

# Meridian West

## Supplementary Planning Document



**June 2023**  
**Housing, Regeneration and Development**  
[www.enfield.gov.uk](http://www.enfield.gov.uk)



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# Foreword from the Leader of the Council

**This supplementary guidance provides a framework for positive placemaking in Meridian West, the heart of Meridian Water. Meridian Water is one of the UK's largest regeneration opportunities, and the Council as master developer has already levered in significant funding to facilitate redevelopment, reducing the risk for private sector partners, and setting the stage for a step-change in investment in the south east of the borough.**

So far, the project has already delivered the first new train station in London for a decade, Troubadour film studios, Bloqs and a skills academy. It has created more than 700 jobs and has provided over £300,000 for local community projects. The first homes are expected to be handed over this summer.

This document will enable the ambitions of the Edmonton Leaside AAP to be delivered on the ground. The following guidance will

enable the construction of good homes, including family and affordable housing, in an increasingly well-connected neighbourhood. Existing and new residents will have better access to the Lee Valley Regional Park and green and blue spaces, enabling them to live lives enriched by nature. New development will deliver jobs and services which will benefit Enfield residents in Edmonton and beyond, supporting an economy that works for everyone. By providing the ingredients for safe, healthy and confident communities, the guidance in this SPD provides a solid foundation for positive placemaking at Meridian Water for years to come.

The guidance in this document applies equally to the Council and other landowners' proposals. We look forward to working with developers to attract jobs and investment and deliver growth that will benefit Enfield residents.

Cllr Nesil Caliskan, Leader of the Council



# Introduction



Image 2: Aerial view of Meridian West and wider site

# 1.0 Introduction

## Purpose and scope of the document

- 1.1 This Supplementary Planning Document (SPD) relates to Meridian West, the western extent of the Meridian Water regeneration area. The SPD area is shown in Figure 1.1.
- 1.2 The purpose of this SPD is to provide more detailed planning guidance to local, sub-regional and London Plan policies to ensure high quality placemaking and co-ordinated sustainable development in Meridian West.
- 1.3 ELAAP supports mixed use redevelopment to provide a substantial uplift in homes and jobs in the entire Meridian Water area, supported by infrastructure improvements. This SPD provides guidance on how the Edmonton Leaside Area Action Plan (ELAAP) will be implemented spatially.

## Status

- 1.4 This SPD has been prepared to ensure the vision for high quality development as set out in ELAAP is achieved in Meridian West. It is not a development plan document and does not introduce new planning policies; instead, the guidance 'hangs off' the existing development plan, including ELAAP. It does not repeat higher level policies but in some instances may refer to them. It is a material consideration in decision making and will inform development proposals in Meridian West (MW).
- 1.5 The MW SPD is a material consideration which helps determine planning applications within the designated area. This means that in addition to satisfying the requirements of national, regional and local planning policies, development proposals will also need to demonstrate how the guidance in this SPD has been considered. The SPD supplements and provides detailed guidance on the policies and recommendations of the Core Strategy, Edmonton Leaside Area Action Plan, London Plan and North London Waste Plan. Once adopted, its guidance will be applied to the Meridian West area and will be relevant to all development applications within this designated area.

1.6 It is recognised that the principles set out in this guidance may not be applicable in all situations. It is also recognised that innovative, high quality design solutions may come forward that do not fully comply with the requirements of the SPD. In order to provide for a flexible approach in applying this guidance, where applications depart from the SPD's principles, the Council will look to applicants for robust justification for this departure. This justification will be taken into account as a consideration when considering the design and other merits of such proposals.

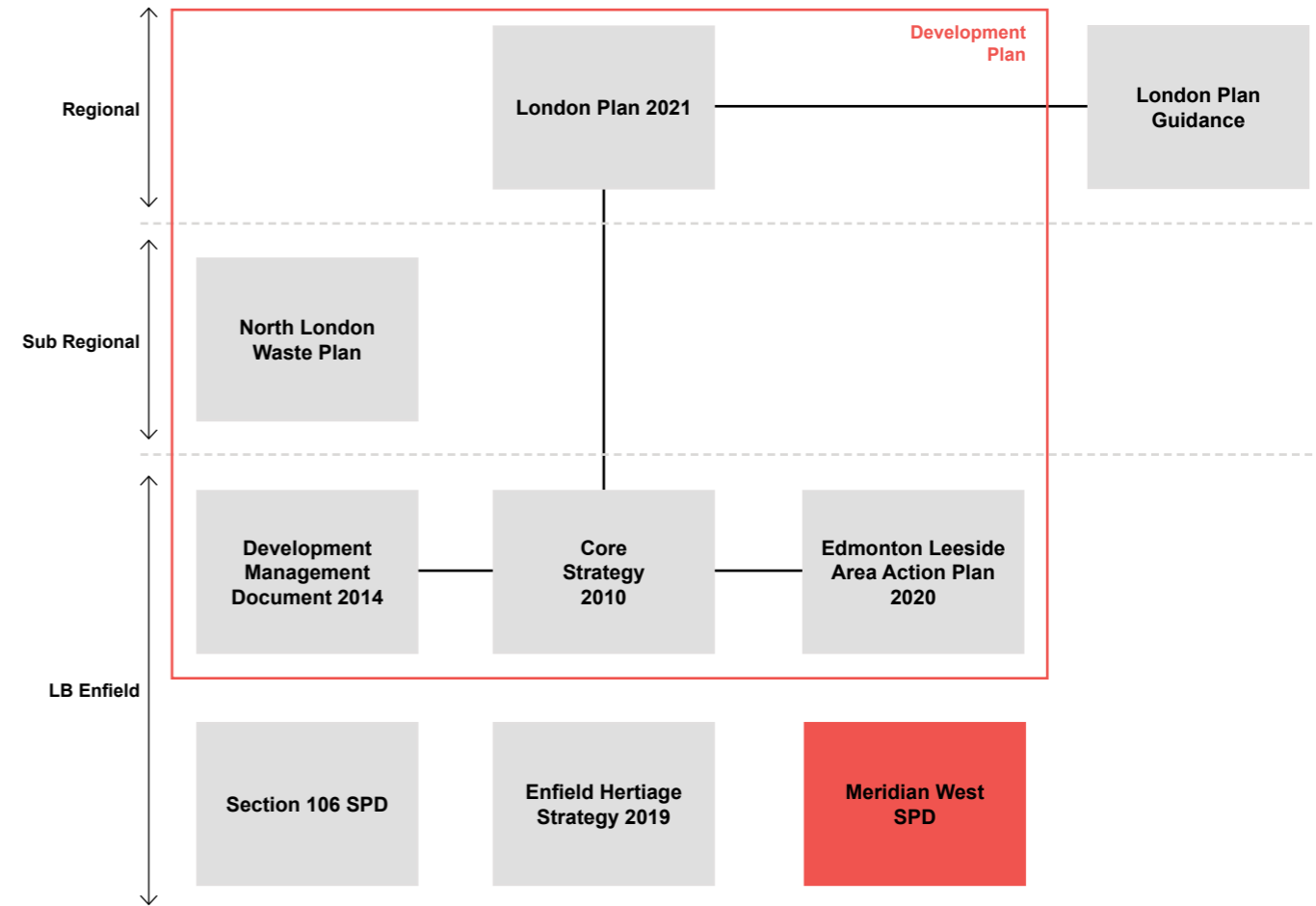


Diagram: Relationship to current and emerging planning structure



Diagram: Relevant development plan documents

Location Map

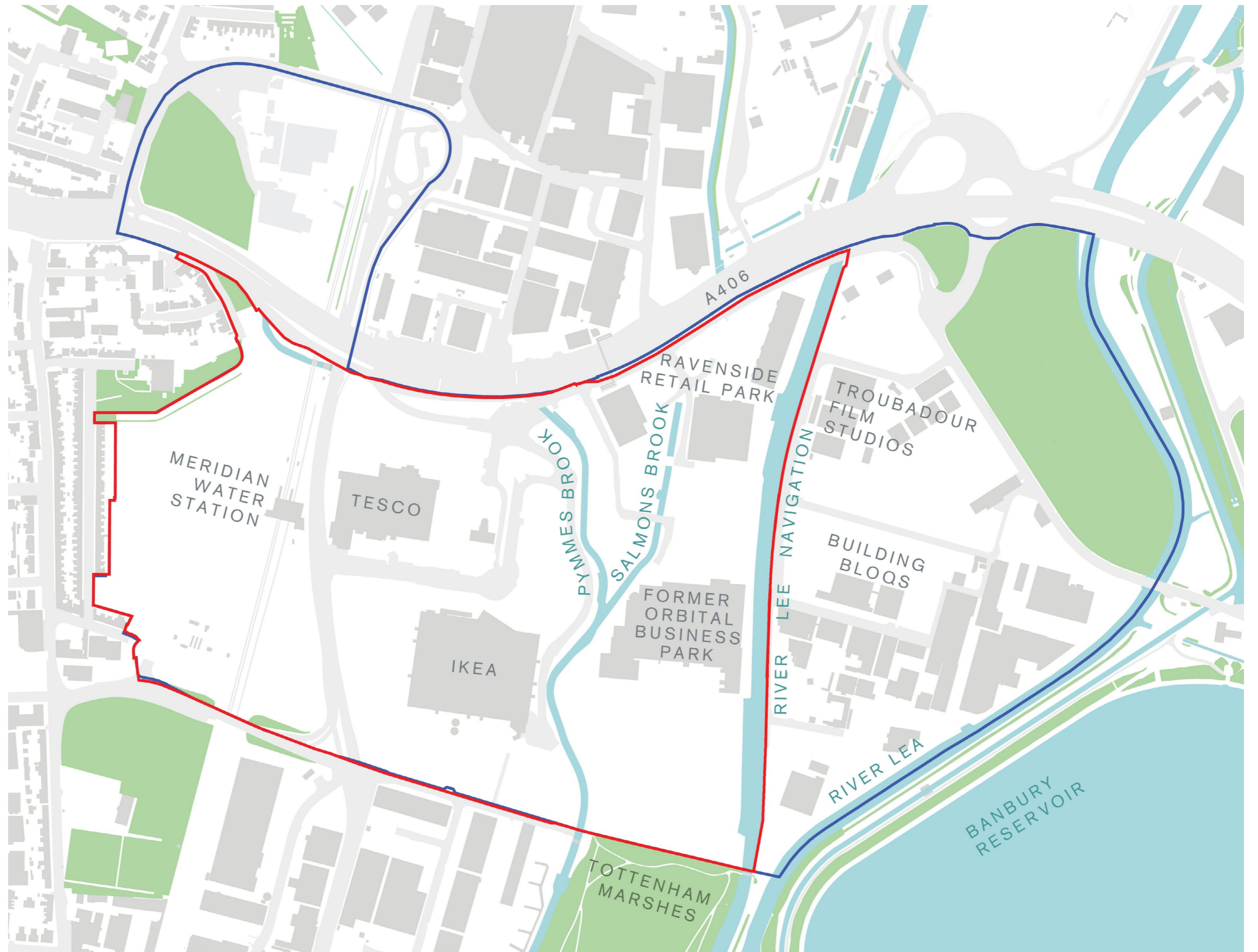


Figure 1.1: Map showing the Meridian West area (in red) within the context of the wider Meridian Water regeneration area (in blue)

**Relevant planning policy**

- 1.7 The MW SPD provides further guidance to LB Enfield's adopted development plan. At present, this consists of the London Plan (LP), Enfield Core Strategy (CS), Enfield Development Management Document (DMD), Edmonton Leaside Area Action Plan (ELAAP) and the North London Waste Plan (NLWP).
- 1.8 The Upper Lee Valley Opportunity Area Planning Framework (ULVOAPF) was adopted by the Mayor of London in July 2013. The framework provides indicative estimates of employment capacity (15,000) and minimum guidelines for new homes to 2031 (20,100).
- 1.9 Enfield's Core Strategy (2010) identifies Meridian Water as a Place Shaping Priority Area within the Central Leaside Strategic Growth Area. Core Policy 1 states that improvements in the social and physical infrastructure will be prioritised in the strategic growth areas, and that area actions plans will be provided for each to provide the context for more detailed masterplans. Core Policy 37 Central Leaside (now Edmonton Leaside) sets the overall objectives for the plan area focussing on the potential to deliver a new sustainable urban mixed-use community at Meridian Water, while Core Policy 38 focuses on the delivery of regeneration at Meridian Water.
- 1.10 Enfield's Development Management Document (2014) provides detailed criteria and standard based policies by which planning applications will be determined (alongside the other development plan documents) and is a key vehicle in delivering the vision and objectives for Enfield as set out in the Core Strategy.
- 1.11 Edmonton Leaside Area Action Plan (2020) articulates in greater detail how the Local Plan policies will be implemented and provides a detailed policy framework to guide new development up to 2032, supporting the delivery of around 5,000 homes and 1,500 new jobs. ELAAP contains area specific policies for the entire Meridian Water Regeneration Area and this SPD has been produced to provide more detailed guidance for the Meridian West area based on these local policies.

