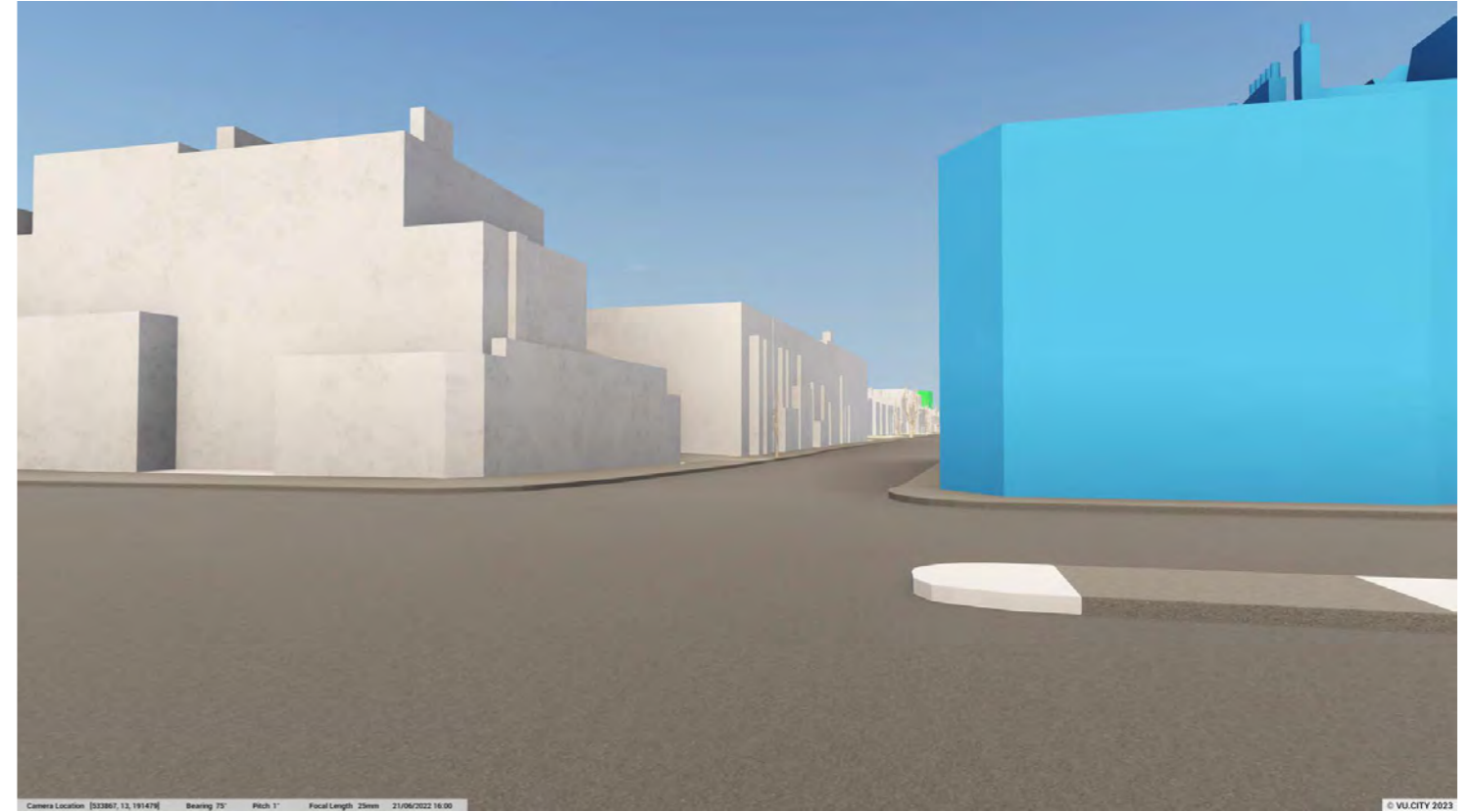


Revision B

