



# Appendix D

Tall buildings maps .....	556
D.1 Height definition maps .....	557
D.2 Tall buildings locations maps .....	562
D.3 Industrial tall buildings locations maps .....	577



# TALL BUILDINGS MAPS

## TALL BUILDINGS MAPS

The following appendix contains detailed maps showing the boundaries of the tall building areas of policy DX.

The areas are split into following sections:

- Height definition maps
- Tall buildings locations maps
- Industrial tall buildings locations maps

Each drawing is organised according to geographical proximity of areas.

## D1. HEIGHT DEFINITION

### Borough Wide Definition Map

This map has been produced in line with policy D9 of the London Plan, which requires boroughs to provide local definitions of what constitutes a “tall building”, applying an effective minimum height of 21m.

Enfield is a predominantly low rise borough (typically 2-4 storeys). Therefore, for the majority of the borough, the definition of a “tall” is any part of the building (including roof plant) at 21m or above. Areas where the local context warrants a different definition are spatially defined here.

This map only describes what height is defined as a “tall” for the purposes of applying tall building policies. It does not set out where tall buildings are considered appropriate, nor does it imply that heights up to the definition will

#### Key

- London Plan Minimum Definition - 21m
- Locally Defined Building Height - Area X - XXm

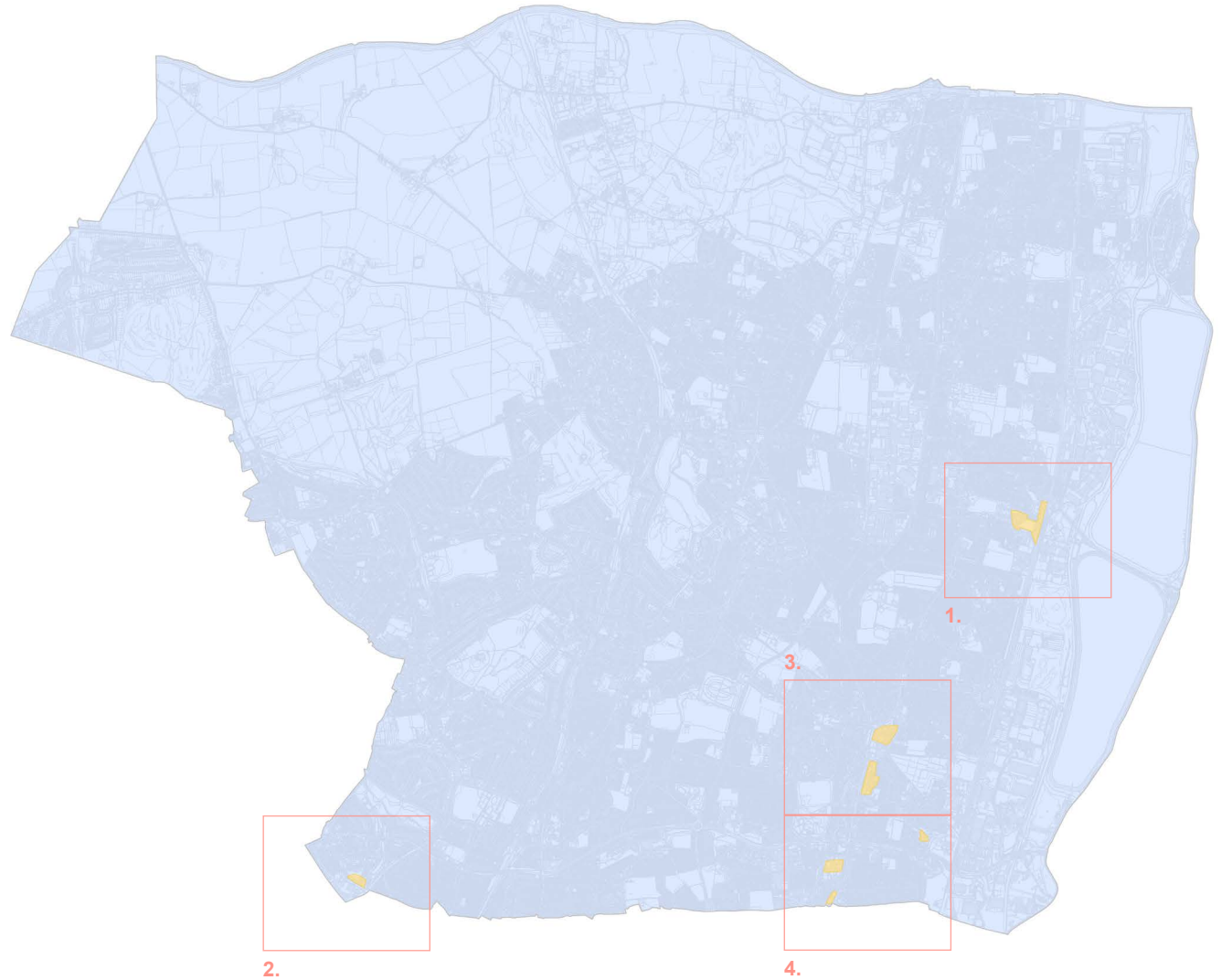


Figure 17.1: Height Definition Diagram

# MAP 1

## Notes

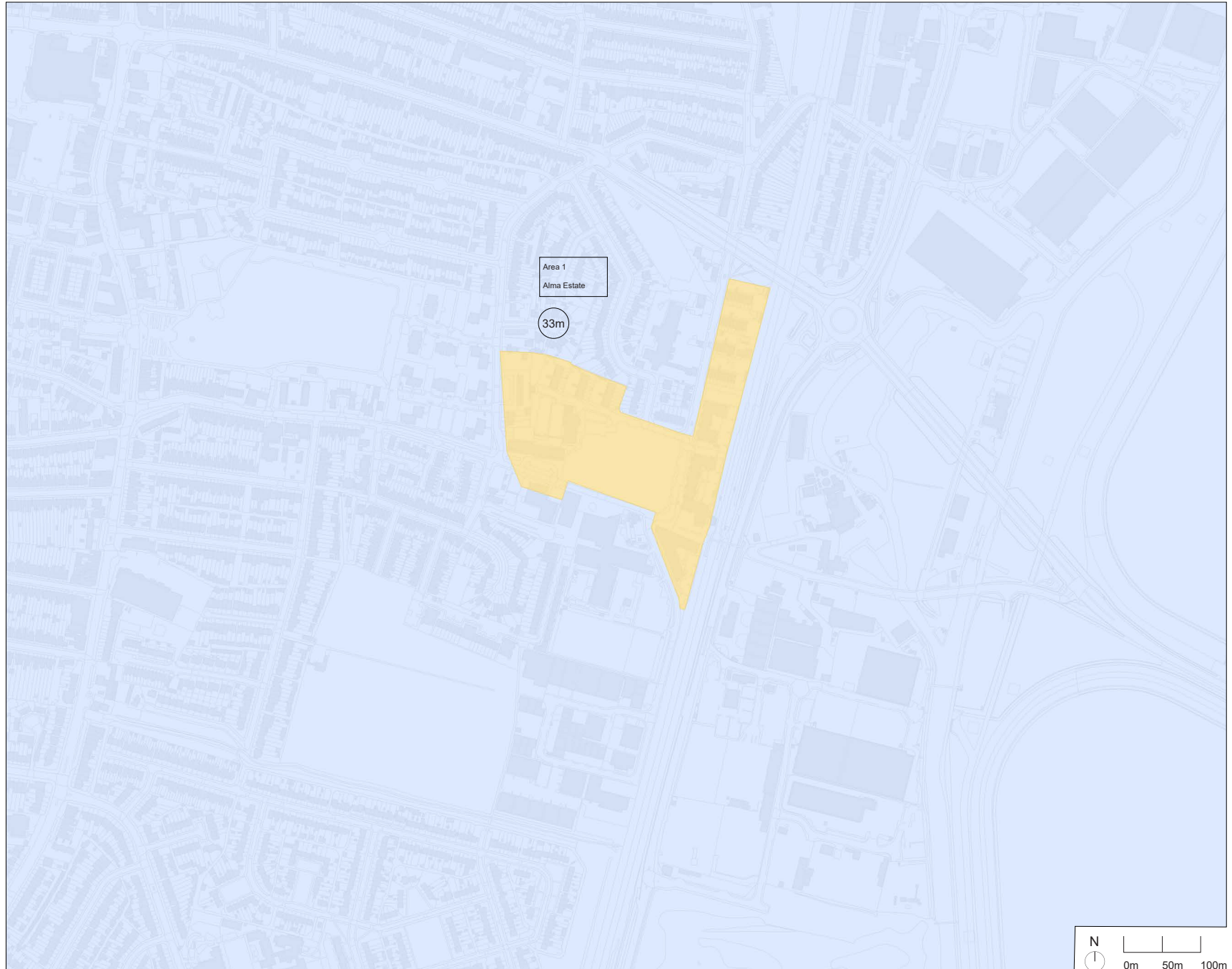
These diagrams do not infer an acceptable scheme in terms of townscape and a scheme specific analysis must be undertaken.

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

These diagrams only show areas where the threshold for "tall" is locally defined.