- 1.12 ELAAP confirms the vision for Meridian Water to become a sustainable urban neighbourhood, including a new town centre and associated community infrastructure and public open space, to help meet existing and future housing needs and support the diversification of the local economy. Improving transport connections (particularly rail, bus and cycling) and improvements to blue and green infrastructure are also strategic priorities across Edmonton Leaside.
- 1.13 ELAAP sets a planning framework for the coordinated development of Edmonton Leaside as a whole, seeking to reduce flood risk, improve access to the Lee Valley Regional Park, enhance the blue-green network, and improve the quality and capacity of industrial estates. See Figure 1.2 below which sets out policy designations for the ELAAP area.
- 1.14 Adopted in 2022, the North London Waste Plan (NLWP) safeguards a number of waste sites in the south east of Enfield. Whilst no waste sites are located within MWWB, there are approximately 19 safeguarded waste sites in the vicinity. In addition to safeguarding existing waste sites, the NLWP designates three Priority Areas for New Waste Management Facilities in the vicinity of the SPD area. See the highlighted green zones in Figure 1.3 below.
- 1.15 Enfield is in the process of preparing a new Enfield Local Plan to cover the period between 2019 and 2039. Consultation on an early Issues and Options (Regulation 18) was undertaken between December 2018 and February 2019. Further consultation on a Draft Plan (Regulation 18) was undertaken between June and September 2021. Future stages of Local Plan development are set out in the Council's [Local Development Scheme](#). Whilst this guidance flows from the policy framework set by the adopted development plan (including the Core Strategy and ELAAP) the development of the draft Local Plan offers an opportunity to update the overarching policy framework for Meridian Water. Going forward, the draft Local Plan will supersede the Core Strategy and Development Management Document and will provide updated aspirations for the future of Meridian Water and its strategically important sites.

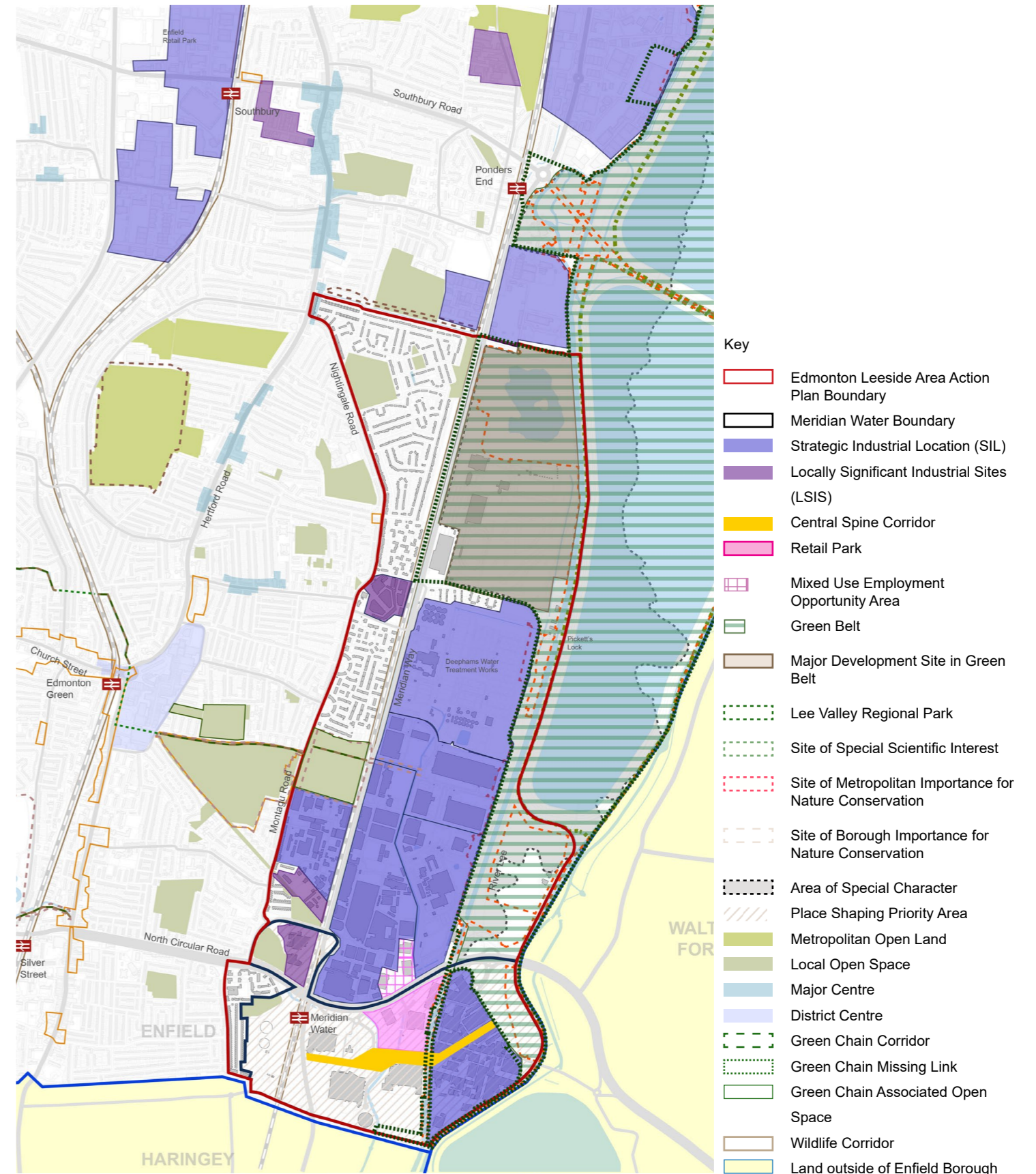


Figure 1.2: Edmonton Leaside Area Action Plan - Policies Map (2020)



1.16 The 2021 Regulation 18 draft Local Plan established Meridian Water as a placemaking area, where comprehensive, residential-led mixed-use development that optimises the site's potential can be delivered. As the draft Local Plan is at a relatively early stage of preparation it, at the time of writing, has little to no weight in decision making, though the weight afforded to the draft Enfield Local Plan will increase as it progresses towards adoption.

**Stakeholder Engagement and statutory consultation**

1.17 Engagement by the Council as Local Planning Authority has been undertaken with a number of key stakeholders to seek initial views on the SPD to shape content ahead of formal consultation under Regulation 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012. These stakeholders have included:

- Environment Agency;
- Greater London Authority;
- Transport for London;
- Adjoining local authorities (London Boroughs of Haringey and Waltham Forest);
- Canal and River Trust;
- Thames Water;
- Lee Valley Regional Park; and
- Natural England.

1.18 Pre-engagement consultation sessions encompassed a presentation on the key principles, scope and ambitions of the MW SPD, and a discussion on the strategic and cross-cutting issues and opportunities brought by the MW SPD.

1.19 The Council as landowner and development promoter has also engaged with the three main current landowners of privately-owned sites, IKEA, Tesco, and Prologis (owners of Ravenside Retail Park).

**SA/SEA and HRA screening process**

1.20 The Council undertook a screening assessment in August 2021 under Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment (SEA) was required for this SPD. The Council concluded from this assessment that an environmental assessment was not required.

1.21 A formal statement of determination and a final screening report has been issued and can be viewed on the Council's website [here](#).

1.22 Consideration was also given to the Habitats Regulations Assessments (HRA) to determine whether an Appropriate Assessment (AA) was required. It was concluded that as the SPD does not introduce new planning policy, the SPD, alone or in combination with other plans and programmes, is not likely to have a significant effect on any European site. As such it was considered that an Appropriate Assessment of the SPD was not required.

**Evidence Base**

1.23 As a Supplementary Planning Document, the guidance contained within this document flows from the existing development plan. The evidence base for the Edmonton Leaside Area Action Plan, the element of the development plan most pertinent to this SPD, can be found here:

<https://www.enfield.gov.uk/services/planning/adopted-plans#edmonton-leaside-area-action-plan-2020>

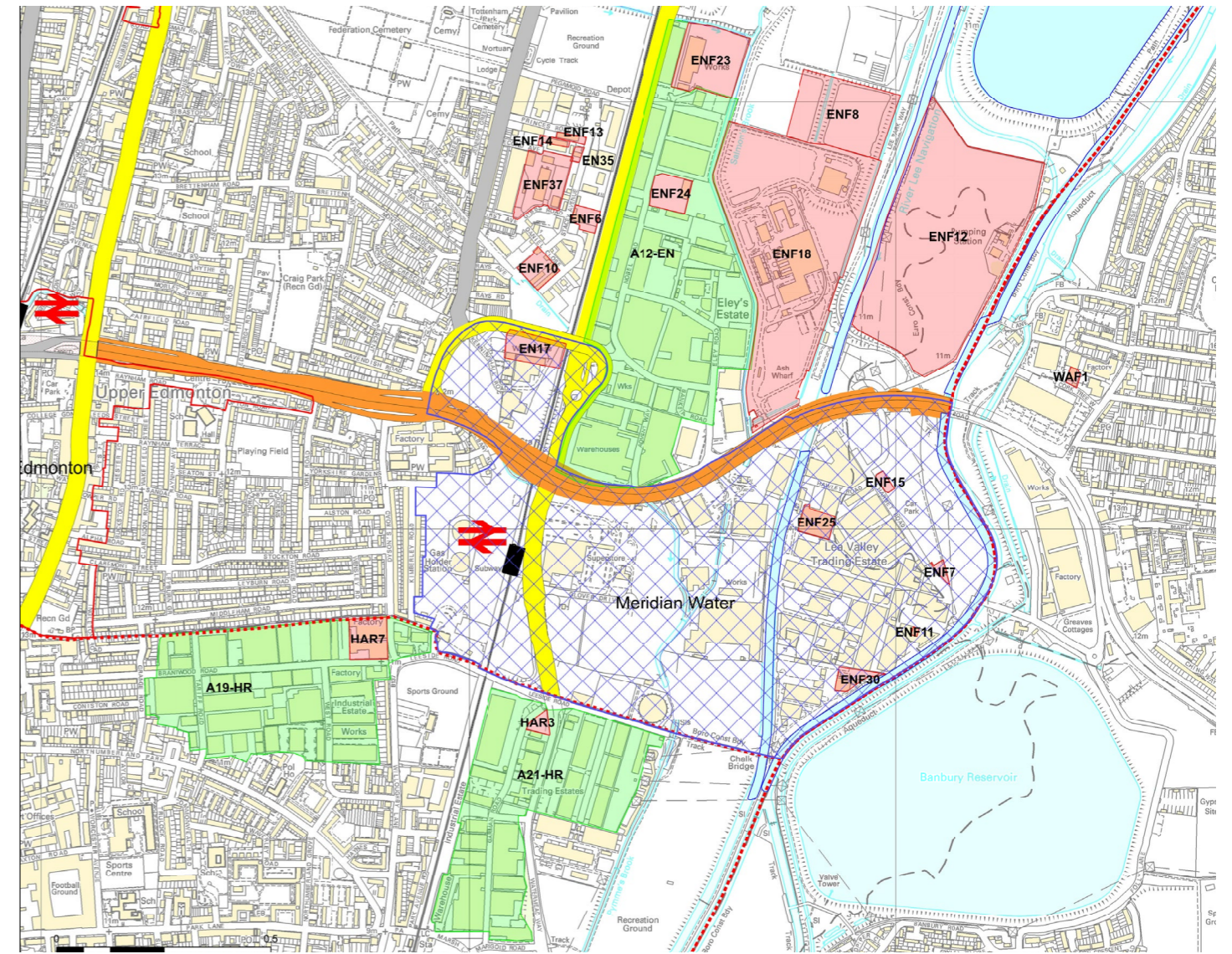


Figure 1.3: Safeguarded waste sites and Priority Areas for New Waste Management Facilities