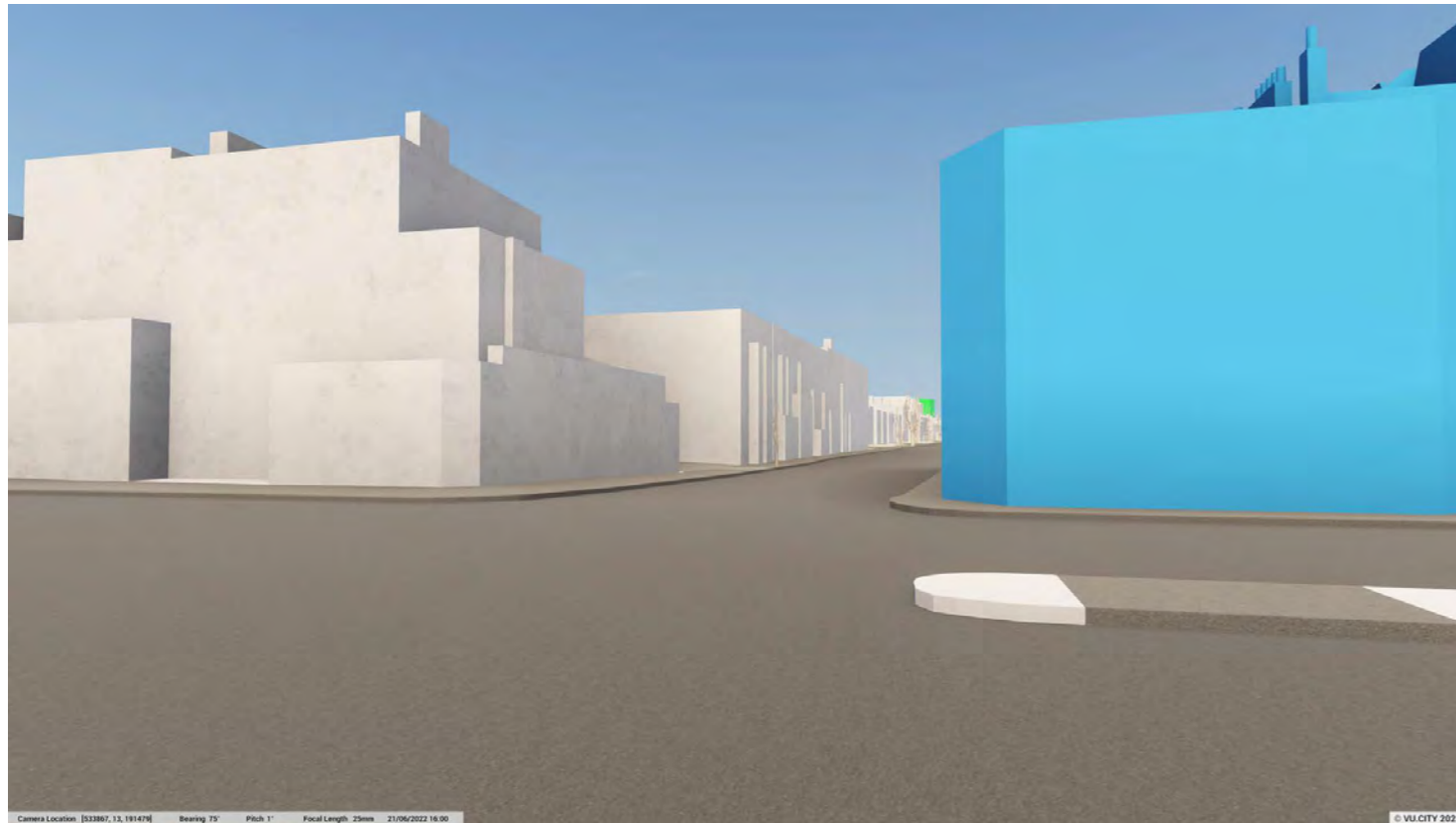
Assessment View 10.