## Key

- London Plan Minimum Definition 21m
- Locally Defined Building Height Area X - XXm

## MAP 2

### Notes

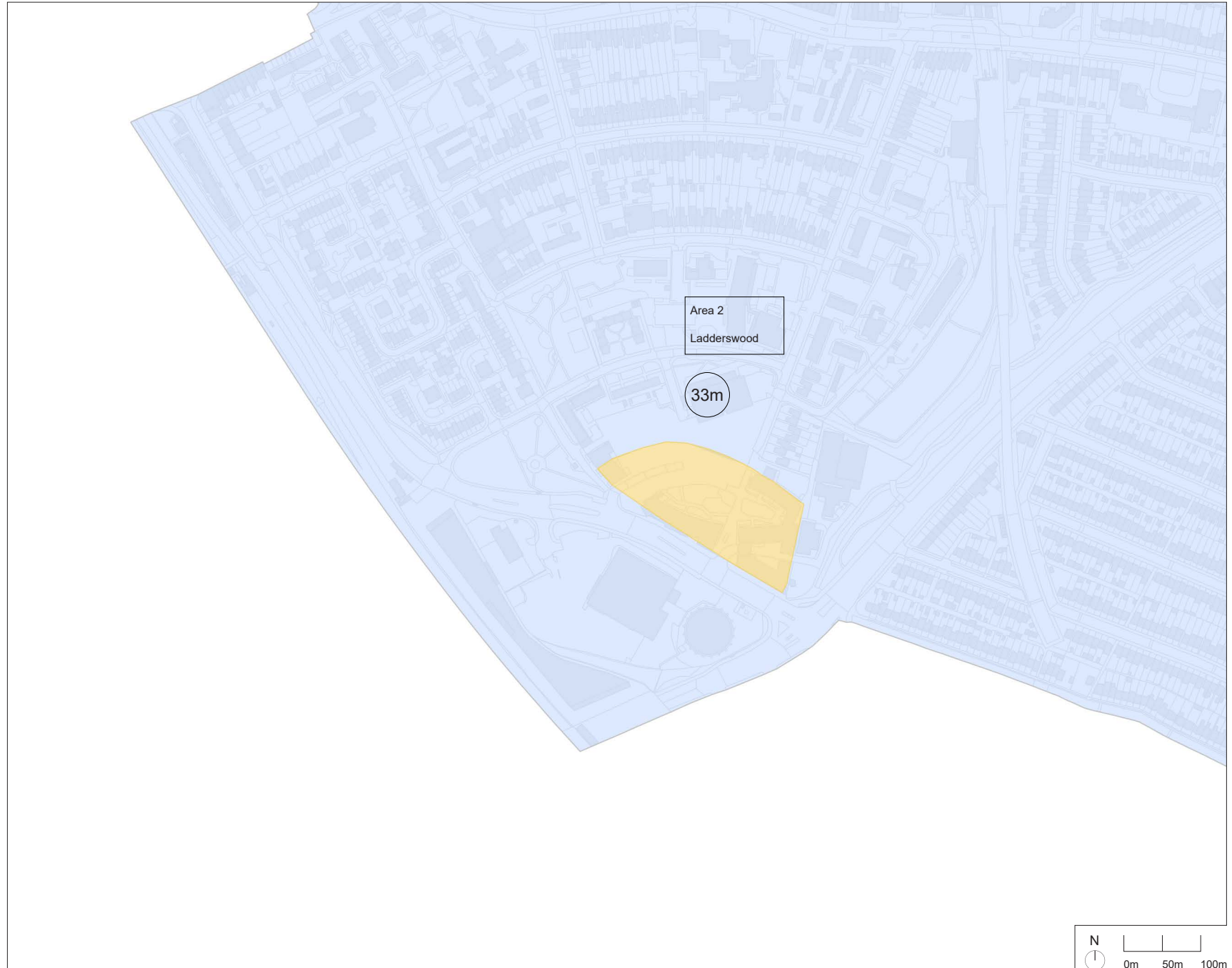
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These diagrams only show areas where the threshold for "tall" is locally defined.



## MAP 3

### Notes

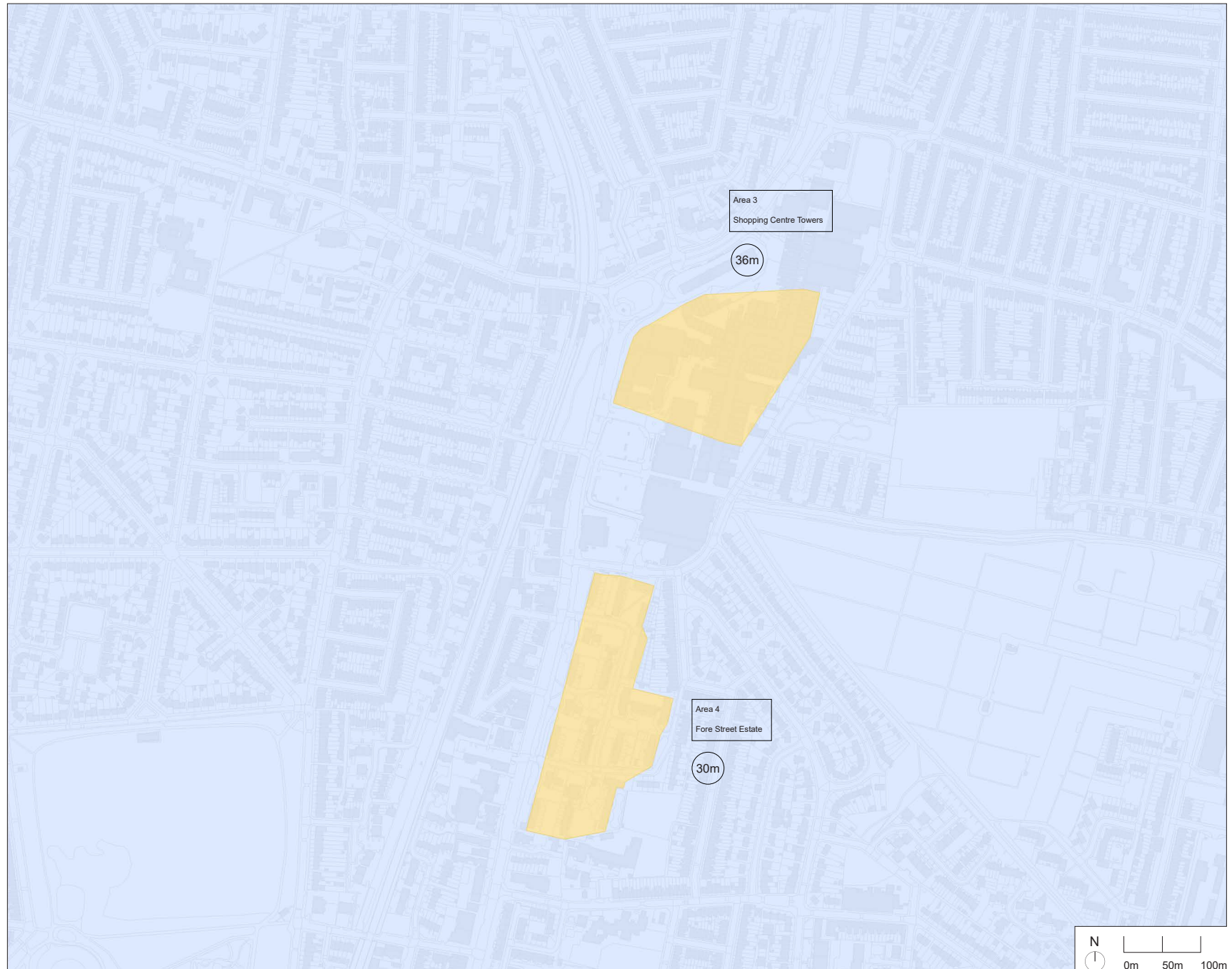
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These diagrams only show areas where the threshold for "tall" is locally defined.



## MAP 4

### Notes

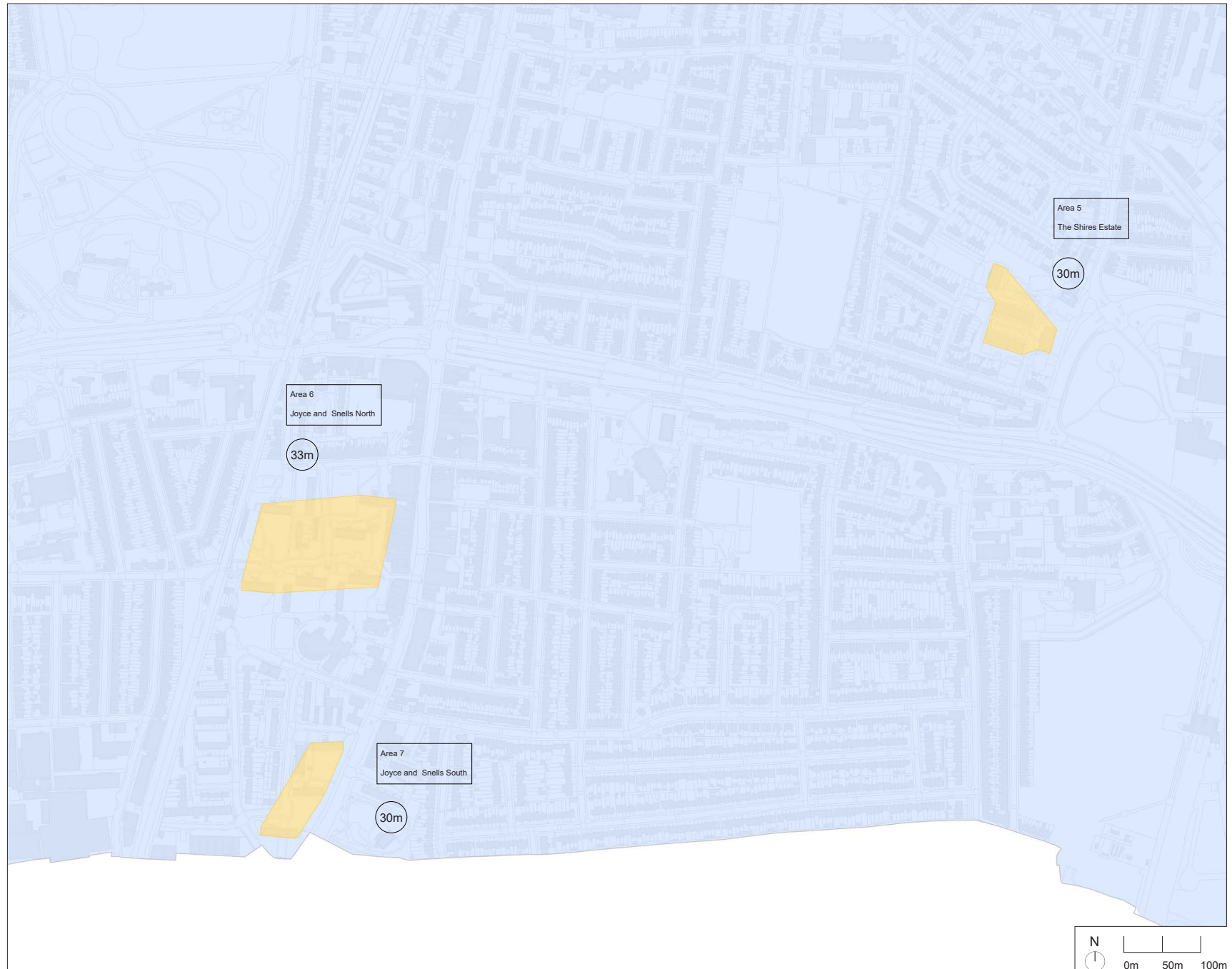
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Areas prepared in line with the 2021 London Plan Policy D9 B requirements.

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

These diagrams only show areas where the threshold for "tall" is locally defined.