- Key
- Meridian Water SPD
  - Safeguarded Existing Waste Sites (NWLP Policy 1)
  - Priority Areas for New Waste Management Facilities (NWLP 2)
  - Borough Boundaries

# Context



Image 3: View of Meridian West from East

## 2.0 Context

2.1 The context within which Meridian West sits is shown in Figure 2.1. The SPD area is currently occupied by large format stores and cleared former industrial sites. Ravenside Retail Park, situated in the north east of the SPD area, accommodates three large format retail stores, while Tesco and IKEA stores and associated car parking are located in the centre of the SPD area. IKEA closed the store on 31st August 2022 and intend to put the land and buildings up for sale.

2.2 Whilst the SPD area was traditionally occupied by industrial-related businesses, initial consents have been granted for mixed-use redevelopment of the area, including Phase 1 (ref 16/01197/RE3) which will deliver up to 725 homes, and Phase 2 (19/02718/RE3) which will deliver up to 2,300 homes. The first stage of this Phase 1 consent is currently under construction, providing 300 homes. Strategic Infrastructure Works (SIW) have been consented (ref 19/02717/RE3) which will deliver the east-west central spine road and utilities corridor, bridges, and flood remediation works. A reserved matters application has also been granted for Plot Z02-01 of Phase 2, including the delivery of 274 homes (22/02098/RM)

2.3 In addition, a live planning application is at the time of writing under consideration – for Phase 1b (21/04742/FUL).

2.4 The SPD area is traversed by Pymmes Brook and Salmons Brook, watercourses which meet in the centre of the area. The Lee Navigation forms the eastern boundary of the SPD area. To the east lies Harbet Road Industrial Estate, designated Strategic Industrial Land (SIL)<sup>1</sup>. Beyond Harbet Road lies Edmonton Marshes, designated Green Belt and part of Lee Valley Regional Park. To the north lies Eley's Estate, designated SIL, which is separated from the SPD area by a section of the North Circular Road. The southern boundary of the SPD area is formed by the boundary with LB Haringey along Leaside Road, with Brantwood Industrial Estate and Tottenham Marshes lying immediately south of the SPD area. Meridian Water rail station sits west of Angel Edmonton Road, with the existing residential community of Edmonton forming the western boundary of the SPD area.

2.5 Whilst the LB Enfield is the landowner of large parts of the site, IKEA, Prologis and the Tesco own significant parts of the SPD area. Tesco are the freeholders whilst British Steel Pension Fund have a long leasehold interest.

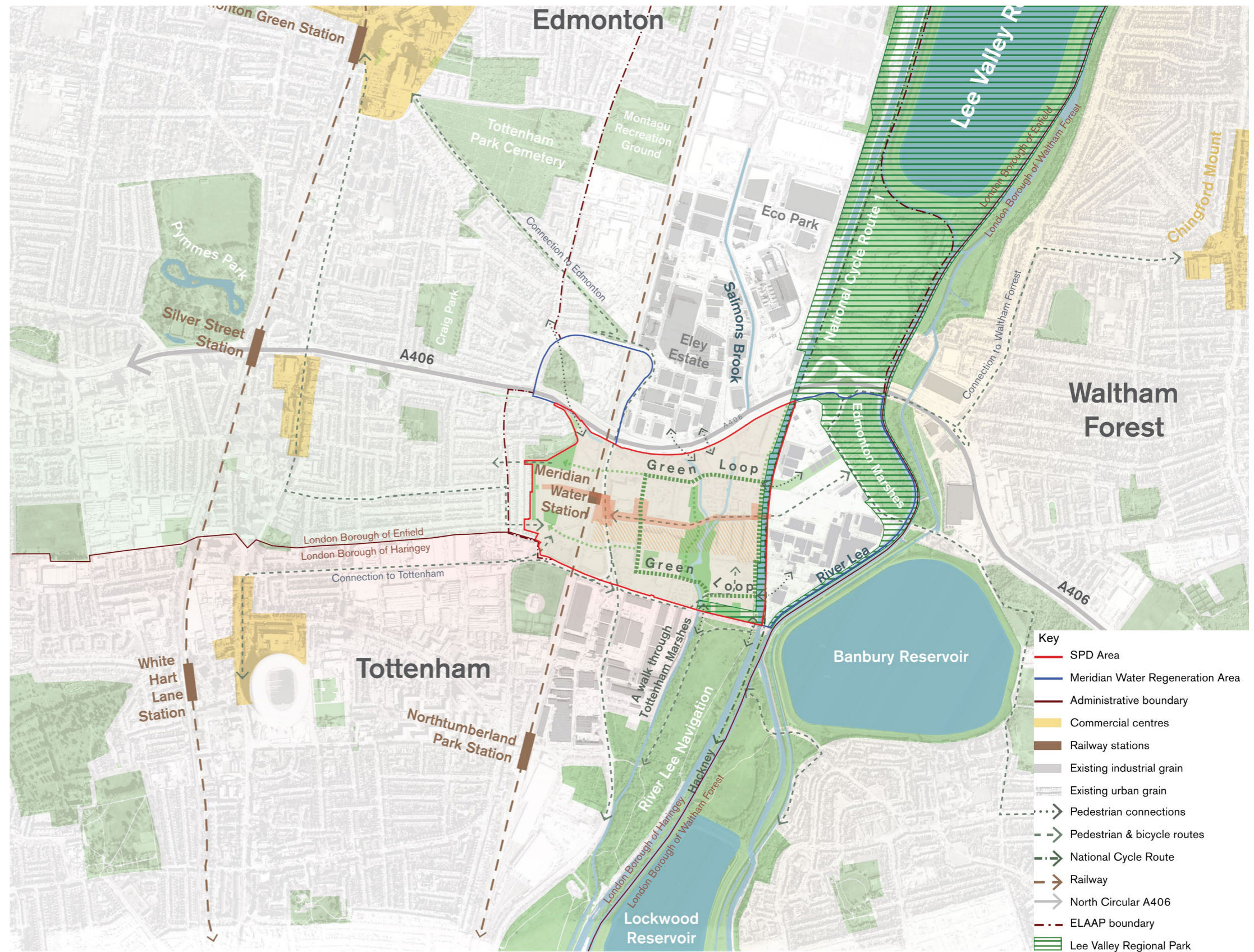




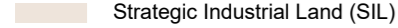
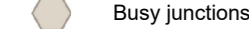

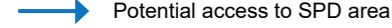
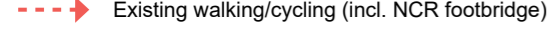
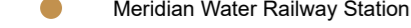
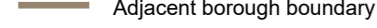


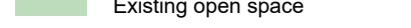
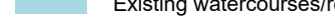

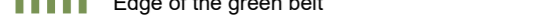



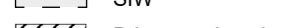
Figure 2.1: Meridian West SPD area and its surroundings

<sup>1</sup>In the Core Strategy, Edmonton Leaside AAP and London Plan

## Site constraints and opportunities

- 2.6 Meridian West is home to overlooked natural assets – it is the site of the confluence of Salmons Brook and Pymmes Brook and is bounded by the River Lee Navigation, a short distance from the Lee Valley Regional Park and Green Belt. It is an area in transition – Strategic Infrastructure Works will help address issues of flood risk, and large parcels of land have been assembled and cleared pending redevelopment.
- 2.7 It is located close to thriving industrial districts, near Strategic Industrial Land in Enfield and Haringey. This busy part of London has heavily trafficked routes of the North Circular Road, Angel Edmonton Road, and the section of Leaside Road to the west of Angel Edmonton Road.
- 2.8 There are opportunities to uncover and celebrate blue and green assets, create new green spaces and naturalise watercourses. Development offers opportunities to effectively knit the area into its surroundings, and to deliver new jobs and homes with a new town centre at its heart. Sensitive buffering and public realm improvements will help ensure that existing and new activities in the area can thrive.

### Key

-  **Flood Risk**
- Contrasting uses / activities**
-  Heavily trafficked roads
-  Strategic Industrial Land (SIL)
-  Busy junctions
-  **Links (all modes)**
-  Potential access to SPD area
-  Existing walking/cycling (incl. NCR footbridge)
-  Meridian Water Railway Station
-  Adjacent borough boundary
- Railway**
-  **Green Blue Infrastructure**
-  Existing open space
-  Existing watercourses/reservoir
-  Culverted watercourses
-  Edge of the green belt
-  Opportunity for naturalisation and deculverting
-  Phase 2
-  Phase 1
-  SIW
-  Primary substation