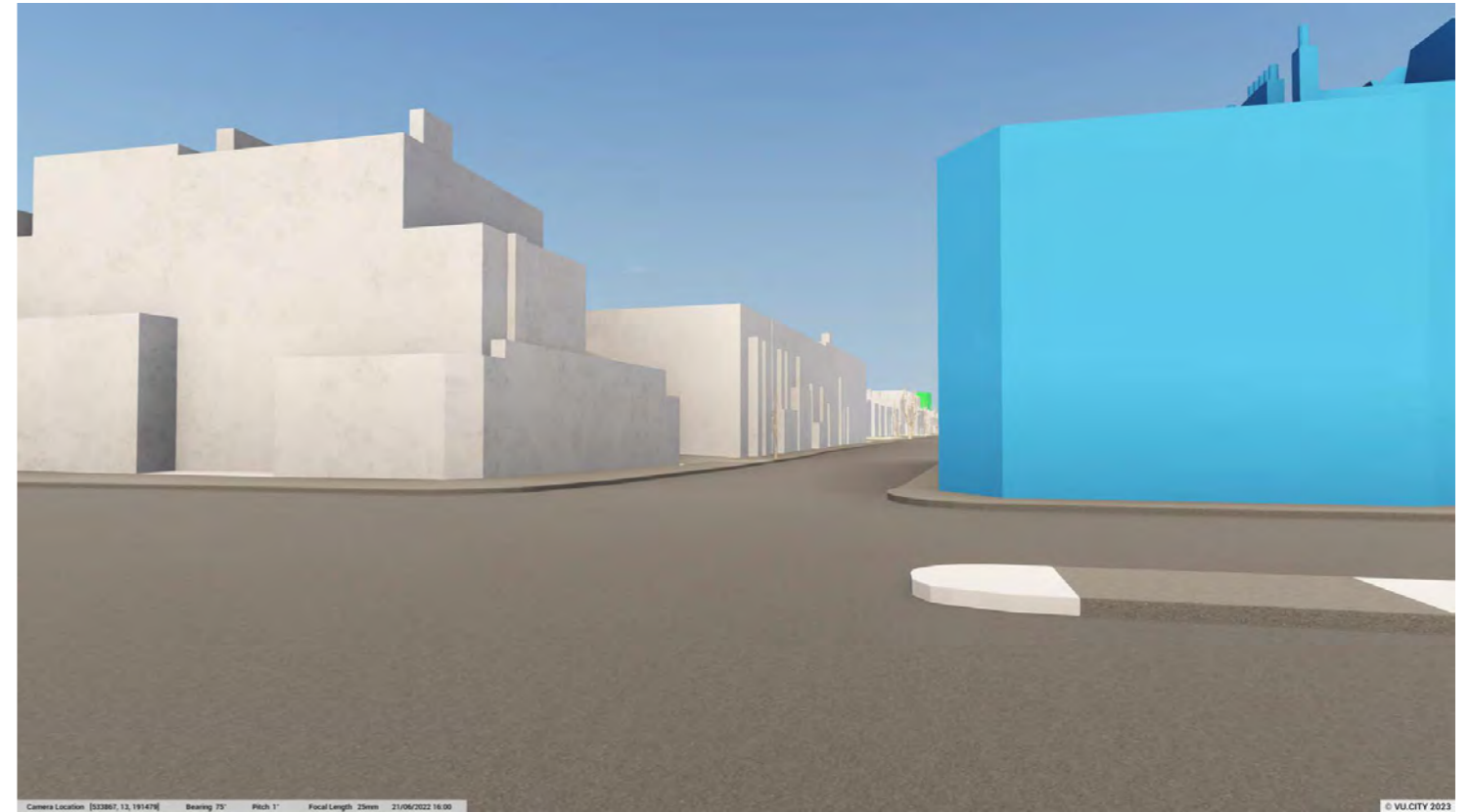
Existing



Revision A



Limited Harm



Revision B

Assessment View 11.