## D2, D3. TALL BUILDING LOCATIONS

### Borough Wide Locations Map

This map shows the proposed areas that could potentially accommodate tall buildings with all other areas being inappropriate. This does not preclude the assessment process required for tall buildings and proposals will still have to adhere to a high standard of design. This map is for information only. Policy maps are shown in each sub area. be acceptable.

#### Key

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

#### Area - Tall Buildings

1. Area\_01\_Cockfosters
2. Area\_02\_Enfield Town
3. Area\_03\_Southbury
4. Area\_04\_Brimmsdown
5. Area\_05\_Ponders End
6. Area\_06\_Southgate
7. Area\_07\_New Southgate
8. Area\_08\_Palmers Green
9. Area\_09\_Edmonton Green
10. Area\_10\_Angel Edmonton
11. Area\_11\_Meridian Water

#### Area - Industrial Tall Buildings

- I1. Area\_I1\_South East Enfield
- I2. Area\_I2\_Southbury
- I3. Area\_I3\_Brimmsdown
- I4. Area\_I4\_Ponders End
- I5. Area\_I5\_North Enfield

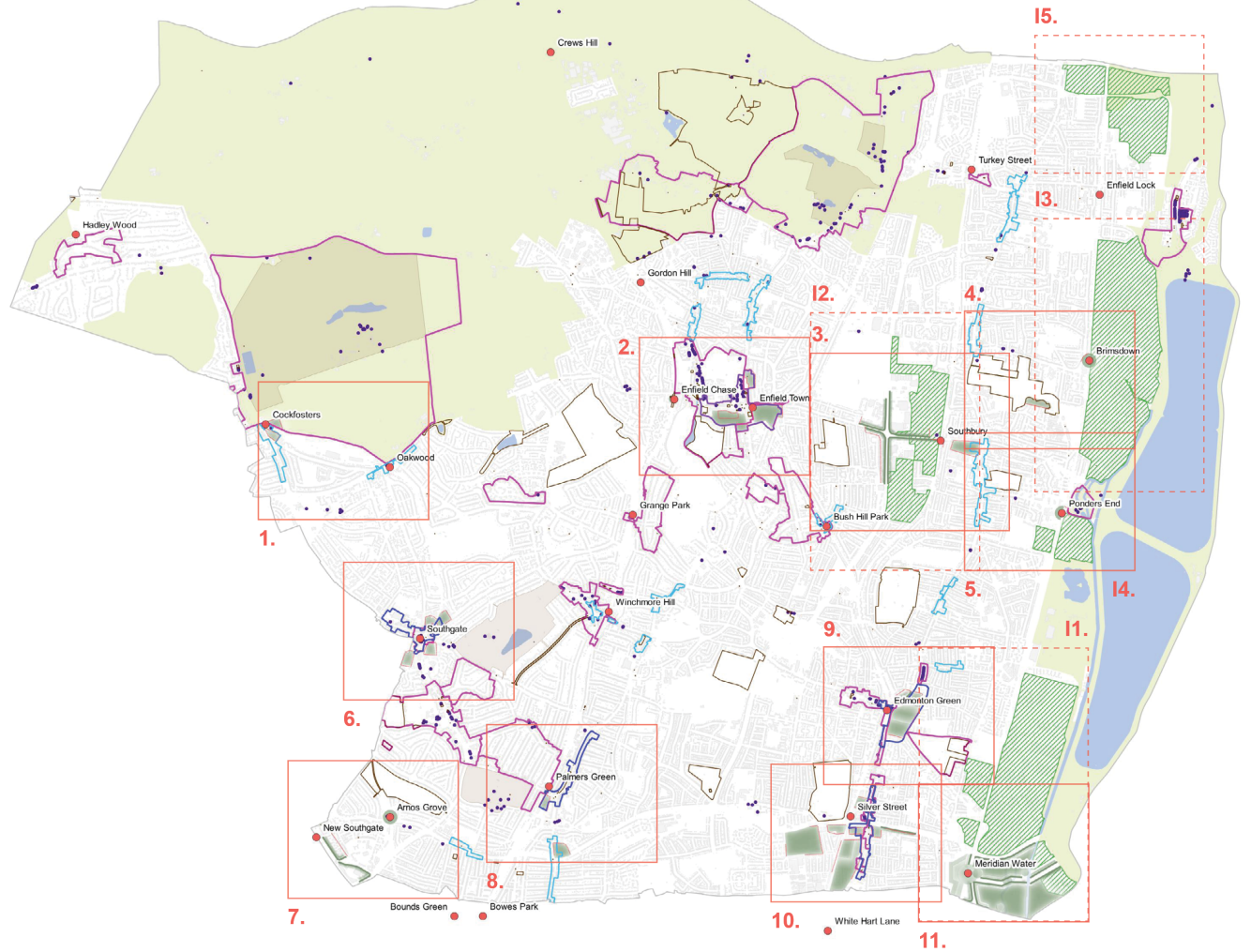
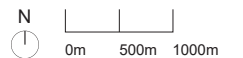


Figure 17.2: Tall Building Locations

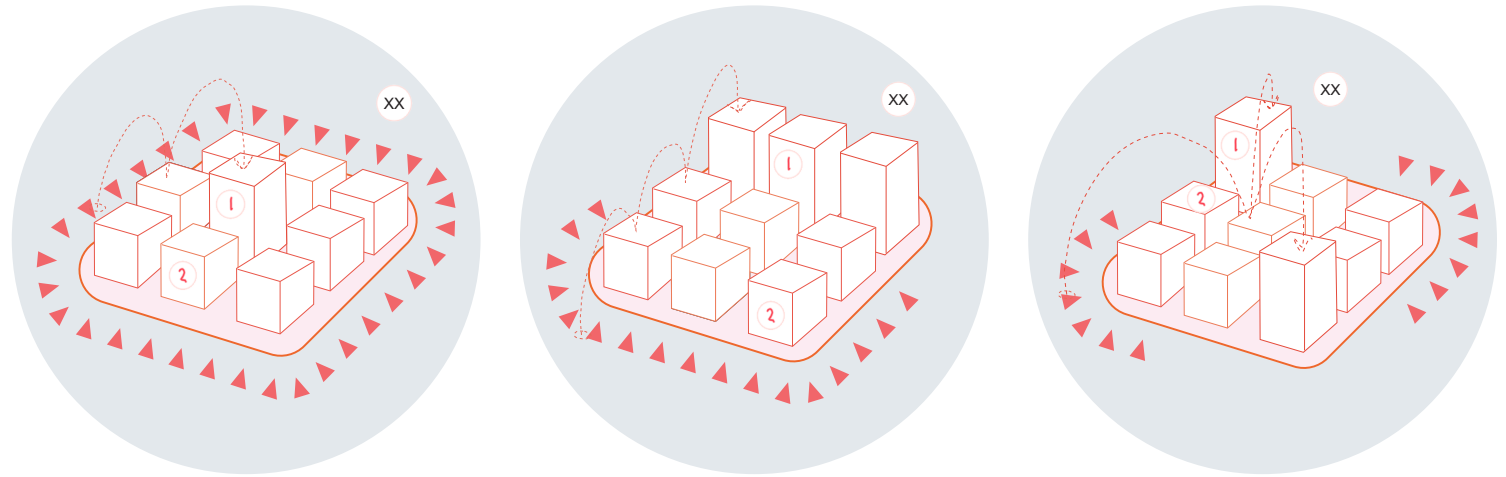




## INTERPRETATION

### GUIDANCE FOR AREAS

These diagrams suggest how the areas potentially appropriate for tall buildings can be interpreted. These are indicative and seek to explain that the tall buildings should be contextual and informed by their surroundings both in terms of visual impact, urban design and practicality.



1. Potential interpretation of a constrained site

2. Potential interpretation of a partially constrained site

3. Potential interpretation of a partially constrained site

### Key



Height sensitive edge



Maximum Height in Meters



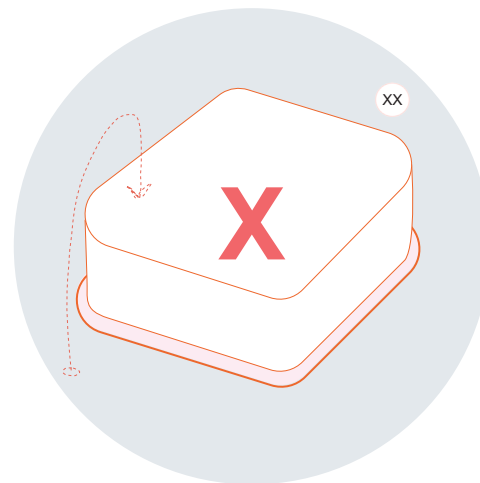
Lower Maximum Height  
(Linear Zones only)



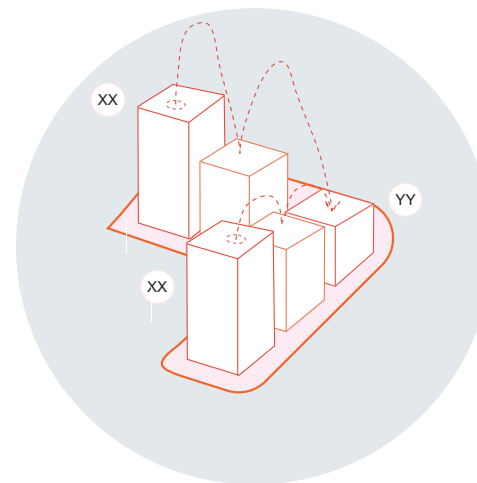
Examples of potential responses to the zone. Uniform height across the zone is not acceptable



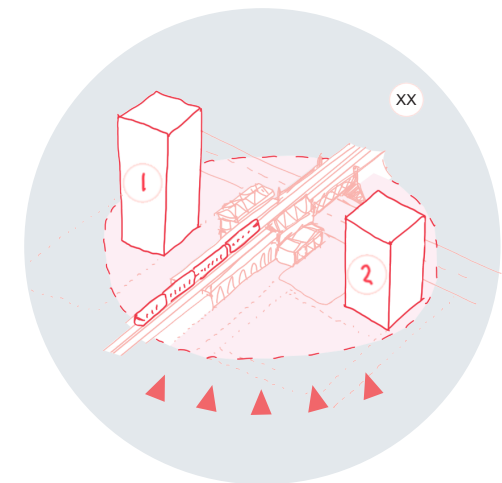
Height increases with direction of arrow. Uniform height across the zone is not suggested