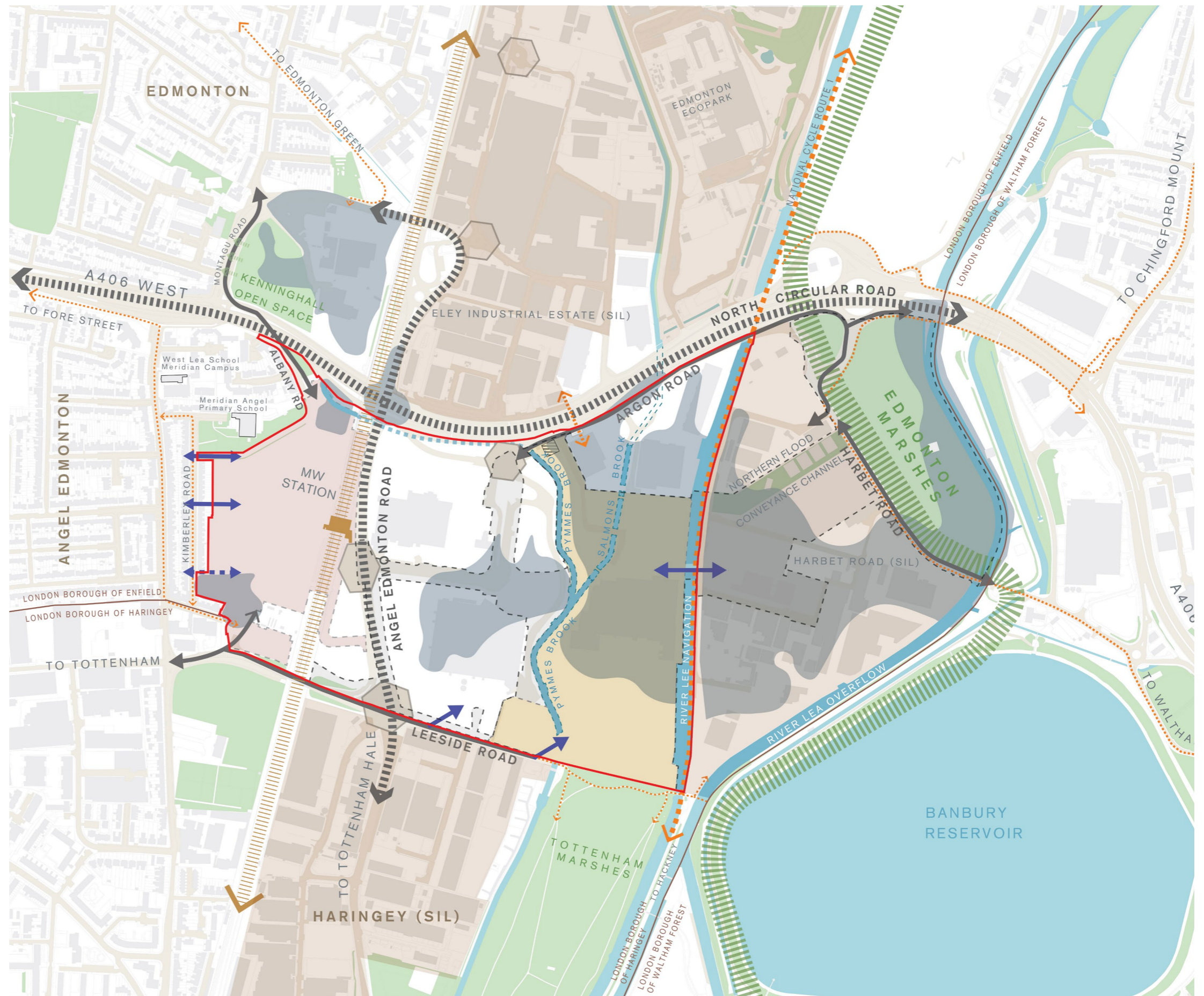


Figure 2.2: Constraints and opportunities

# Vision and Objectives



Image 4: Indicative artists-impression of development

### 3.0 Vision and Objectives

#### Vision

By 2032, Meridian West will be transformed into a highly sustainable mixed-use part of the Edmonton community, providing new homes and jobs well served by community infrastructure. This major regeneration project will attract investment to deliver good growth for the benefit of local communities and future residents. New housing within the area will be delivered, including affordable housing to address the needs of families in the borough. Improved and restored waterways and new open spaces will knit this new community into the rich blue and green networks, helping to open up access to the Lee Valley Regional Park. New healthy streets and an improved green network will provide walking and cycling routes, which along with better bus routes and the new train station will help residents move around easily and improve access to Meridian Water. A range of workspaces will be delivered to provide a range of job opportunities, supporting an economy that works for everyone. Developments within Meridian West will be designed to ensure that existing surrounding businesses can continue to thrive.

- Key**
- Improved links
  - New access to SPD area
  - Key bridges
  - Improved junctions
  - New/improved walking and cycling links
  - The main street
  - Vehicular access points
  - Town Centre indicative boundary
  - The Broad Band
  - The Green Loop (including walking and cycling)
  - Green connections (including walking and cycling)
  - Green corridor
  - Parks
  - Brooks Park extension
  - Naturalisation of brooks and culverts
  - Buffer zone along River Lee Navigation (SIL on east bank)
  - Buffer zone towards south (SIL)
  - Buffer zone along heavily trafficked roads
  - Flood Risk (post SIW/MW Phase 2 scheme flood mitigation)

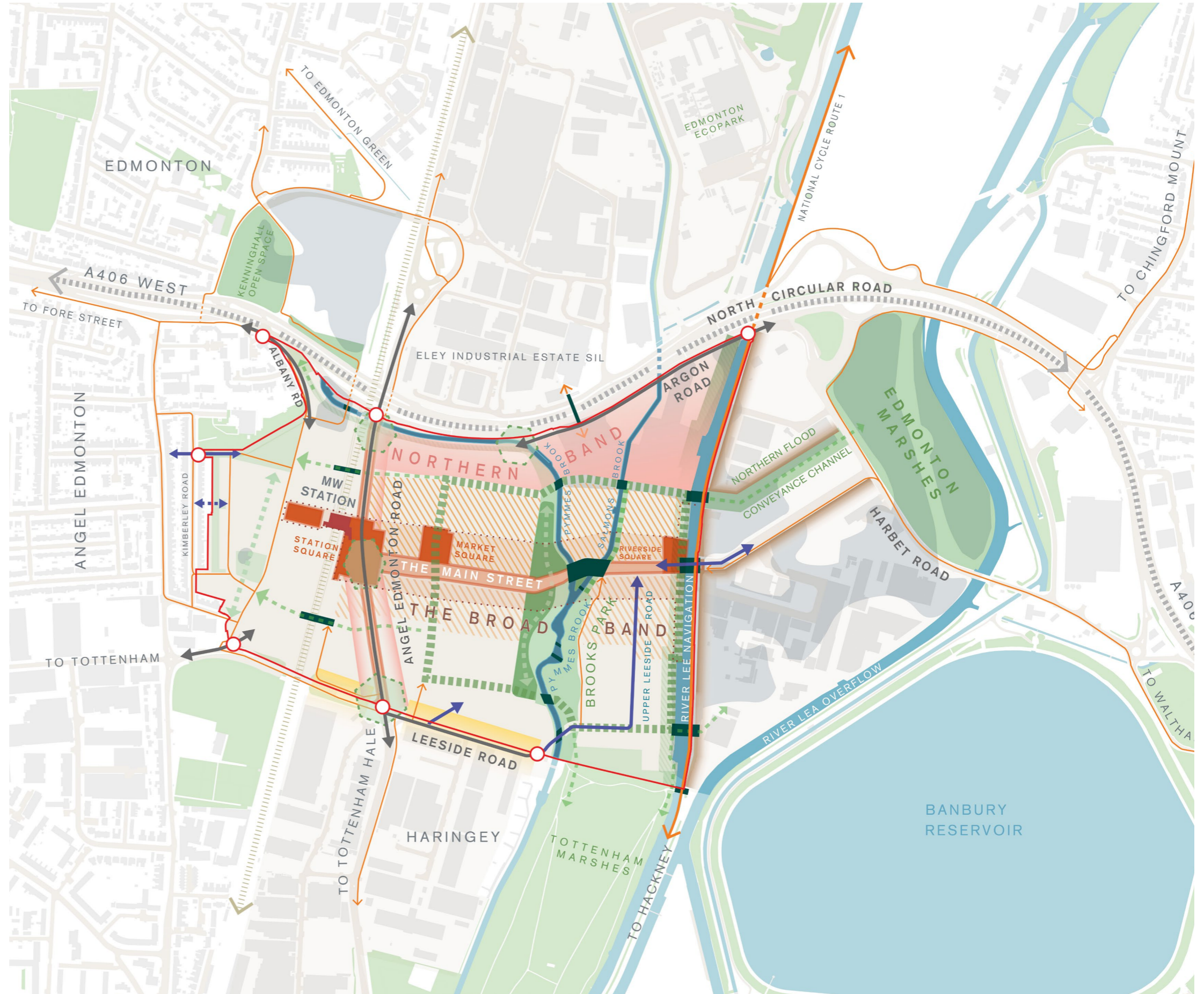


Figure 3.1: Meridian West Vision

## Objectives

3.1 Following on from the Vision, the Objectives for Meridian West build on the general objectives for ELAAP. These Objectives are:



### Building a Sustainable Urban Neighbourhood

Deliver around 5,000 well designed net zero homes, with a mix of tenures, products and sizes to meet existing and future housing needs, supported by high quality public realm, open space and play facilities, and social infrastructure such as new schools, health and community facilities.



### Facilitating Economic Growth

Deliver improved commercial opportunities and employment, building on the existing employment base in Meridian West and Meridian Water as a whole to deliver higher density workspaces suitable for higher value-added sectors, creating more high-quality employment. A new town centre will serve as the focus of new employment, as well as a hub for wider commercial and community activities, serving as a vibrant, inclusive and safe heart to Meridian Water – meaning there will be greater opportunities for communities to come together and form strong, positive relationships. The new town centre will provide a varied retail and leisure offer that meets the needs of the growing business and residential communities within a high-quality public realm served well by public transport.



### Connectivity

Improve bus connectivity to the site, including the provision of new bus stops on Glover Drive, and deliver rail improvements. Promote active travel with new healthy streets and parks to deliver improved connections, both east-west and north-south, connecting to the Lee Valley Regional Park, Angel Edmonton, Edmonton Green, and other destinations. Ensure that Main Street (also known as the Central Spine) is delivered to serve as the key new east-west access road and utilities corridor, linking to a new street network that priorities public transport and active travel.



### Deliver Sustainable Regeneration

Ensure low carbon development (both commercial and residential) through connection to the Meridian Water Heat Network. Promote sustainable movement and transport and circular economy principles (where construction materials are re-used, and recycling rates are improved). Deliver climate resilient development which can meet the challenges of the future. Ensure an uplift in biodiversity across the site through the provision of new multifunctional green spaces linking to existing green networks, and naturalisation and restoration of watercourses.



### Celebrating the Lee Valley Waterways and Open Spaces

Take opportunities to improve access to the Lee Valley Regional Park, enhance blue/green networks, make the most of waterway assets to optimise opportunities for positive placemaking, and manage water sustainably to ensure effective flood risk management. Maximise opportunities to restore and enhance waterways and riparian habitats, to improve geomorphology and increase biodiversity.

# Guiding Principles



Image 5: Example of landscaped green link



## 4.0 Guiding Principles

### Movement and connectivity

- 4.1 As recognised by the ambitions of ELAAP, the regeneration of Meridian Water must deliver improved accessibility by sustainable means – including active streets which prioritise pedestrian and cycle movement, better bus links, and less reliance on the private car.
- 4.2 The vision in ELAAP, and policies EL21, 22 and 23, set out to achieve a modal shift towards public transport, walking and cycling. The indicative Connectivity Plan provided in ELAAP (at Figure 5.2) embeds the principle that development must deliver good connectivity within Meridian Water and to the wider area.

### Guiding principle 1: Movement and connectivity

1. Development should be designed to support, enable, and encourage people to engage in active travel. Movement by foot and cycle should be prioritised over any other mode of transport. Movement by the private motor car should be given the lowest priority.
2. Development should facilitate the delivery of Main Street (the 'Central Spine') to improve connections to the Lee Valley Regional Park.
3. Development should contribute to the improvement of the existing movement network, including improvements to the street, junctions and environment of:
  - a. Angel Edmonton Road/Meridian Way (in particular improvements from Meridian Water Station across Meridian Way as a key gateway into the heart of Meridian Water)
  - b. Leaside Road
  - c. Argon Road
  - d. Connections under North Circular
  - e. Footbridge over North Circular
4. Works to the existing movement network should prioritise pedestrian safety and comfort and seek to overcome issues of severance.
5. Development proposals will be required to make adequate provision for new walking and cycling routes, ensuring they connect to the wider movement network, public realm and publicly accessible open spaces. New links to the surrounding area should be prioritised, these include:
  - a. Foot and cycle bridge over the railway lines
  - b. From Main Street to the surrounding area
  - c. Walking and cycling route to Edmonton Green
  - d. Bridges across the Lee Navigation and Pymmes and Salmons Brooks
  - e. Links across to Kimberley Road
  - f. Links facilitating access to Tottenham Marshes
6. Bridge crossings must be designed to a high quality as key placemaking features and in a sympathetic manner to the waterways beneath.
7. Development proposals will be expected to bring forward local and secondary streets in the appropriate locations as part of a street network strategy agreed with the Council through pre-application discussions or masterplanning processes. Street widths should make adequate allowance for green corridors.
8. Development proposals will be expected to deliver or contribute to public transport improvements, such as bus infrastructure (including frequency and bus stops) and rail infrastructure (such as necessary improvements to the station to improve accessibility to cater for the uplift in workers and residents).
9. Developers will be expected to either deliver the transport and connectivity improvements noted above as part of their development proposals or provide financial contributions towards their delivery through Section 106 agreements, including key pedestrian/cycle bridges.