Existing



Revision A



Limited Harm

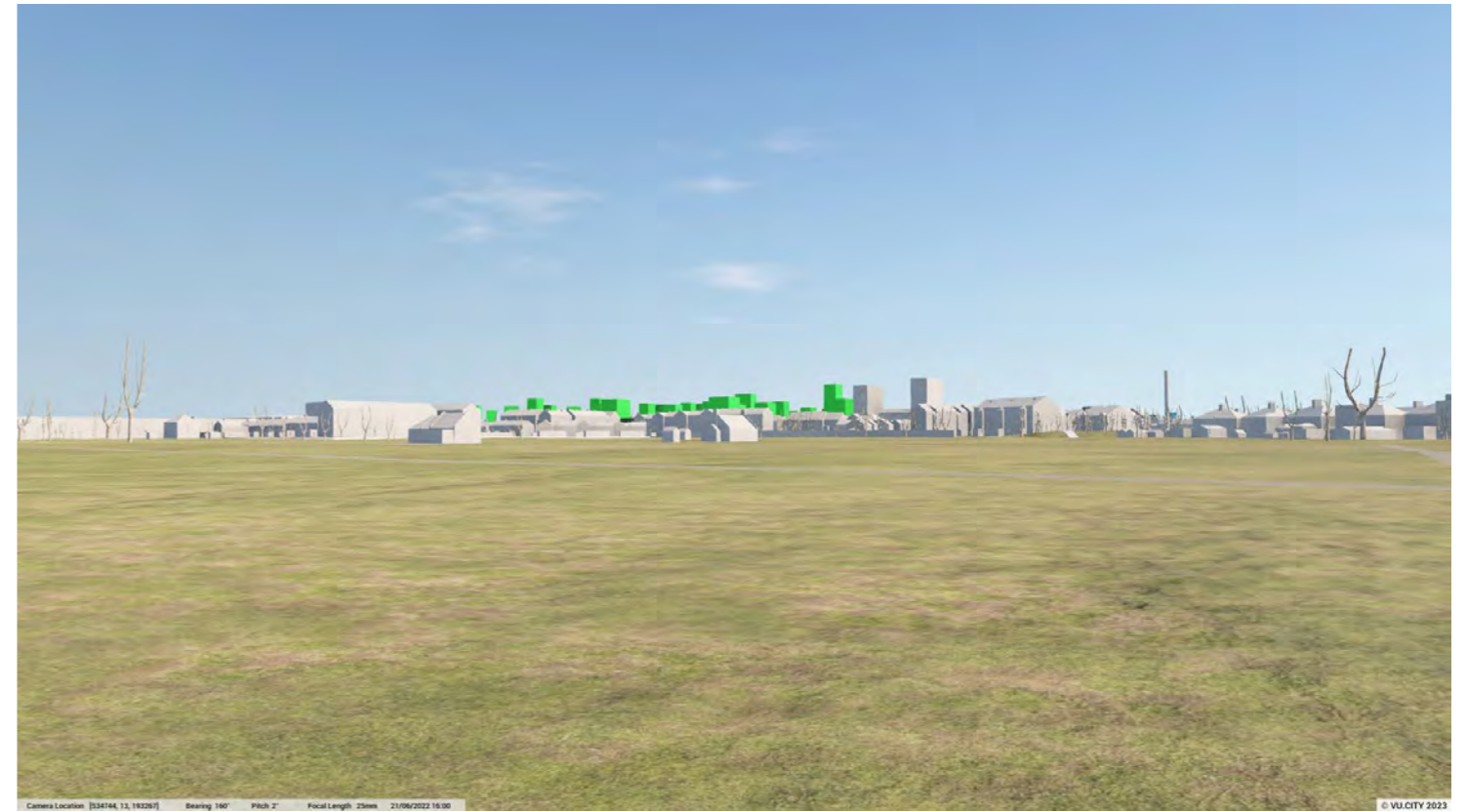