4. Uniform height - Incorrect Interpretation



5. Linear Tall Building Zone



6. Tall Building Point

Figure 17.3: Interpretation guidance

# AREA 1 COCKFOSTERS



















## Notes

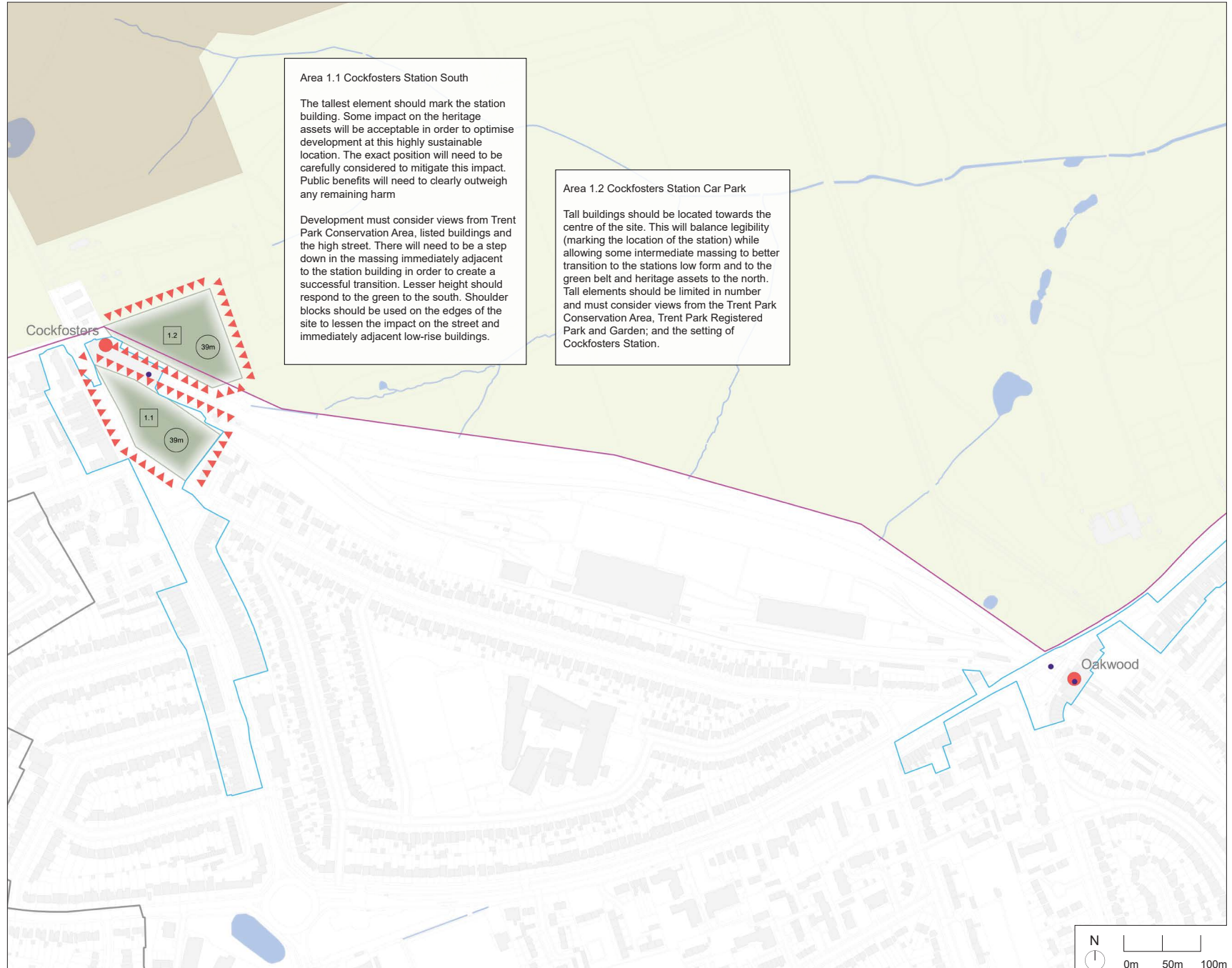
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Please refer to Policy DE6: Tall Buildings, which contains important information on the interpretation of these maps and the criteria to be applied to all proposals for tall buildings. In addition, all proposals must address the requirements of London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

## Key

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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
-  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



Appendix D

# AREA 2 ENFIELD TOWN

## Notes

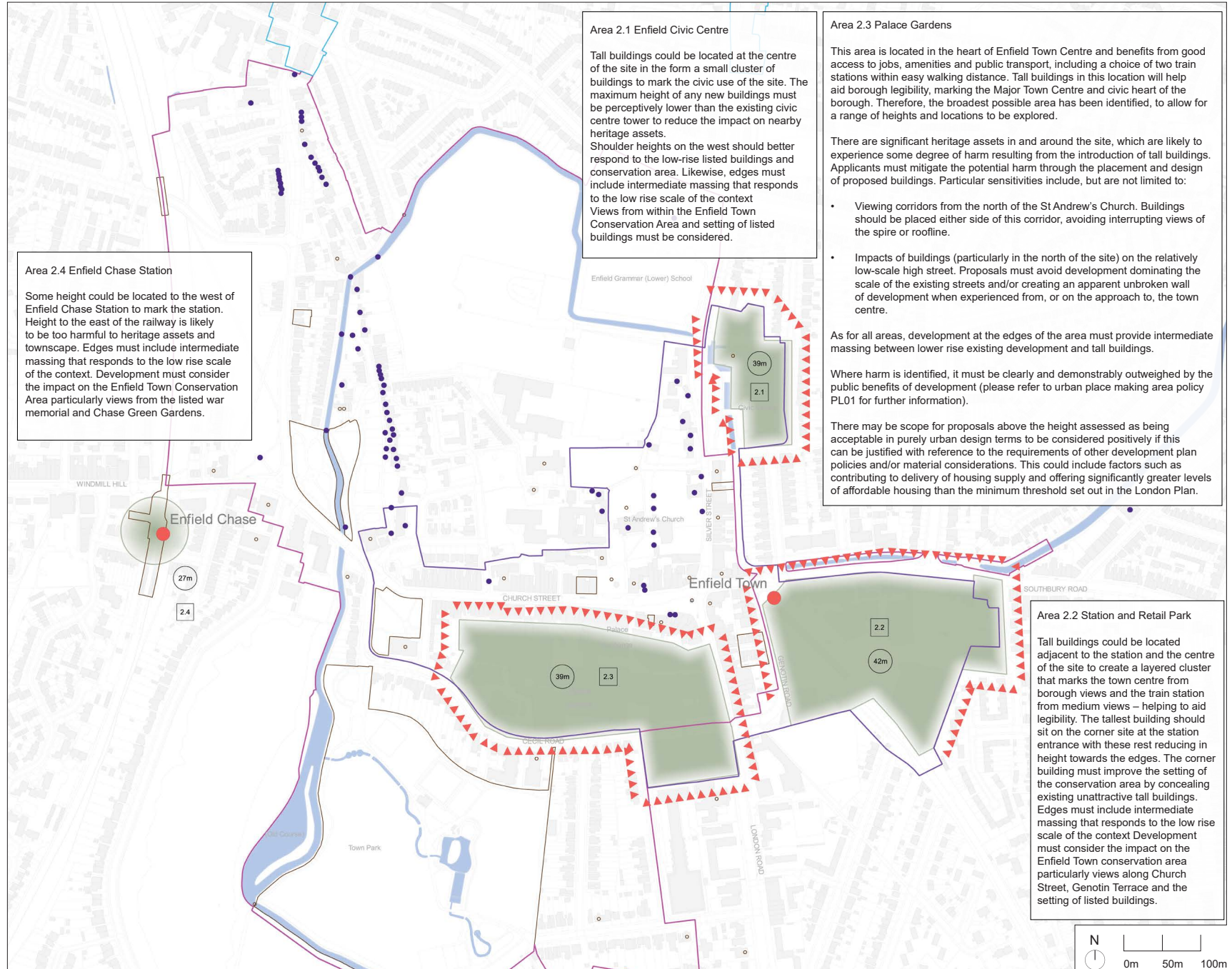
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- Borough Boundary
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# AREA 3 SOUTHBURY



















## Notes

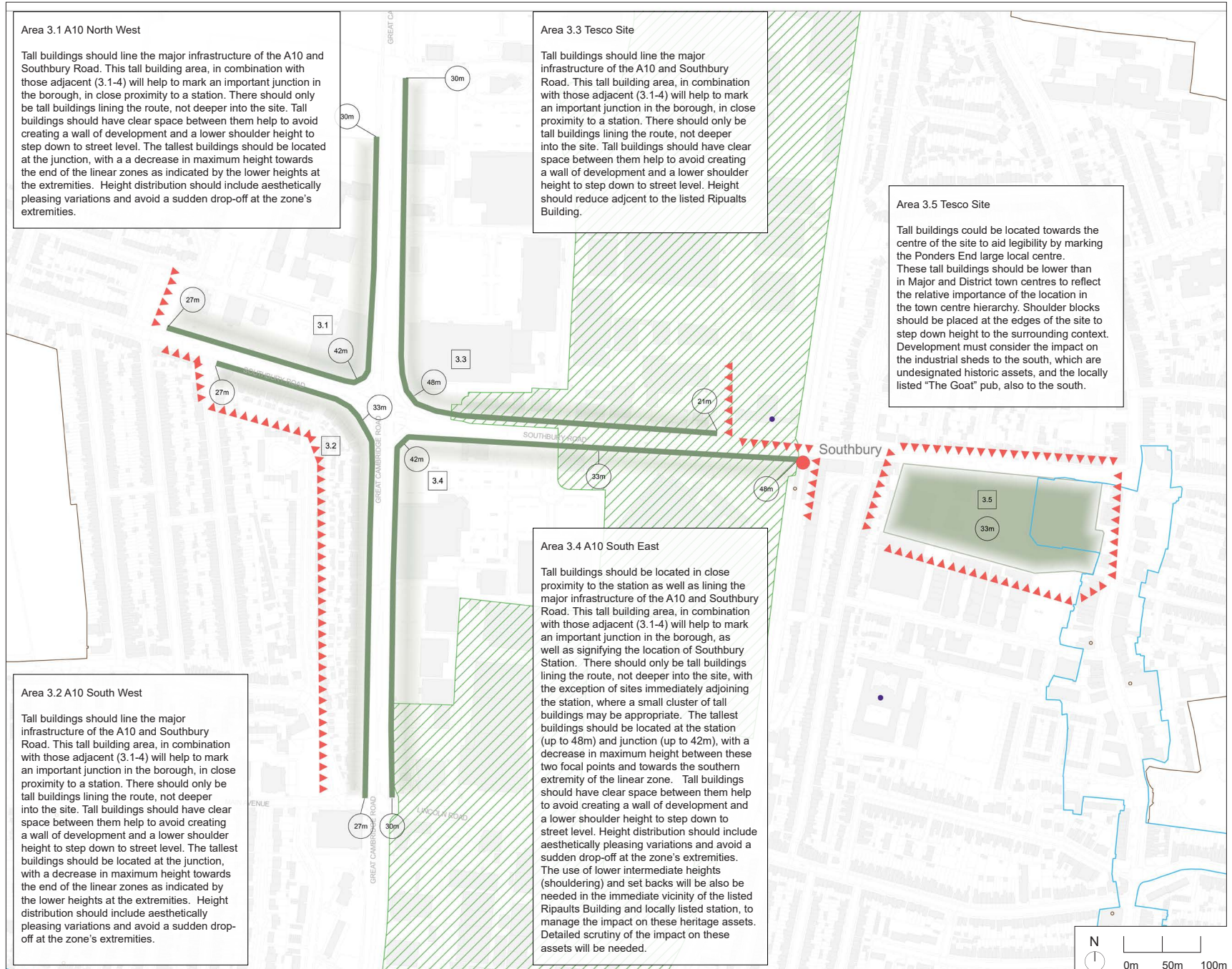
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-  Listed Building
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# AREA 4 BRIMSDOWN