- 4.3 In bringing forward development proposals, active travel (walking and cycling) should be given the highest priority, followed by public transport, then freight and servicing, with private transport given the least priority. This applies to the street network and should be reflected in the design of all development proposals.
- 4.4 The existing movement network presents challenges for pedestrian comfort and safety. Developments will be required to deliver improvements to existing streets, including through improvements to the public realm and crossings to address issues of severance.
- 4.5 New links from the SPD area are essential to effectively integrating Meridian West into its surrounding area. In line with point 5 of Guiding Principle 1, developments should not inhibit the delivery of new routes linking Meridian West to its surroundings and should seek to improve connectivity. There are opportunities to safeguard and improve access to the Lee Valley Regional Park at Leaside Road, including the existing footbridge.
- 4.6 New routes and connections, including bridges, should be delivered on site, or through financial contributions. Developers are encouraged to engage with the Council and the Canal and River Trust prior to any planning application submission on the location and design of new bridge connections across watercourses.
- 4.7 Care should be taken to create well designed, enjoyable spaces beneath bridges, especially where these form part of the canal edge or towpath. A key issue for consideration is the cumulative impact of these crossings in terms of their visual and ecological impact on the waterway corridor.
- 4.8 The Council was successful in securing investment for a new train station at Meridian Water, which opened to the public in 2019. Whilst the station is substantially complete, planning contributions may be sought for improvements, such as platform extensions. The Council is also pursuing a higher frequency train service, with a full business case approved by Network Rail.
- 4.9 As part of the Phase 1 and Phase 2 planning and Strategic Infrastructure Works consents, for which detailed transport assessments were approved, and in line ELAAP, a package of transport improvements have been secured at Meridian Water to ensure the delivery of high quality transport infrastructure and to mitigate the impact of development on the wider area. It is anticipated that this should improve the PTAL level to 3. Measures include improvements to support active travel, with public realm provision to facilitate walking and cycling, road and junction improvements (e.g. Leaside Road), and a new network of roads supporting public transport access and active travel, such as the Central Spine Road (Main Street), and Upper Leaside Road.
- 4.10 A package of bus route improvements has been secured, including re-routed bus routes, increased frequency and new facilities including bus stops. This includes contributions to TfL for additional east-west services through Meridian Water from the A406 North Circular (444 and 34 bus routes), and route alterations and increased frequency to the 192 and 341 bus routes. Other routes will be considered and discussed with TfL going forward, such as an extension to the 456 bus route that stops at North Middlesex Hospital.
- 4.11 As development at Meridian Water comes forward and evolves, the Council will assess and monitor transport elements closely and work with key stakeholders, such as neighbouring boroughs, TfL and public transport passenger groups. The Council is working to produce a Transport Assessment that will come forward as part of the new Local Plan.
- 4.12 Development proposals should have regard to active design principles, to encourage physical activity and help create a vibrant and safe public realm. Sport England and Public Health England have published draft Active Design principles and draft guidance, which may be of assistance in formulating development proposals<sup>2</sup>.

<sup>2</sup> <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

# Street Network and junction improvements

- Key
- Primary streets
  - Main street
  - Bus only
  - Bridges
  - Junctions to be improved
  - Entry points



Figure 4.1: Street Network and junction improvements

**Indicative active travel and bus connections**

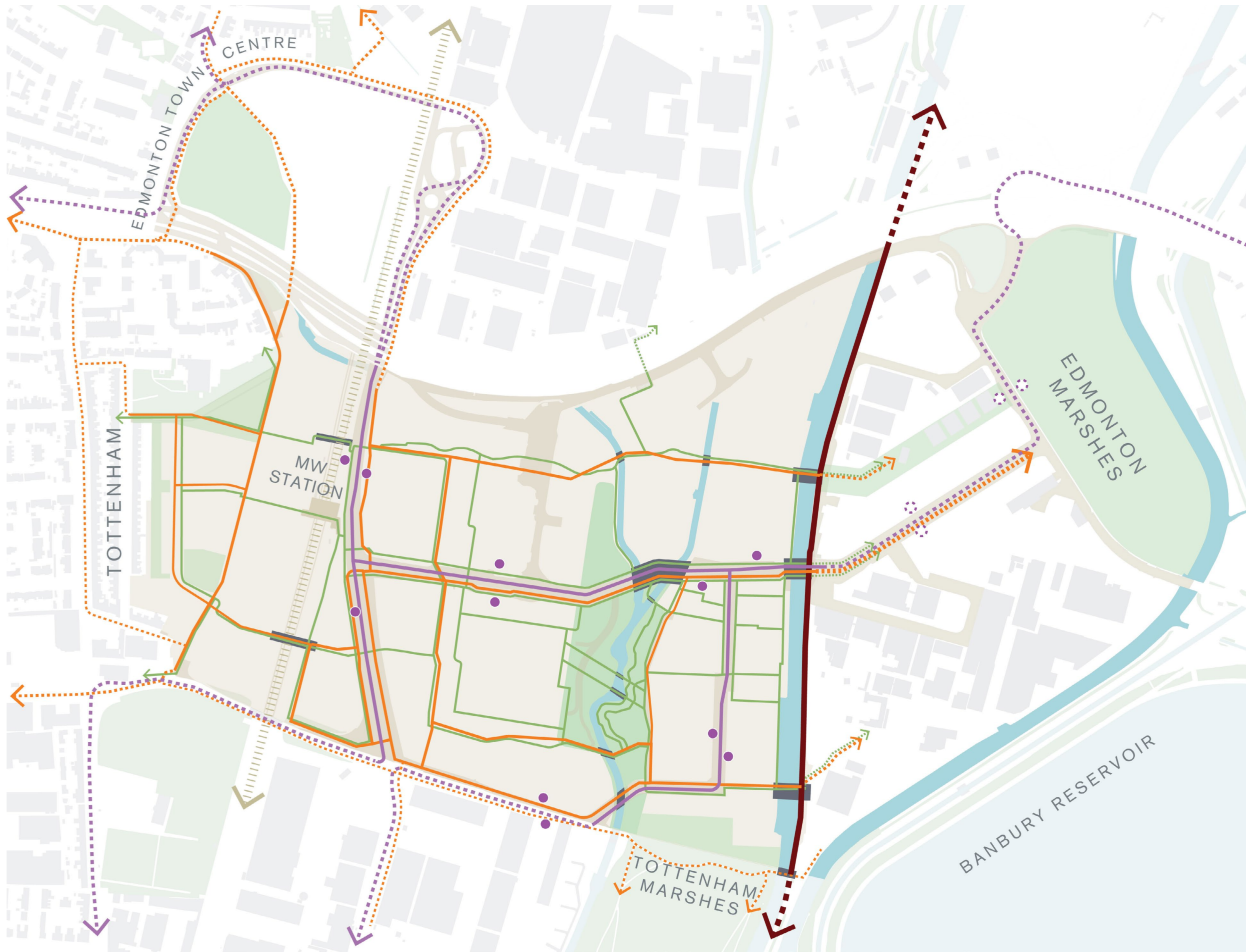


Figure 4.2: Indicative active travel and bus connections

## Sustainable Places

4.13 'Building a sustainable urban neighbourhood' is the first objective of ELAAP, whilst objective 4 sets out key principles for delivering sustainable regeneration, including low carbon living and working, and connection to the Meridian Water Heat Network (MWHN). The following guidance sets out how carbon reduction can be delivered in the sourcing of energy and materials, and in the operation of buildings. This section then sets out a guidance framework for the delivery and improvement of blue and green spaces, to enhance biodiversity and climate resilience. Finally, guidance sets out measures to control the impacts of construction.

## Carbon Reduction

4.14 In 2020, the Council adopted the [Climate Action Plan](#), which sets the ambition for Enfield to be a carbon neutral borough by 2040. The London Plan requires developments to contribute towards the UK target to become zero-carbon by 2050 by increasing energy efficiency and utilising low carbon energy sources<sup>3</sup>. The Council as master developer have adopted the Meridian Water [Environmental Sustainability Strategy](#), and encourages developers to implement the sustainability measures in the strategy.

4.15 Further, the Meridian Water Heat Network (MWHN) is being implemented by [Energetik](#) (a community heat network operator established by Enfield Council) to provide a source of low carbon heat to residential and commercial developments in the Meridian Water area.

4.16 Providing further guidance on the policy framework set by the Development Plan (in particular London Plan policy S13, ELAAP policy EL26, and DMD policies 51 and 52), the following provides detailed guidance to the overall requirements on the provision and management of energy and carbon reductions in the SPD area

4.17 In line with the London Plan, Guiding Principle 2 sets out means by which carbon can be reduced in the construction and operation of development. This includes employing smart and efficient systems ('be lean'), connecting to the MWHN ('be clean'), the installation of PVs ('be green') and monitoring performance ('be seen').

4.18 Developers will be encouraged to exceed low embodied carbon and circular economy measures set out in the London Plan. Enfield Council have established the [Excess Materials Exchange](#), a platform to facilitate the reuse of materials and to enable connections between 'donor' and 'recipient' construction projects.

4.19 Carbon offsetting should align with the requirements of the adopted development plan.

4.20 Developers are encouraged to consider high-quality local offsets for embodied carbon emissions, to align with UKGBC's definition of net zero (regulated, unregulated and embodied carbon emissions).

## Guiding principle 2: Carbon reduction

### Low carbon energy supply

1. All developments need to minimise carbon from heating and cooling through connection to the Meridian Water Heat Network (MWHN), by ensuring all connections and networks meet Energetik's standards, to maximise efficiency and minimise heat loss.
2. All developments should maximise the installation of photovoltaic equipment.

### Smart and efficient systems

3. Developers should consider the installation of smart systems to provide information to reduce overall and peak energy use and optimise the use of renewables.
4. Electric vehicle charging infrastructure should be maximised where the provision of vehicle parking spaces is unavoidable.

### Low embodied carbon and circular economy

5. Developers should seek to minimise embodied carbon. In design and construction, developers are encouraged to minimise whole life material use, sourcing of materials and products sustainably, responsibly and ethically, eliminate single use plastics and support the circular economy.