Revision B

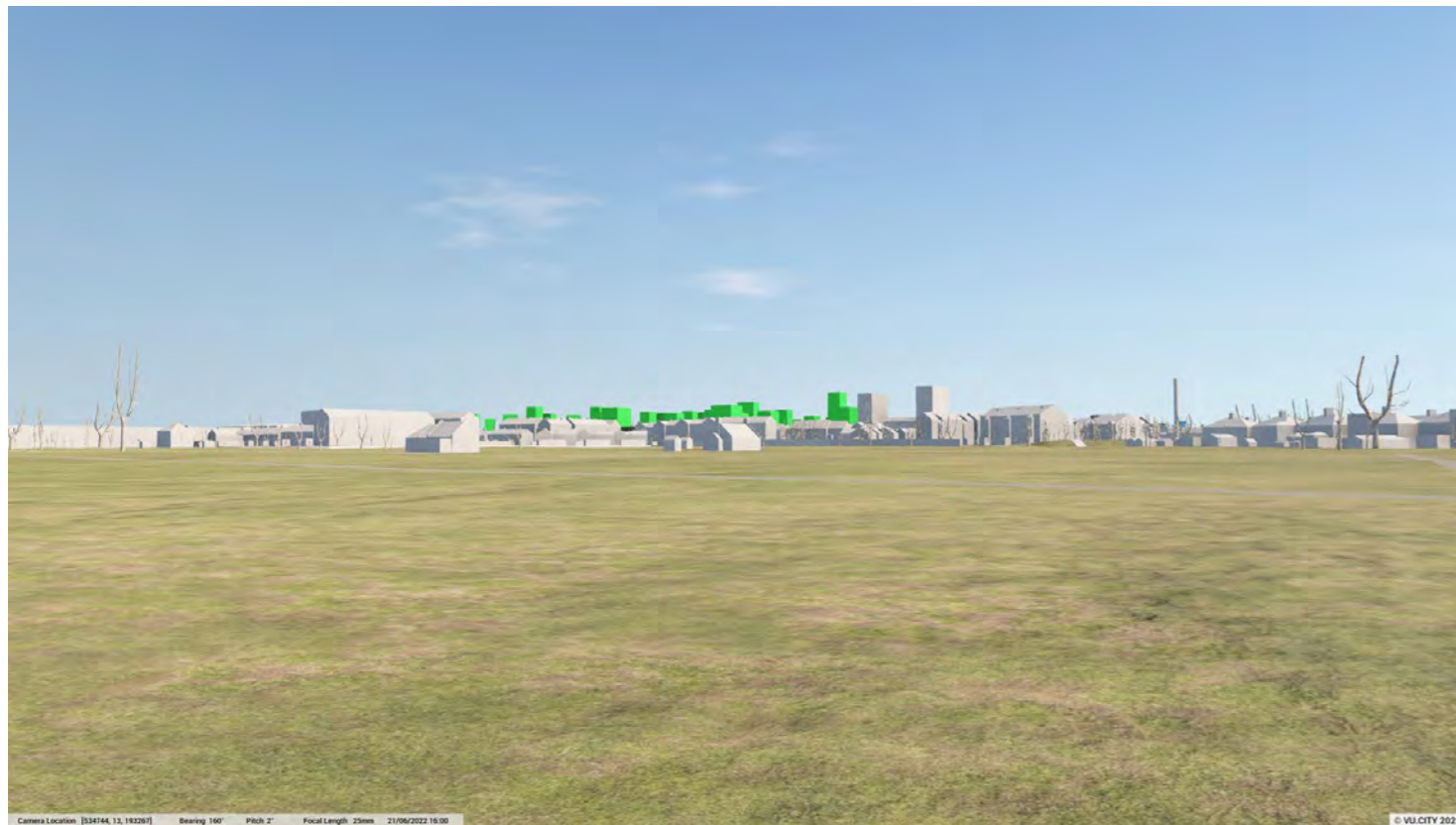
Assessment View 12.