## Notes

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- Conservation Area
- Registered Parks and Gardens
- Listed Building
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# AREA 5 PONDERS END

## Notes

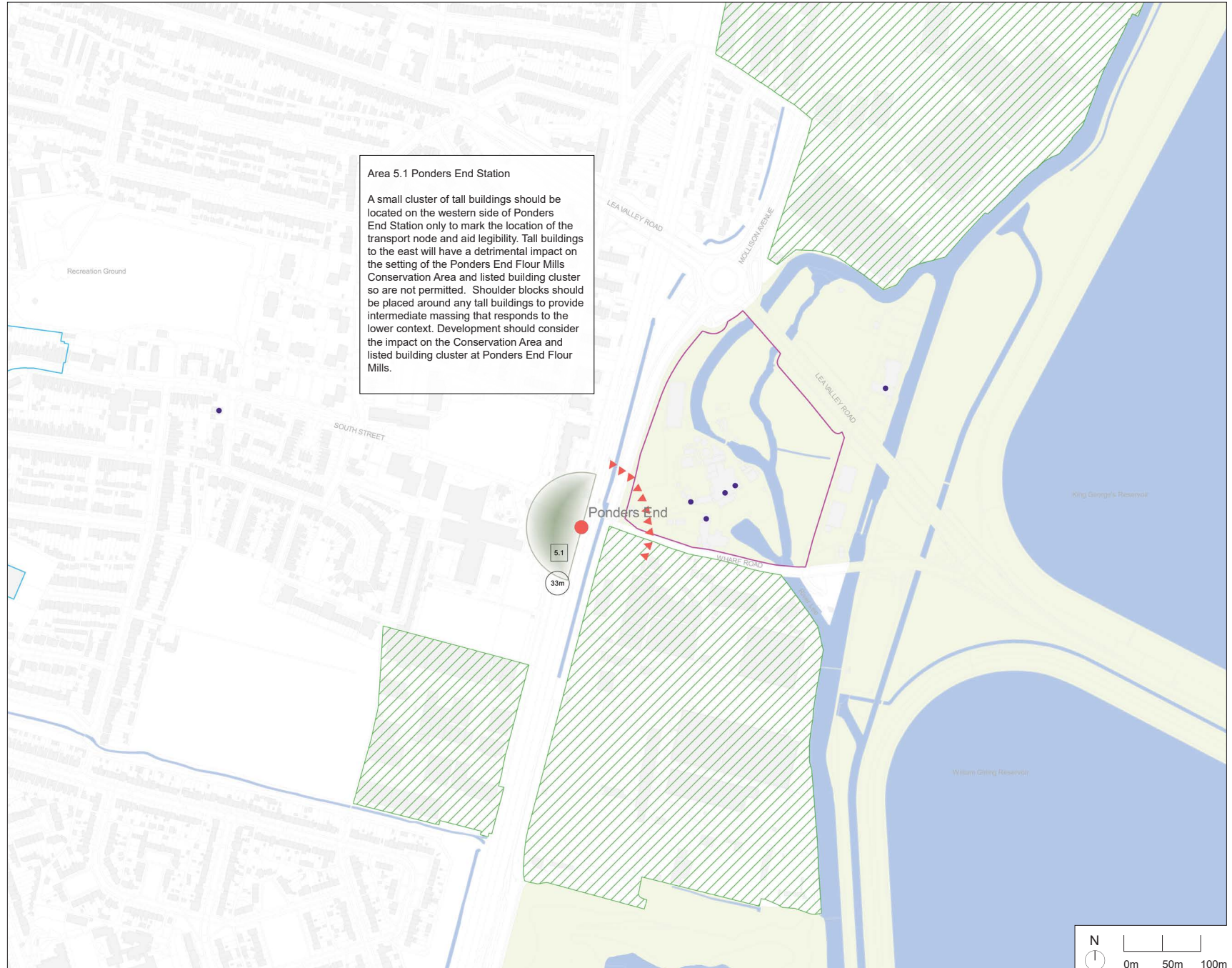
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- Conservation Area
- Registered Parks and Gardens
- Listed Building
- Local Heritage Asset (2018)
- Borough Boundary
- Water
- Green Belt



# AREA 6 SOUTHGATE



















## Notes

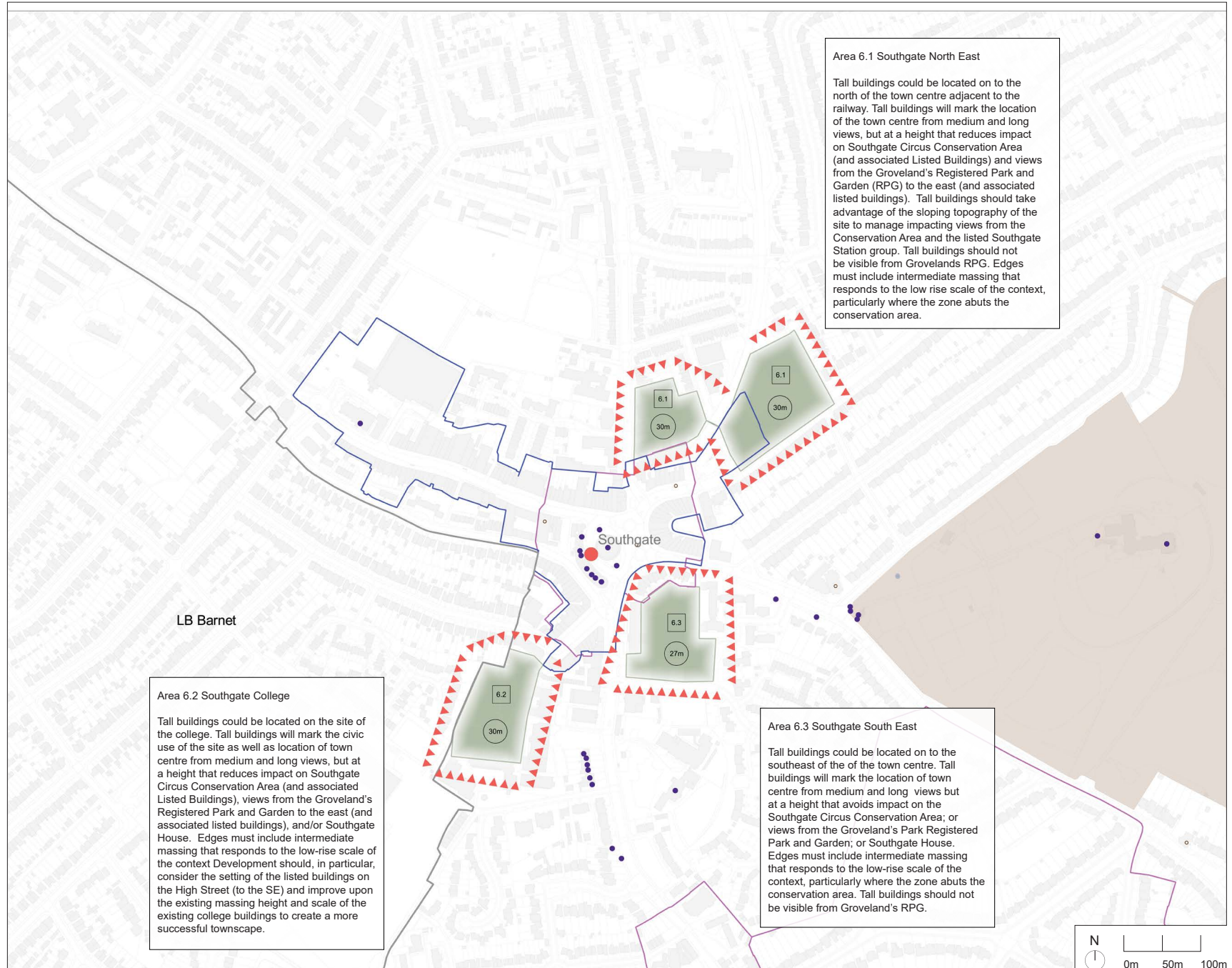
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-  Listed Building
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-  Green Belt