<sup>3</sup> London Plan policy S12: Minimising greenhouse gas emissions

## Blue and green network

- 4.21 Meridian West sits within a rich natural environment – close to Tottenham and Edmonton Marshes, bordering the Lee Valley Regional Park, and a short distance from the metropolitan Green Belt. The River Lee Navigation traverses the area, and Pymmes Brook and Salmons Brook converge in the heart of the SPD area.
- 4.22 These green and blue assets present opportunities to better link Meridian West into its natural surroundings, with scope to create new green spaces that link with those existing in the vicinity, and to naturalise watercourses to enhance riparian habitats to provide improved geomorphology and biodiversity. Crucially, an expanded and improved green network will provide open spaces for residents, workers and visitors, delivering multiple benefits.
- 4.23 A key element of ELAAP's objective 4 'Delivering sustainable regeneration' is to provide the conditions for increased biodiversity. A means of achieving this aim is the creation of a green network, linking up new green spaces with existing green spaces and watercourses. An indicative Green Network Plan for Meridian Water is presented in ELAAP (Figure 5.3). Brooks Park, the Green Loop and the River Lee Navigation form key elements of the green network, as set out in Figure 4.3 below. Whilst Brooks Park is being provided through the SIW consent, future phases of development should enable the expansion of Brooks Park to the west (on the IKEA site).
- 4.24 Opportunities for the protection, enhancement, promotion and management of habitats and natural features should be taken wherever possible, promoting the associated benefits of eco-system services and of climate resilience. The guidance below flows from Core Strategy Policy 36, ELAAP policy EL28 and DMD policies 78, 80 and 81.
- 4.25 Opportunities should be taken to maximise biodiversity gains beyond the statutory minimum. Swift bricks and bat boxes are examples of features which could be incorporated to achieve benefits for wildlife. Best practice guidance in this regard has been published by the Chartered Institute of Ecology and Environmental Management.
- 4.26 Priority should be given to enhancing green links with Sites for Metropolitan Importance for Nature Conservation, which are located along the Lee Navigation, southern boundary of Harbet Road Industrial Estate and Edmonton Marshes. This includes River Lee Navigation Site of Metropolitan Importance for Nature Conservation (SMINC). Whilst there should be habitat in all green spaces, green links should seek to incorporate clear areas of undisturbed habitat e.g. riparian buffer zones with no footpath, lighting or amenity furniture.
- 4.27 New green spaces should be provided at a variety of scales across the SPD area, and be planned and managed to provide ecologically rich connections through the urban fabric. Green Spaces should be multi-functional and provide a range of functions, including habitats, play spaces, pedestrian and cycle movement, and recreation. Figure 4.3 sets out the key features of the green network to be delivered at Meridian West. Across the SPD area it is expected that there will be a significant increase in tree planting. Whilst there are few trees currently on site, any trees proposed to be lost as a result of development should (as a minimum) be replaced, as part of a coherent placemaking approach to deliver a step-change improvement in urban greening, which may mean that whilst there will be a substantial increase in tree planting, it may not be possible to replace trees in the precise location of the original.
- 4.28 Proposals for Lee Navigation linear open space south of the Green Loop should facilitate north-south movement and support active frontages with the potential for spill-out public activity along the waterfront. The Lee Navigation Linear Open Space north of the Green Loop should prioritise habitats and the biodiversity function of the green space. All footpaths and cycleways should facilitate sustainable drainage.
- 4.29 The Green Loop concept is that of a continuous linear park 'looping' through the heart of Meridian Water, providing open space and other amenities. Its nature will change depending on the development and location, but it should be primarily 'green', sufficiently wide enough to accommodate a continuous green buffer and a formal pedestrian footpath, with emergency vehicle and servicing access and a two-way cycle path. As a guide the optimum width of the Loop at its would be between 20 and 30 metres. It should provide a green vegetated setting, with capacity to also include amenity and play space, bio-diversity features and flood attenuation areas/measures. Figure 4.3 section drawing below illustrates this.
- 4.30 Figure 4.3 sets an indicative route for the Loop. There is a need for flexibility on the route to factor in the optimum position within development proposals and in relation to the provision of infrastructure. However, important nodes that need to be connected to the Loop include the Lee Navigation and the Lee Navigation Linear Open Space (where there is a water frontage to consider), the brooks (including crossings over them) and Brooks Park, Market Square, and preferably extension to Angel Edmonton Road. There is scope for social infrastructure (for example, a school) to be located adjacent to the Green Loop to benefit from active travel access, the open space and play space, and other benefits provided as part of the Green Loop. Proposals for development on adjacent sites will be expected to ensure a seamless connection between sections of the Loop for both people and wildlife.
- 4.31 Proposals for the western expansion of Brooks Park should include earthworks on the western bank of Pymmes Brook to provide soft attenuation basins to attenuate run-off from adjoining development sites.
- 4.32 Watercourse naturalisation is a broad term which can range from full scale restoration of the watercourse (including natural banks, meanders, gravel bars, ponds and varied vegetation) to the implementation of naturalisation methods (including the removal of concrete banks, and the introduction of vegetation). Feasibility studies should be undertaken to scope out the most appropriate form of watercourse naturalisation, with a view to getting as close to full scale restoration as technically feasible. Watercourse naturalisation schemes should have regard to any nearby naturalisation schemes to maximise improvements and ensure a joined-up approach. Proposals should have regard to the Environment Agency's requirements on watercourse naturalisation, as well as guidance on biodiversity, geomorphology, flood risk, and contaminated land.
- 4.33 The guidance above gives an indicative list of surface water management measures. Measures employed should have regards to the Mayor of London's drainage hierarchy, prioritising using rainwater as a resource (rainwater harvesting, blue roofs for irrigation) first, rainwater infiltration to ground or close to source second, and then rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens) third. Any surface water discharge to the River Lee Navigation would require prior consent from the Canal & River Trust.
- 4.34 Intensive green roofs should be employed for their biodiversity value, as well as rain gardens for their visual and habitat value. Below ground attenuation measures and pumped systems should be avoided. It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding. Surface water management should have detailed, long-lasting and accountable management plans in place to ensure they continue to effectively filter pollutants and silt. SuDS features need a clear and accountable maintenance regime to ensure these features continue to be effective, particularly with regards to sediment and pollution control measures
- 4.35 For the culverted section of Pymmes Brook that runs parallel to the A406 North Circular in the north of the SPD area, naturalisation (including removal of the mid-channel wall) and access to sufficient daylight is encouraged where feasible.
- 4.36 The Pymmes Brook [walking trail](#) is popular recreational route, revealing the brook and it's connections to habitats and neighbourhoods in Enfield. A Salmon's Brook walking trail is planned. Meridian Water is key a node on the routes, and as such, development proposals should endeavour to provide toilets and refreshment facilities and seek to relocate walking route signage.

# Blue and Green Network

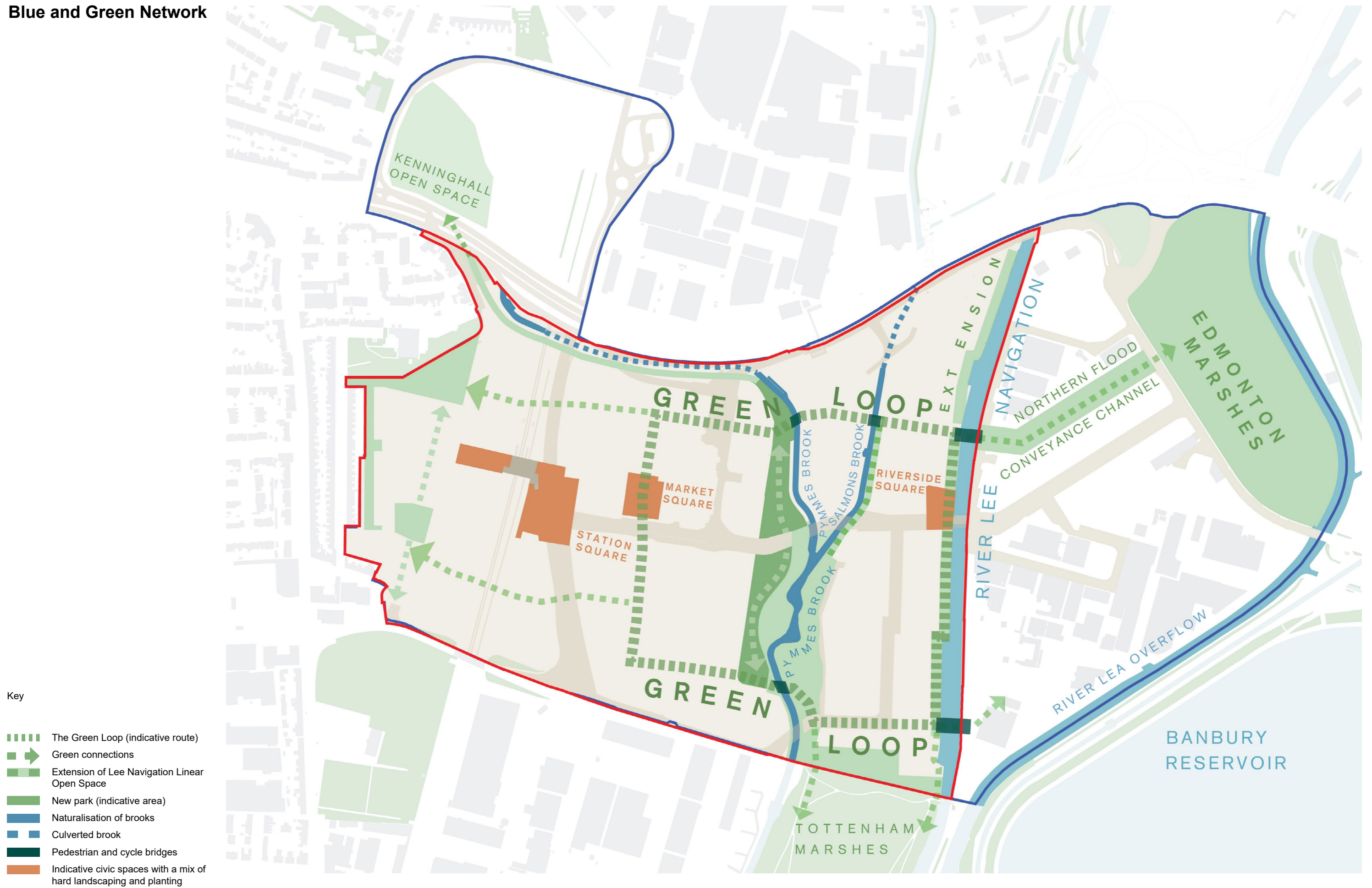


Figure 4.3: Blue and Green Network

### Guiding principle 3: Blue and green infrastructure network

#### Biodiversity and nature recovery

1. All developments should significantly enhance the blue and green infrastructure network and restore, enhance and increase wildlife, biodiversity and geomorphology. Trees, vegetation, gardens and open spaces should be used to create a strong, soft green character to streets. Tree planting, including street trees, should be included as part of development proposals. Priority should be given to species which offer good canopy cover and high biodiversity value.
2. Developments should deliver at least 10% Biodiversity Net Gain (BNG) on site and will be encouraged to exceed this statutory minimum.
3. Planting must be consistent with the habitats and character of the Lee Valley Regional Park and must be composed of a diverse range of native species in accordance with the Lee Valley Biodiversity Action Plan (and any updating successor), whilst also ensuring species choice is resilient to climate change.
4. New and improved green and blue spaces should maximise opportunities to maximise nature recovery potential by seeking to connect to Sites of Importance for Nature Conservation (SINCs) and link up existing and proposed blue and green assets wherever possible.