Existing



Revision A

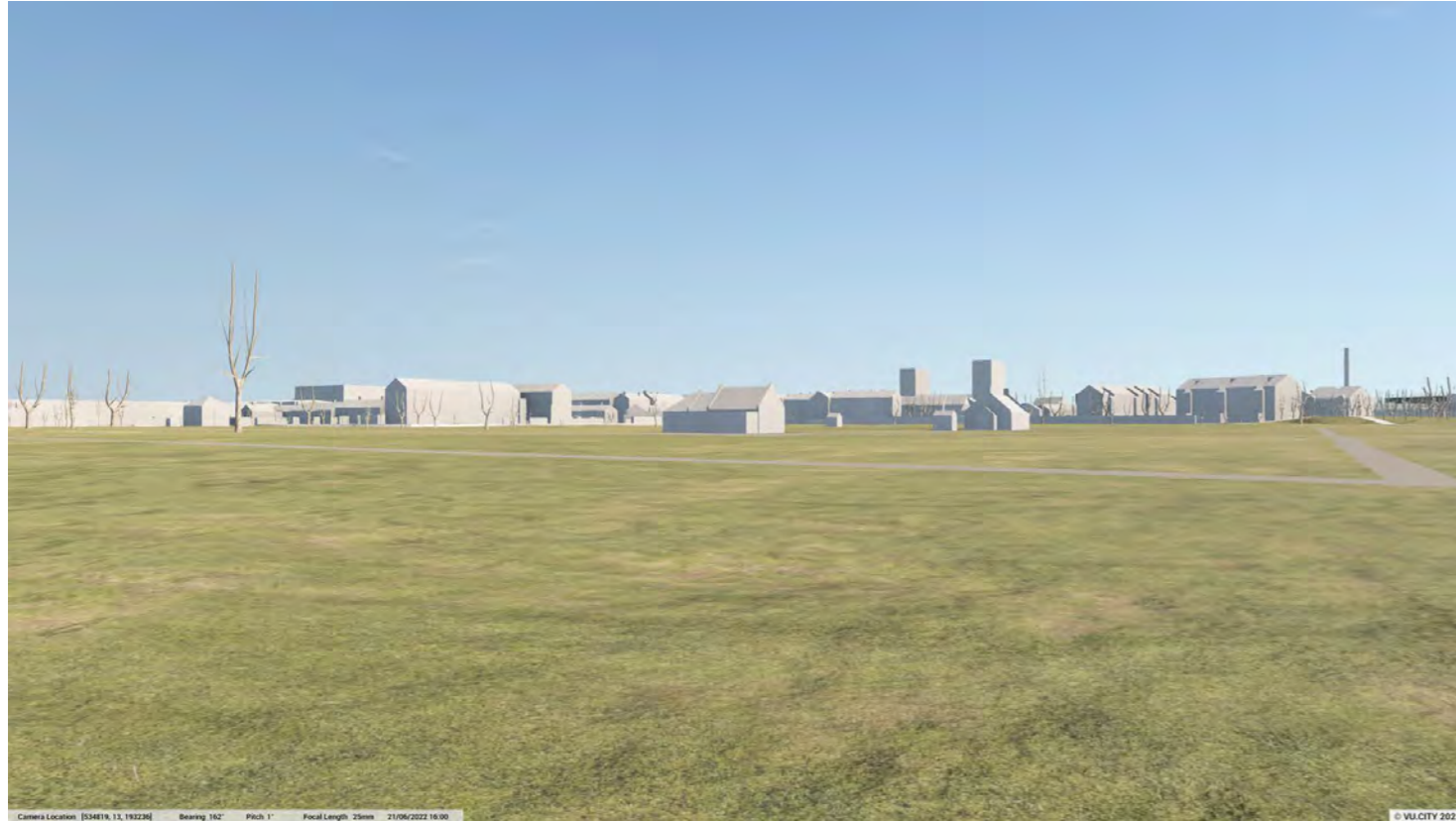


Limited Harm



Revision B

Assessment View 13.