# AREA 7 NEW SOUTHGATE

## Notes

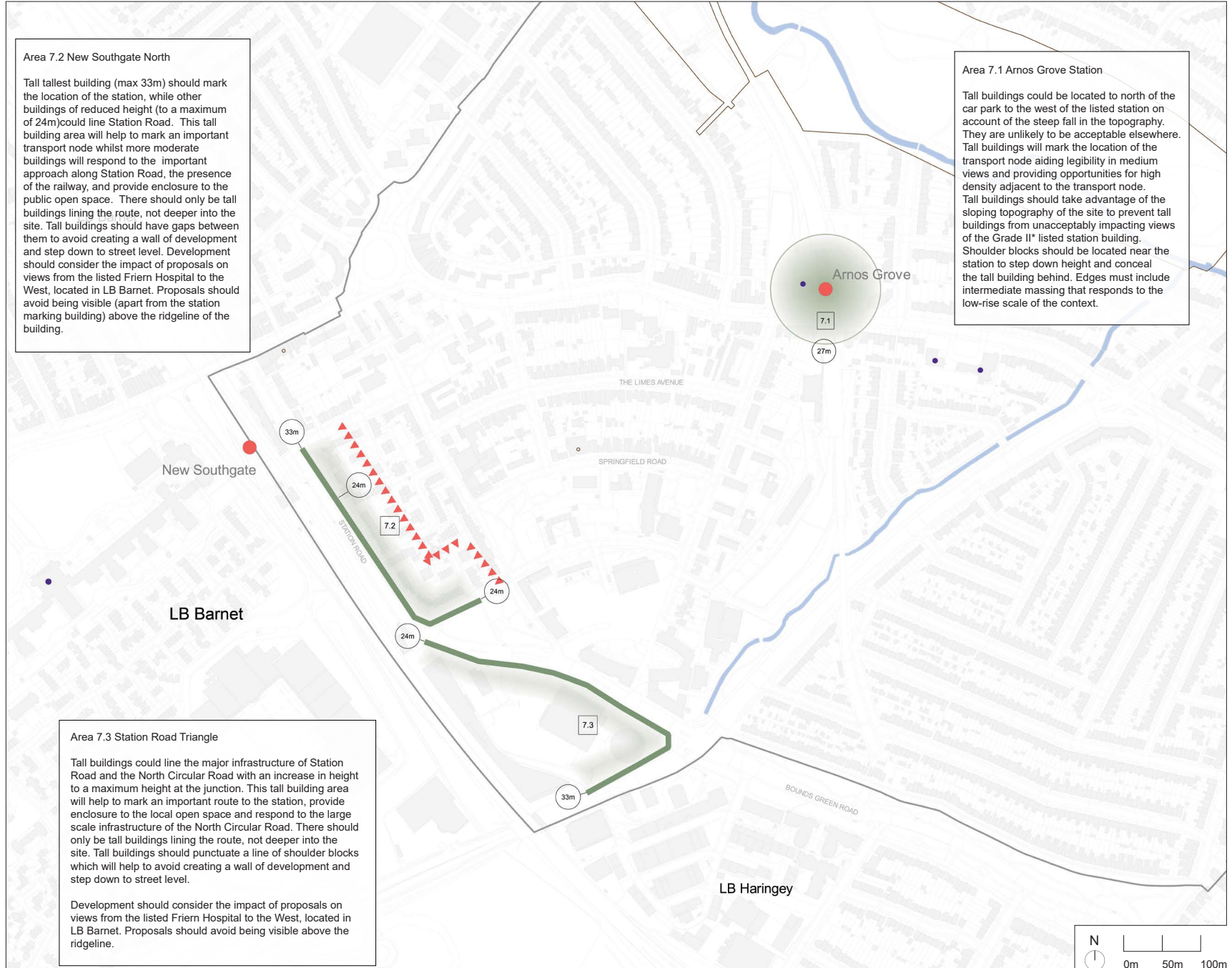
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# AREA 8 PALMERS GREEN



















## Notes

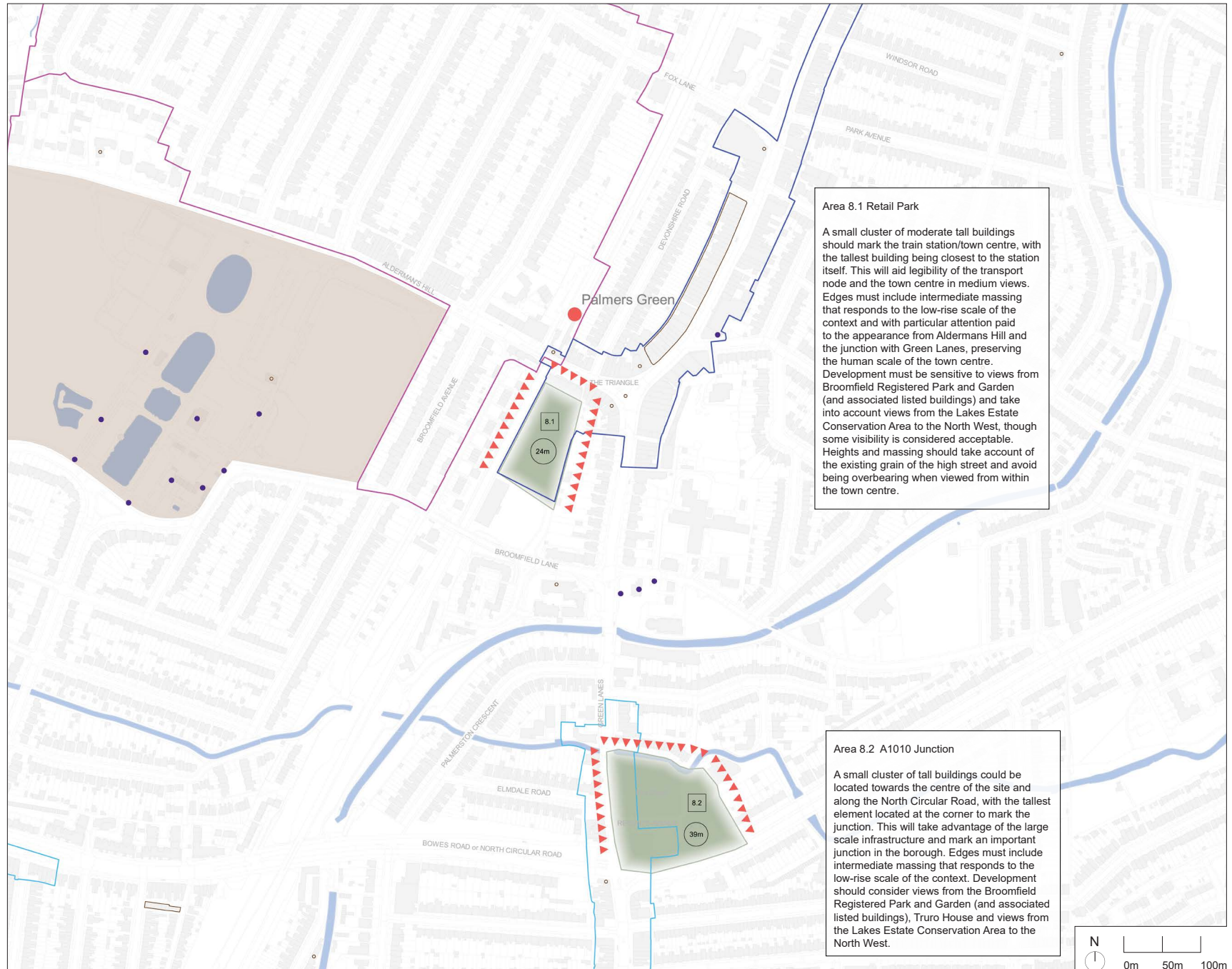
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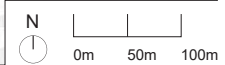


**Area 8.1 Retail Park**

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.

**Area 8.2 A1010 Junction**

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.



# AREA 9 EDMONTON GREEN

## Notes

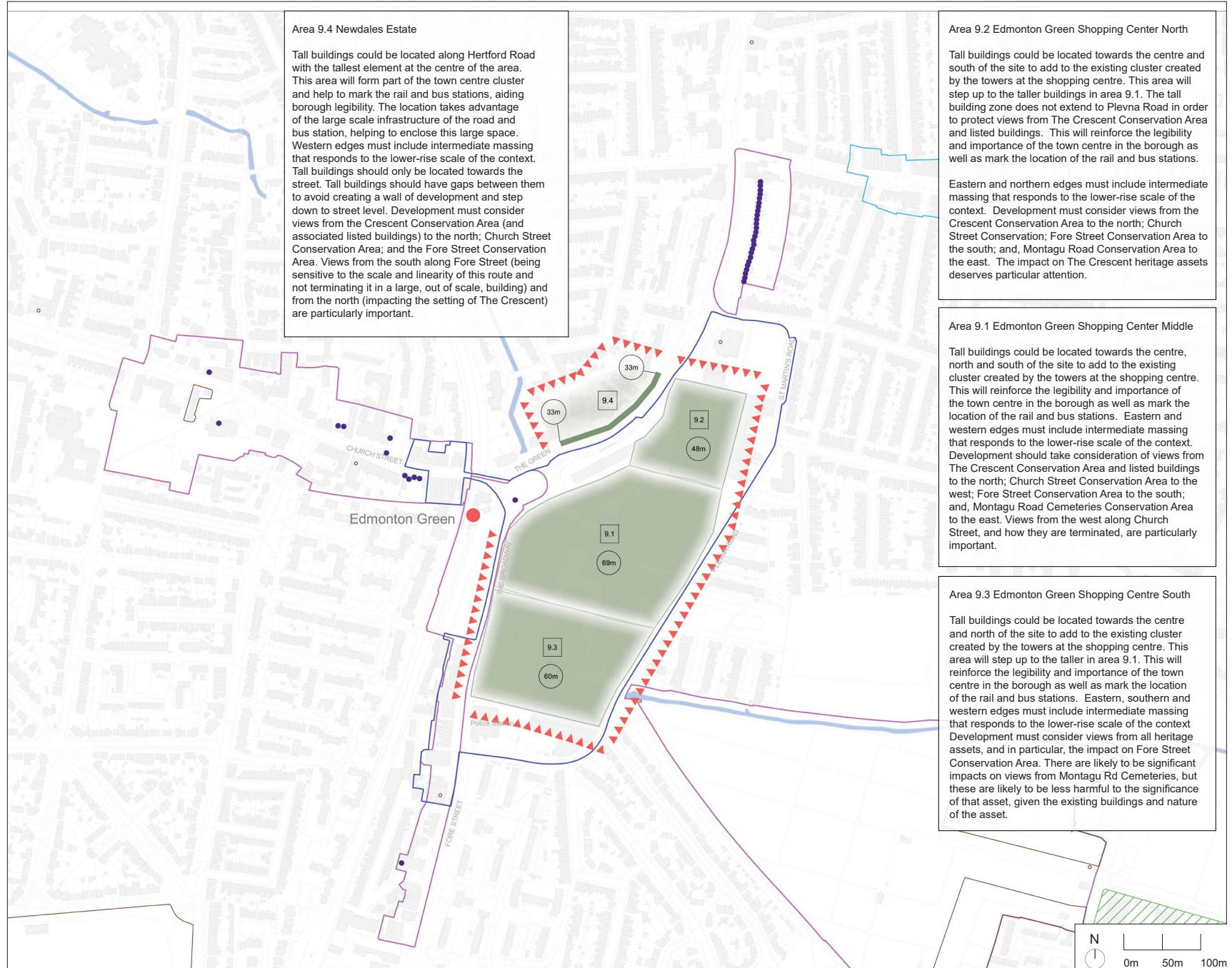
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**Area 9.4 Newdales Estate**

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.