#### Green network and open spaces

5. Development proposals should deliver, facilitate, or contribute to the delivery of, the green network set out in Figure 4.3. This includes the following:
  - a. Brooks Park, including its westward extension
  - b. Green Loop
  - c. Lee Navigation Linear Open Space
  - d. Node located at the confluence of Pymmes and Salmons Brooks.
6. Public open spaces should accommodate a range of functions, including flood attenuation, recreation, pedestrian and cycle movement, and food growing (including fruiting trees). School playing pitches may be provided on nearby public open spaces where these cannot be feasibly accommodated on site.
7. Opportunities should be maximised for the inclusion of vegetation and blue spaces to address overheating and the urban heat island effect. Proposals for new buildings and public spaces should prioritise shading from trees and vegetation to ensure pedestrian and user thermal comfort.
8. Development will be expected to provide policy compliant levels of play provision, to help create a desirable and liveable neighbourhood for families. This should be provided through a combination of designated and informal playable space. Doorstep play must be provided within individual plots. Play space should be located in close proximity to homes in locations that receive good sunlight and surveillance and when sited in the public realm away from vehicles wherever possible. Play areas should consider wheelchair users and those with specific access needs.



Image 6: Artists impression of deculverted brooks



### Guiding principle 3: Blue and green infrastructure network

#### Blue network

9. Development should reduce flood risk through sustainable and natural flood risk management. Specific measures include:
  - a. Intensive and extensive green roofs.
  - b. Integrated ponds, wetlands and rain garden features in the Green Loop to manage surface water generated from the development.
  - c. Naturalisation and de-culverting of Pymmes Brook and Salmons Brook should be thoroughly explored, and reasonable endeavours should be taken to implement naturalisation and deculverting.
  - d. Where naturalisation and de-culverting are not possible, river improvements (such as introduction of gravels, improvements to geomorphology and sustainable and innovative urban habitat creation) should be employed.
10. Surface water management should aim for 100% source control. Rain gardens, swales, SuDS, tree pits, green roofs and permeable paving should be employed, depending on site conditions. Space must be provided above ground for attenuation measures.
11. Development should demonstrate how the location of proposed land uses informs the flood risk mitigation strategy. This could include siting open space and/or school playing fields on areas with highest flood risk.
12. Development should restore and improve the water environment for ecological, biodiversity, geomorphology, leisure, and visual amenity purposes.

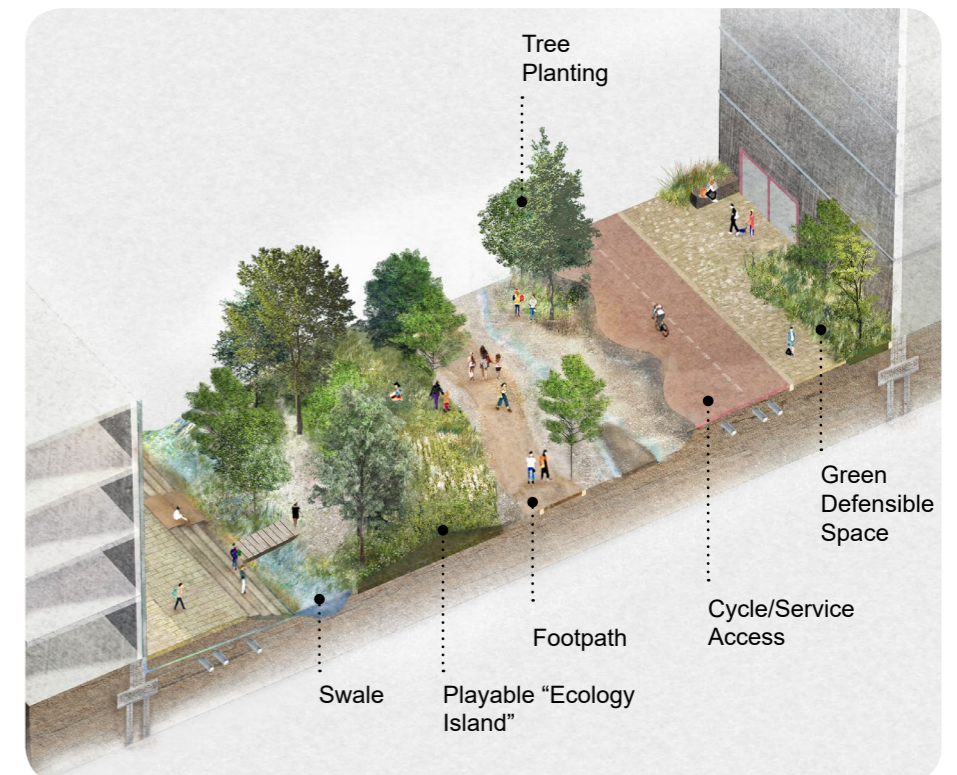


Figure 4.4: Green Loop - indicative axonometric view

## Sustainable construction management

- 4.37 The highest standards of construction management should be achieved to protect the amenity and quality of life of residents and visitors to Meridian Water over the 20+ year development of the site. Management arrangements should accord with London Plan Policy T7.
- 4.38 All planning applications should be accompanied by a Code of Construction Practice (or Construction Environmental Management Plan), including a comprehensive Construction Traffic Management Plan. Requirements in the Council's Development Management Document need to be addressed, in particular policy DMD49 and DMD57.
- 4.39 As significant levels of construction and earthworks are likely to continue following the completion of the initial phases of development, the guidance set out above seeks to ensure that the amenity of residents and their ability to traverse the area is not unduly affected by development. Conditions or S106 obligations may be used to manage impacts.
- 4.40 Whilst the use of the Lee Navigation for the delivery of construction materials and goods is encouraged, care should be taken to ensure this does not cause deterioration of the water body. Measures such as travelling at a slower pace to ensure reduced impact of erosion due to bow waves should be employed.

### Guiding principle 4: Sustainable construction management

1. In order to reduce the environmental impacts associated with deliveries of materials to and from the area, developers should implement construction logistics plans and should seek to ensure that:
  - a. All construction compounds should be located away from sensitive receptors, including existing residential properties, to avoid adverse impacts.
  - b. Site hoardings should be decorated and offer 'green screening' or public art opportunities for the local community and local artists.
  - c. Site hoardings should provide adequate signage for wayfinding purposes.
  - d. Public access walkways adjacent to construction hoardings / sites should be well lit.
  - e. Vehicular and pedestrian access should be retained, or alternatives provided.
  - f. Lighting should be sensitively employed, with a view to minimising disturbance to sensitive areas of the Lee Valley Regional Park, and
  - g. The use of the Lee Navigation for the delivery of construction materials and goods is encouraged.
2. Developers are encouraged to meet the Considerate Constructors Scheme.



Image 7. Reclaimed Bricks, LB Enfield - Materials Exchange

## Achieving mixed uses

4.41 This section provides further guidance from ELAAP on the appropriate type, location and mix of land uses in the SPD area, including, commercial, residential and social infrastructure, and setting out how the spatial development of a new Large Local Centre can be achieved.

## Homes

4.42 ELAAP recognises that Meridian Water will deliver around 5,000 homes on the Meridian West. Affordable housing should be delivered in line with development plan policy, as should housing size mix, in particular having regard to London Plan policy H10 and the borough's latest evidence such as the Local Housing Needs Assessment (2020).

4.43 Building on ELAAP policies, the following provides guidance on the principles for proposals for residential development. The guidance here mostly does not include or repeat higher level development plan policy on housing, such as housing size and tenure requirements.

4.44 The London Plan (paragraph 4.2.8) defines family-sized units as 3 bed plus homes. Family homes should not be overly concentrated in specific parts of Meridian West in the interests of creating mixed and balanced communities.

4.45 By diversifying the housing supply there will be more choice for residents as well as a provision for more innovative, liveable and sustainable homes. Housing models could include those products supporting the rental sector, such as Build to Rent and purpose-built shared living, and housing for those in later life.

4.46 All new development should adhere to fire safety regulations. The GLA have consulted on [draft Fire Safety Guidance](#), and appropriate weight will be given to London Plan Policy D12 and associated guidance in decision making.

4.47 It is imperative that residential buildings are designed to be resilient to a changing climate, using (for example) layout and landscaping measures to combat overheating, sustainable water management to address flooding risks, and green and blue infrastructure to help mitigate the urban heat island effect.

## Guiding principle 5: Housing and design quality

1. Development should offer a range of housing sizes in line with the Development Plan, including London Plan Policy H10.
2. Housing design should respond positively to the evolving context of development, taking into account extant planning consents and emerging masterplanning.
3. Family homes should be located throughout the SPD area with good access to open spaces, schools and other social infrastructure facilities. Residential buildings should provide a direct and positive relationship with the public realm.
4. Proposals for housing must be of exemplar design quality and sustainability. Contemporary design that is innovative is supported. Homes should have good levels of daylight and sunlight. Dual aspect dwellings should be maximised, with every single aspect home being fully justified and reasons for rejecting alternative typologies and layouts that achieve a higher proportion of dual aspect homes being given. North-facing single aspect homes will not be accepted.
5. Residential buildings should carefully consider connections to the outdoors through the careful placement of features such as gardens, terraces, winter gardens and yards. Buildings should be future-proofed by being built for adaptability to accommodate changing needs, climate resilience, and with the whole life cycle in mind.



Image 8: Indicative artist's impression of high quality housing development

## Commercial activity

- 4.48 The guidance in this section supports the 'Facilitating Economic Growth' ELAAP objective and flows from a number of ELAAP policies, including EL2 and EL3.
- 4.49 As set out in in ELAAP, there are opportunities to diversify and expand the employment offer at Meridian Water through the provision of a range of workspaces suitable for a variety of businesses, including higher value and knowledge intensive industries.
- 4.50 The principal locations for commercial development comprise the Main Street (enabled by the SIW consent), the Broad Band, and the Northern Band.
- 4.51 Main Street, also known as the Central Spine, forms the heart of Meridian Water West Bank and the commercial core of the town centre (see Guiding Principle 7 for further guidance on the delivery of the town centre). Main town centre activities should be concentrated along Main Street, including retail and food and beverage, to create a vibrant core to the new town centre. Development here should be designed to provide surveillance, activity and interest to the public realm. Extensive ground floor lobbies and blank frontages should be avoided.
- 4.52 The Broad Band is an area of commercial uses on the lower floors (such as workspaces) as part of mixed-use development. The needs of both residential and commercial occupiers should be carefully considered, with proper provision of yard and servicing space as well as residential outdoor space. Commercial uses at the western end of the Broad Band should have a strong design presence and active frontages given the prominent location adjacent to Angel Edmonton Road and the train station.
- 4.53 The Northern Band includes Ravenside Retail Park and land immediately south of the North Circular Road. The Northern Band realises ELAAP's intention, set out in Policy E11, to ensure that 'development adjacent to the North Circular Road provides a buffer for buildings deeper within the Meridian Water area, while providing a high-quality frontage to the road.' The intentions of ELAAP with

regard to this area are further elaborated at 5.4.12: 'Commercial uses would also be appropriate to the south of the elevated North Circular Road, taking advantage of a location with good access which is potentially suitable for higher building types, while providing a buffer for the residential areas.'