Existing



Revision A



Limited Harm

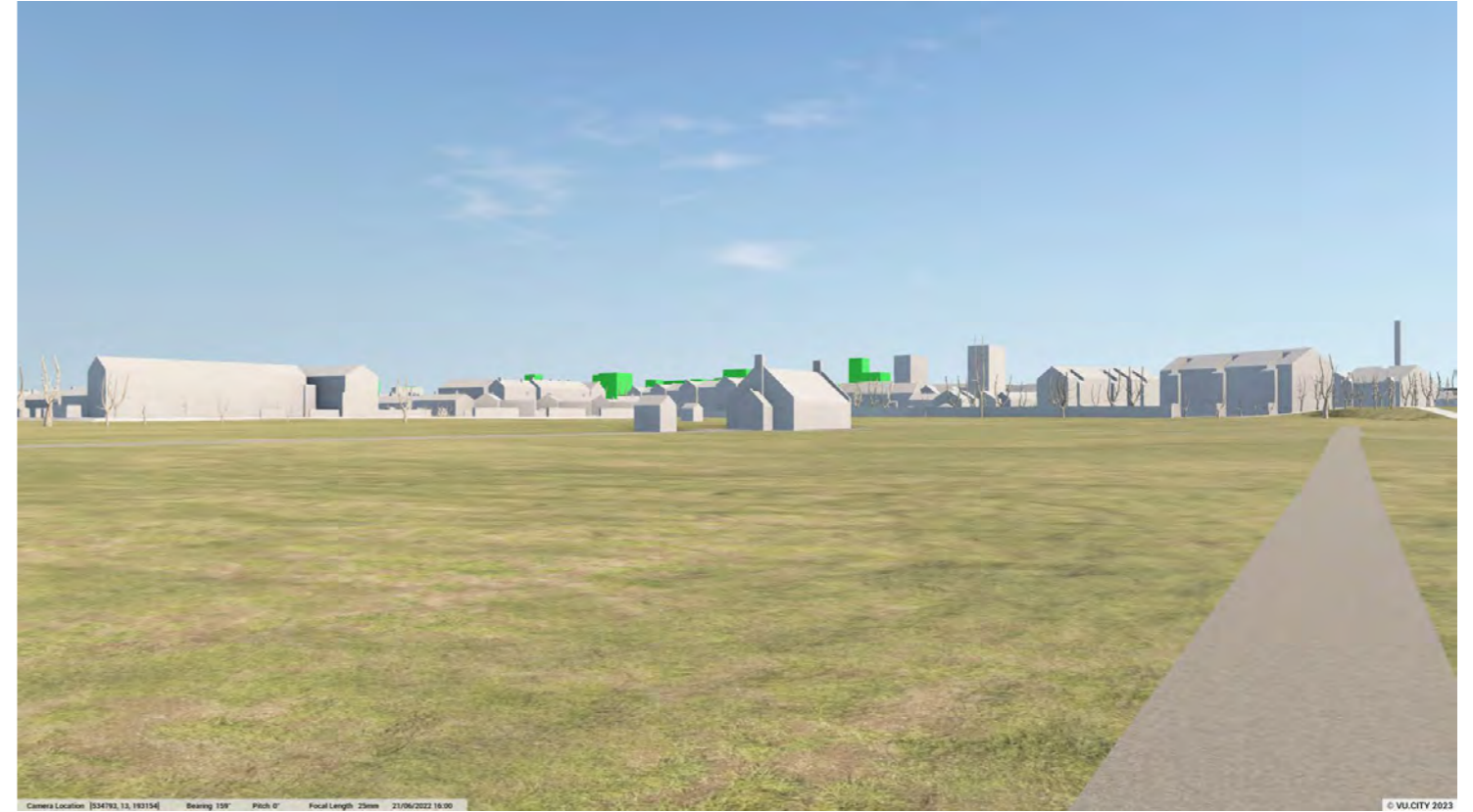


Revision B

Assessment View 14.



Existing



Revision A



Limited Harm



Revision B

Assessment View 15.



Existing



Revision A



Limited Harm



Revision B

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