**Area 9.2 Edmonton Green Shopping Center North**

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.

**Area 9.1 Edmonton Green Shopping Center Middle**

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.

**Area 9.3 Edmonton Green Shopping Centre South**

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.

Appendix D

# AREA 10 ANGEL EDMONTON

## Notes

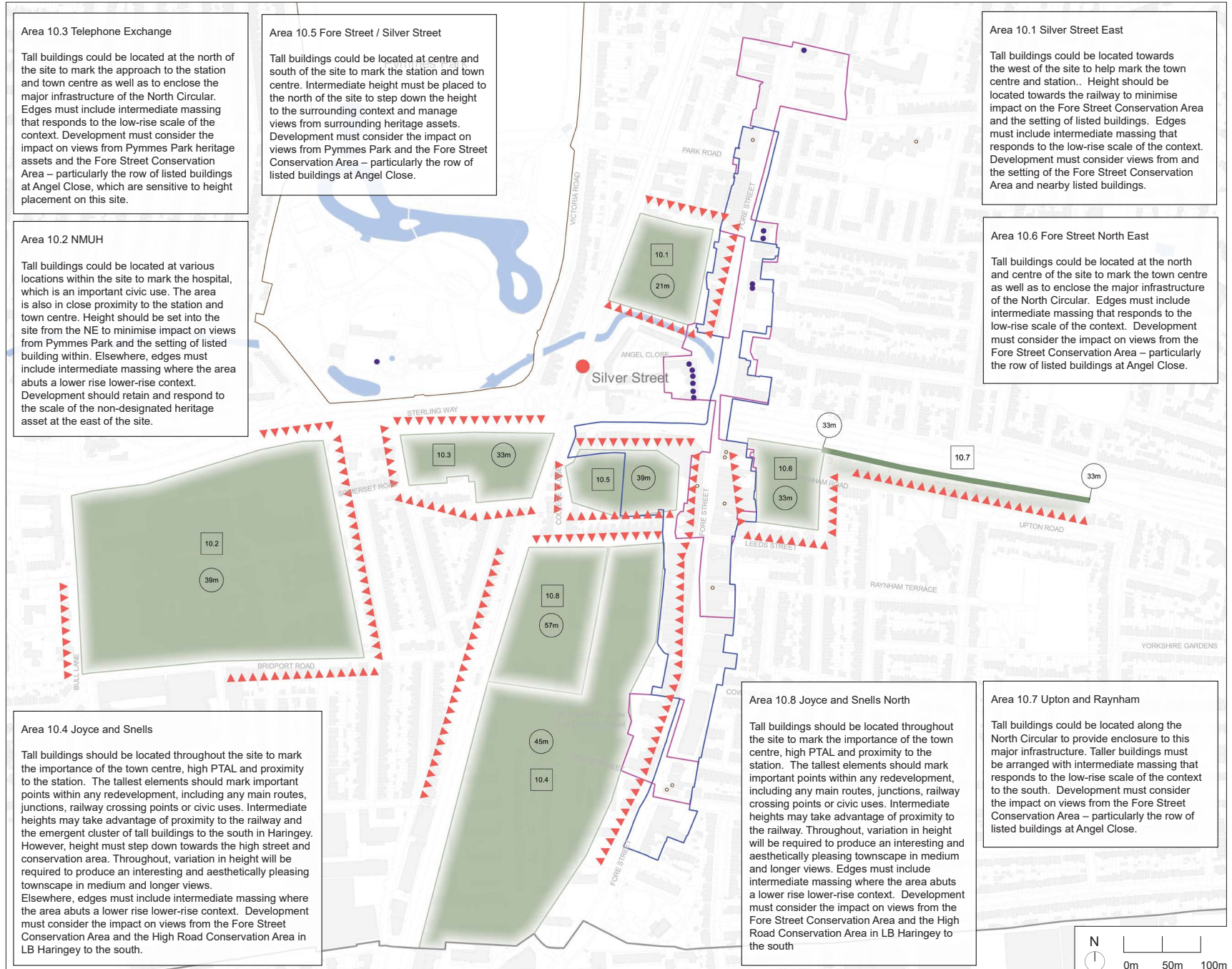
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## Key

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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
- Maximum height within area
- Location reference number
- Train / Underground Station
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- District Centre
- Large Local Centre
- Conservation Area
- Registered Parks and Gardens
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- Borough Boundary
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# AREA 11 MERIDIAN WATER

## Notes

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See pages overleaf for policy wording for each area.

## AREA 11 MERIDIAN WATER

### Policy Wording

In lieu of space on drawing.

<b>Area 11.01 Meridian East</b>
Tall buildings are appropriate in this area to provide an appropriate density between the other, taller, tall buildings areas.
<b>Area 11.02 Meridian One_North</b>
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.
<b>Area 11.03 Meridian Water Station</b>
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.

<b>Area 11.04 Angel Edmonton Road South</b>
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.
<b>Area 11.05 Meridian Phase 1</b>
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.

<b>Area 11.06 Retail Store Site</b>
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.
<b>Area 11.07 Causeway_Meridian West</b>
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 MERIDIAN WATER

### Policy Wording

In lieu of space on drawing.

#### 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.

# AREA I1 SE ENFIELD

## Notes

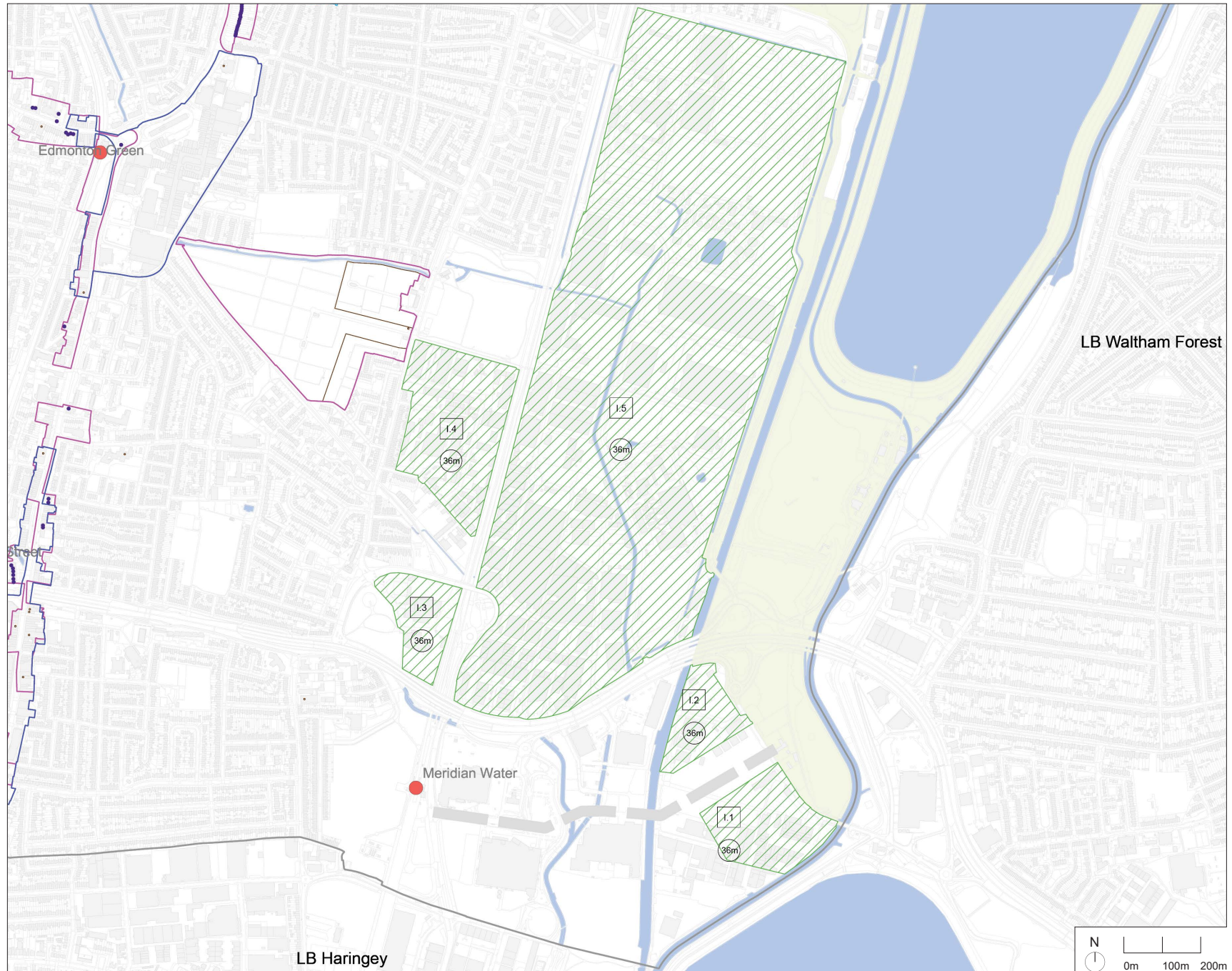
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# AREA 12 SOUTHBURY

## Notes

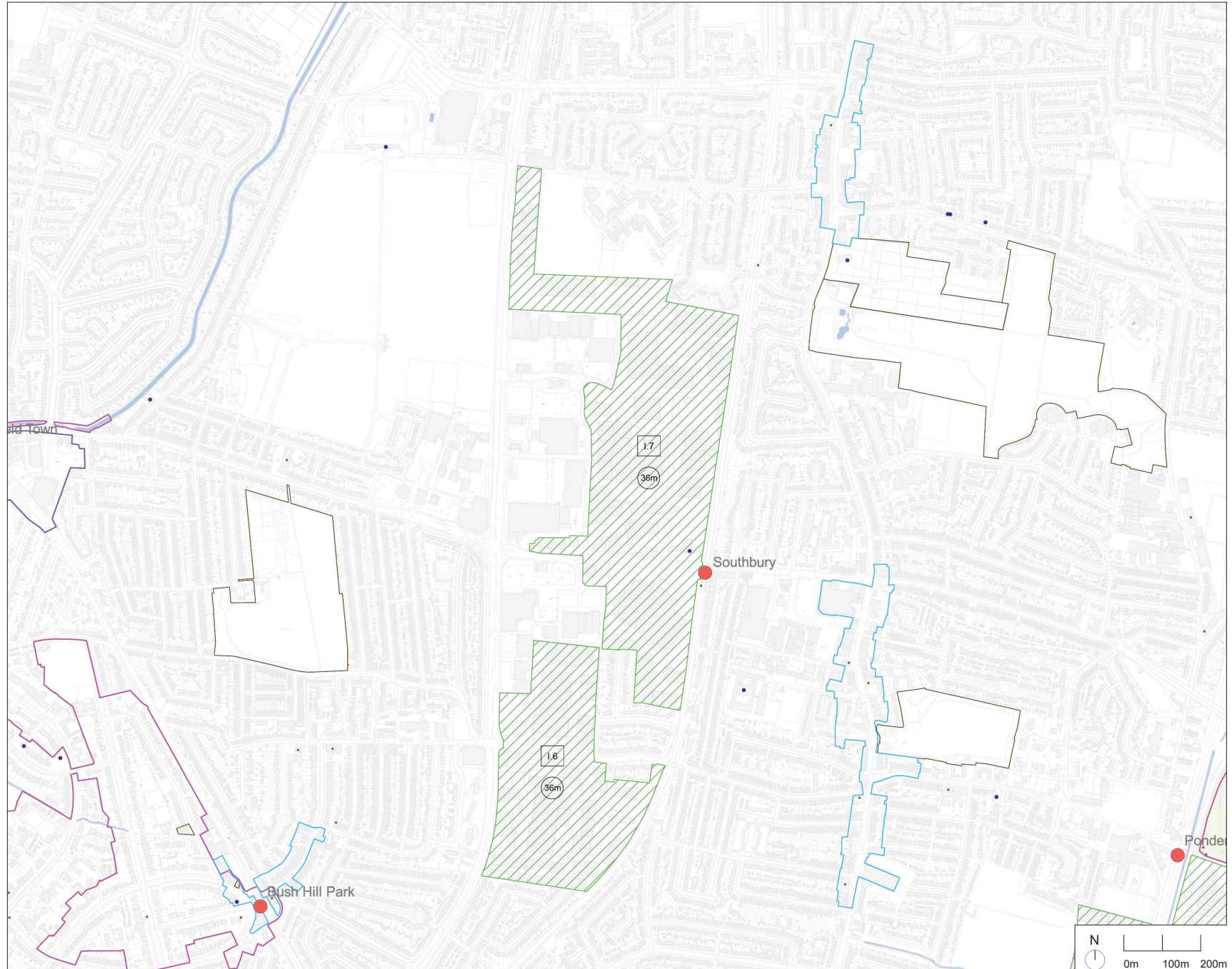
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## AREA 13 BRIMSDOWN

### Notes

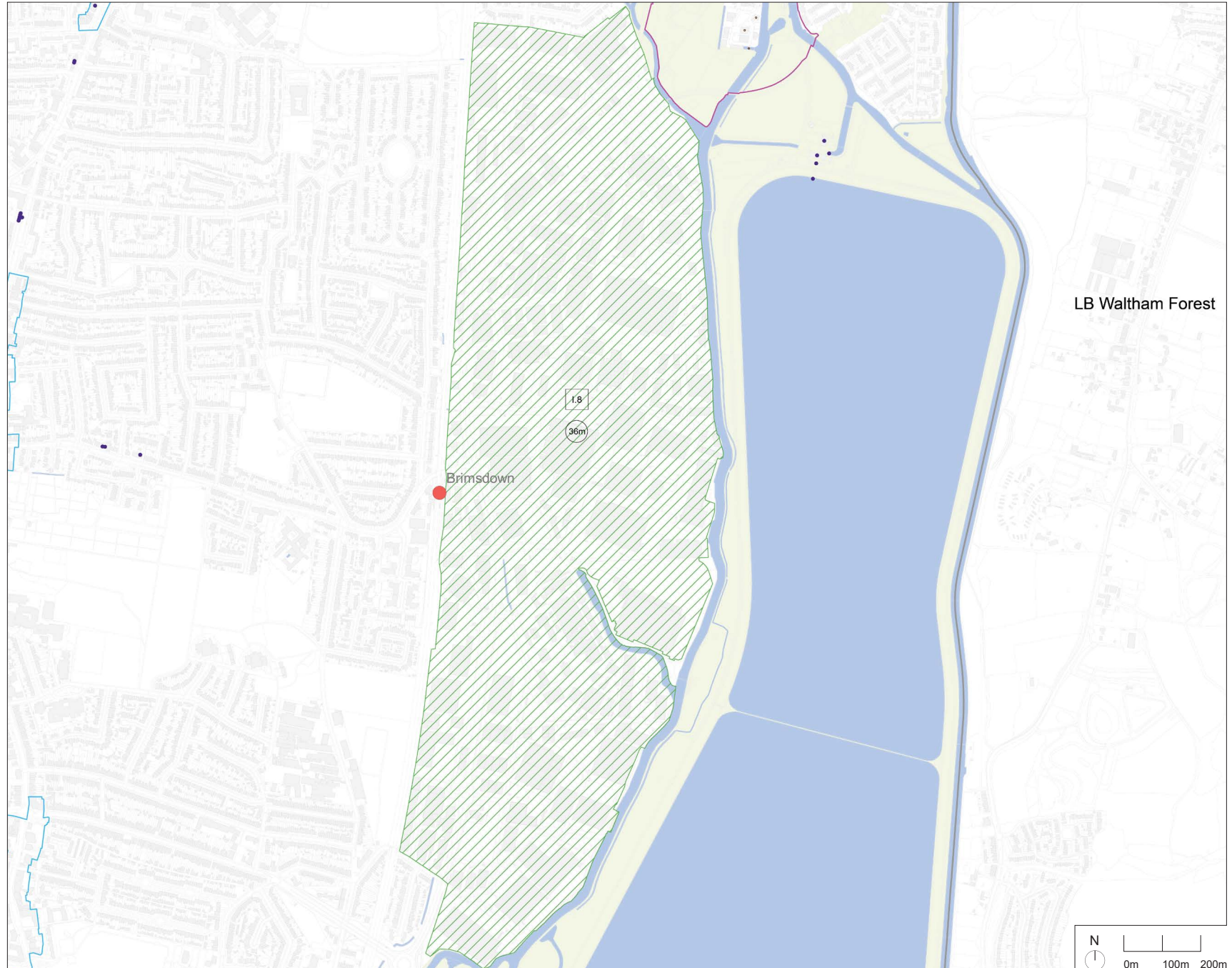
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## AREA 14 PONDERS END

### Notes

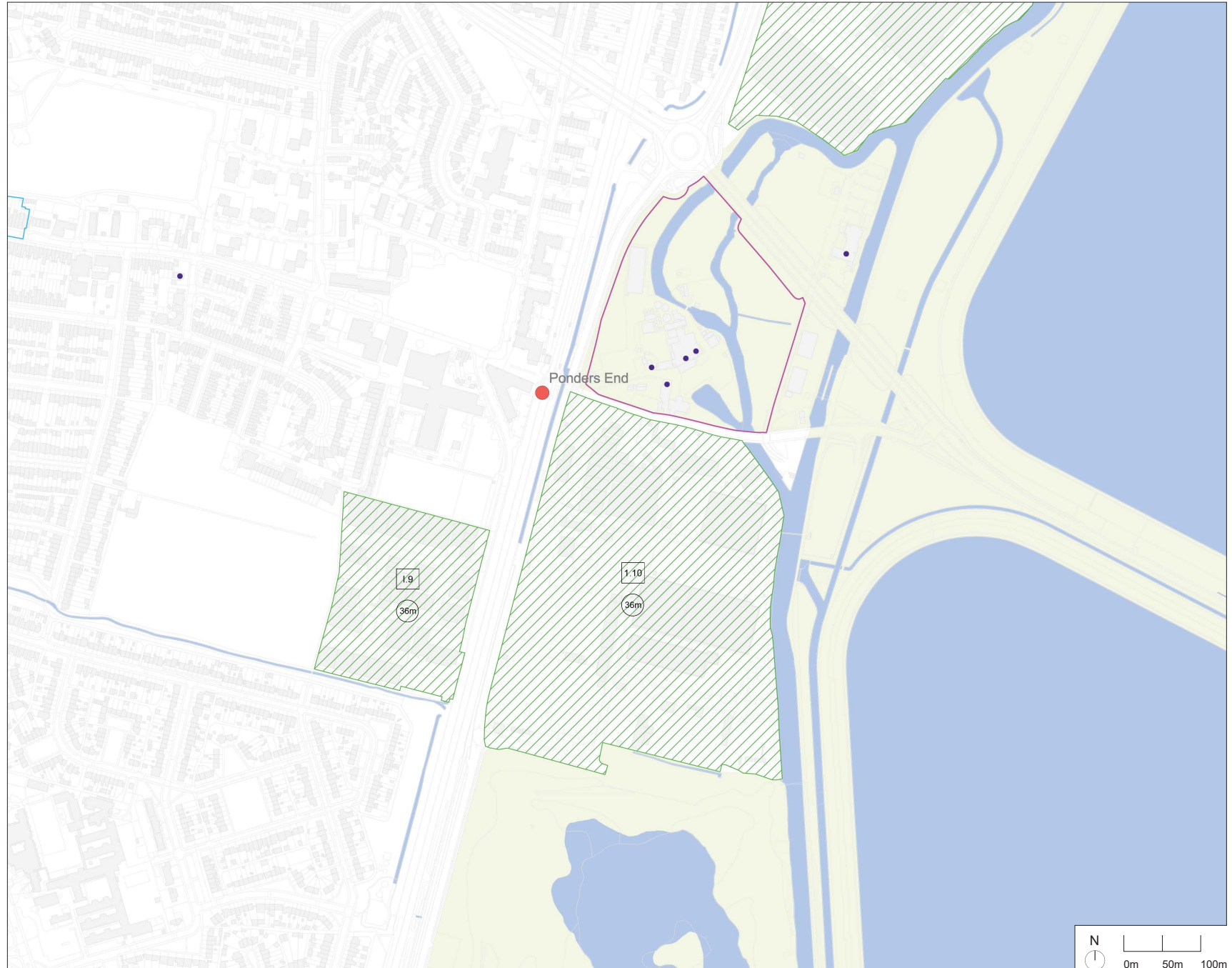
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# AREA 15 NORTH ENFIELD



















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