- 4.54 As such, development in the Northern Band should seek to buffer development to the south from the North Circular. Industrial and commercial uses, including SIL-compatible uses, are appropriate in the Northern Band. Noise and odour-generating activities in the Northern Band should be oriented north to reduce the risk of conflicts with residential occupiers to the south. Provision for yard and servicing space should be made in line with GLA guidance, including the Designing Industrial Intensification and Colocation LPG once adopted.
- 4.55 The commercial activity areas, particularly the IKEA site, have the potential to accommodate a strategic occupier. A 'strategic occupier' is considered to be a key employment-generating use that would act as a flagship presence or anchor at Meridian Water and would be an important placemaking element.
- 4.56 Meanwhile uses have a valuable role to play in activating future development sites and adding vitality and interest to an emerging neighbourhood. Given that IKEA have vacated its site there could be a lengthy period of vacancy, and as such the Council would support appropriate uses such as meanwhile cultural activities (including performance space).
- 4.57 Meanwhile uses could also animate and help evolve the town centre adjacent to the station and along Main Street. They could help provide services (such as pop up retail) for the growing community. Meanwhile uses should be designed to increase footfall, provide activity to dead or blank frontages, and discourage antisocial behaviour. At every stage of development there should always be a sufficient level of local amenity maintained to support residents and businesses.
- 4.58 Creative and cultural meanwhile uses have the potential to draw visitors and neighbours to the SPD area. However, adequate safeguards should be put in place to ensure the amenity of the area's growing residential population is preserved and that such uses not impact the wider area

## Guiding principle 6: Commercial activity areas

1. The main locations for commercial development in the SPD area is set out in Figure 4.5 are as follows:
  - a. **Main Street:** the principal east-west route should be the focus of town centre activities, including retail, food and beverage and community facilities.
  - b. **The Broad Band:** either side of Main Street, this mixed-use area should seek to accommodate commercial uses on the lower floors, including E (g) class uses. There is potential to accommodate a strategic occupier here in the IKEA site.
  - c. **The Northern Band:** south of the North Circular, this area is appropriate for commercial uses in the B2, B8 and E (g) iii use classes. Opportunities for multi-storey commercial development should be fully maximised.
2. There is potential to accommodate a strategic occupier within the locations identified in part 1 above.
3. Meanwhile uses should be considered in all locations where development has yet to come forward. Proposals for meanwhile uses should ensure that residential amenity is safeguarded, and wider impacts are appropriately managed.

negatively (such as impacts on the transport system). Key considerations include lighting, hours of operation, and routes from the site to transport nodes.



Image 9: Indicative artist's impression of high quality high street

**Commercial activity areas**



Figure 4.5: Commercial activity areas

## Town centre spatial development and appropriate uses

- 4.59 As set out in ELAAP policy EL3 (Meridian Water Town Centre), a 'new town or local centre' will come forward at Meridian Water. ELAAP envisages that the centre would be located in the area around the train station, along the Central Spine Road (now also known as Main Street), and part of the West Bank of the Lee Navigation.
- 4.60 The following guidance sets out the spatial development principles for the creation of a new vibrant town centre, including the location of three principal public squares.
- 4.61 Core Strategy and ELAAP indicate that Meridian Water will accommodate a new town centre. In the borough's town centre hierarchy, Meridian Water will be a 'large local' centre – smaller than a district centre but larger and more significant than a typical suburban shopping parade<sup>4</sup>.
- 4.62 Three main public squares are identified above. Part of 'Station Square' will be delivered through the MW Phase 1 consent, and 'Riverside Square' in an early plot delivery of Phase 2. These Squares are important to structuring the spatial development of the town centre, providing key focal points. In addition, there is potential for access to water-based activities at or in the vicinity of Riverside Square, with scope to accommodate associated facilities and moorings.
- 4.63 In line with ELAAP Policy EL3, there is potential for food and beverage activities to activate the River Lee Navigation close to Main Street.
- 4.64 Inclusive design principles should be adopted in formulating development proposals, particularly those schemes which will form part of the new town centre. Access, mobility and safety are key considerations in ensuring that the SPD area meets the needs of people of all genders. Development proposals should demonstrate a 'user-centred' approach to design, based on social space analysis and quantifiable data.

## Guiding principle 7: Delivering a new town centre

1. Town centre activities should be concentrated around the train station, along Main Street, and adjacent to where Main Street converges with the Lee Navigation. Uses here should contribute to delivering a vibrant mixed-use town centre, including retail, food and beverage and supporting uses. Other acceptable uses may include leisure, recreation, hospitality, floorspace for other commercial activities including creative and cultural industries and supporting social and community infrastructure including sport and leisure.

The indicative extent of the Centre is illustrated in Figure 4.6 below.

2. As the main thoroughfare for the town centre, development along Main Street should ensure that active frontages are presented to the public realm. Bus stops should be provided along Main Street. There is potential for food and beverage uses on the River Lee Navigation close to Main Street.
3. There is potential for the delivery of three public squares along Main Street (see Figure 4.6 below). These spaces could accommodate a range of opportunities for social interaction and cultural experiences, including outdoor dining and events.
  - a. 'Station Square', adjacent to the station, could act as a gateway to Meridian Water, with potential to accommodate a range of shops, food and beverage and leisure uses. Provision should be made for cycle parking, places for waiting, and pedestrian movement.
  - b. 'Market Square' could be a key focal point in the heart of Meridian Water. A range of town centre uses could be provided, as well as community and social infrastructure facilities. This could also be a key interchange between buses and active travel.
  - c. 'Riverside Square' has potential to provide a community meeting place and accommodate outdoor activities such as for play and events. Food and drink uses here could take advantage of the adjacent green and blue network.
4. Development should ensure the safe use of the town centre both through the day and into the evening for all users, regardless of gender. Inclusive design of the public realm should be a priority, for example in terms of overlooking, lighting, landscaping and a range of uses which encourage pedestrian / user activity beyond the traditional 8-hour working day

<sup>4</sup> Annex 1 of the London Plan states that district centres 'contain 5,000–50,000 sqm of retail, leisure and service floorspace.'

Town centre indicative extent

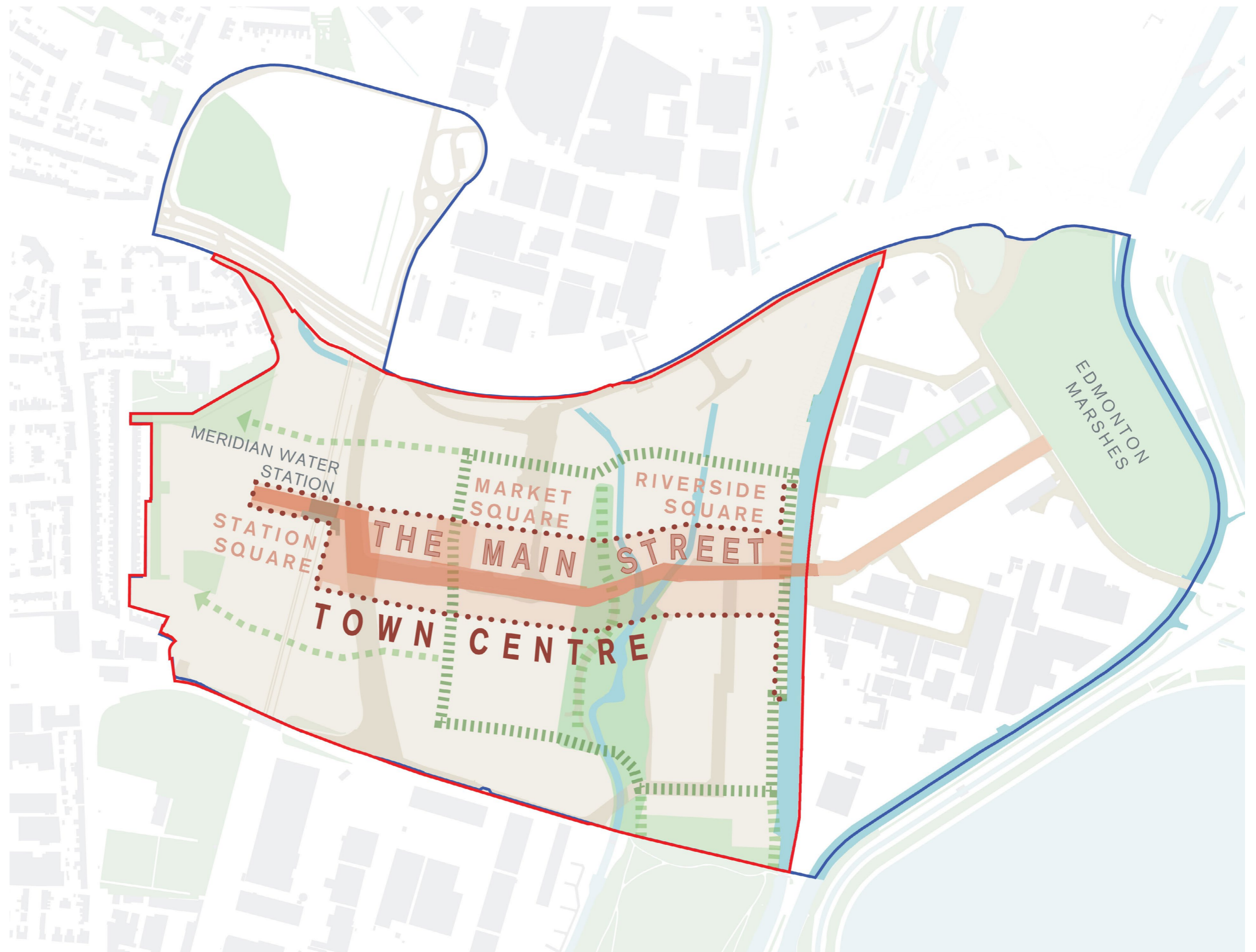


Figure 4.6: Town centre indicative extent

## Social infrastructure

- 4.65 ELAAP Policy EL5 sets out policies in regard to community facilities, predominately education and healthcare. The following provides further guidance on the provision of social and community facilities through development proposals at Meridian Water.
- 4.66 The delivery of social and community infrastructure that will help residents to lead active and sustainable lifestyles is essential to creating strong and inclusive communities. Section 5 of this guidance sets out key infrastructure items needed across the SPD area.
- 4.67 The following sets out guidance on the provision of community and social infrastructure through development at Meridian Water. This reflects the need for facilities going forward plus also that existing outline planning consents for the Council's Phase 1 development incorporates floorspace for health and leisure, and for Phase 2 a primary school and community floorspace.
- 4.68 As development proposals emerge, social and community infrastructure identification will need to be discussed with the Council, as well as through proactive engagement with key stakeholders, other developers and infrastructure providers. Key mechanisms for provision will be through direct provision by a developer, funding provided through the Community Infrastructure Levy (CIL) and Section 106 planning obligations.
- 4.69 The Council will work with developers bringing forward schemes to establish costs and apportionment arrangements. Where infrastructure items are intended to serve more than one development, negotiations will establish suitable apportionment arrangements.
- 4.70 The Core Strategy identified the need for two primary schools and a secondary school at Meridian Water, one school has already been delivered with a second secured via an existing consent. The estimated quantum of development on the IKEA site is likely to mean development would be required to deliver a third school. Early years facilities should be provided as a mix of nursery classes at local schools, children's centres and privately-run pre-schools and nursery groups.

Development proposals should demonstrate how detailed design, layout and access to open space will meet operator requirements.

- 4.71 In addition to Meridian Angel Primary school and the primary school consented in Phase 2<sup>5</sup>, the IKEA site is identified as an optimal additional location for a school, subject to child yield projections at the point of any planning applications for residential use. This is due to the strategic location and size of this site, which could place a school near the station and Green Loop/Brooks Park in close proximity to the Main Street and the train station, and the significant mixed-use redevelopment potential of the site and the number of homes this could provide.
- 4.72 Appropriately located indoor and outdoor sports and leisure facilities will be needed as a result of development at Meridian Water. An indoor leisure facility is being provided through the Council's Phase 1 development, and further provision will likely be required in line with increases in the residential population. The type, amount and mix of facilities should be informed by a robust evidence base such as the Council's Playing Pitch Strategy and any robust and up-to-date strategy relating to indoor/built sport facilities. Existing and planned facilities are located nearby in the Lee Valley Regional Park (such as Pickett's Lock Athletics Centre). Complementary provision and programmes are encouraged.

## Guiding principle 8: Social infrastructure

1. Social infrastructure facilities must be sited in locations easily accessible by foot or bicycle and bordering the green loop wherever possible. Developers should provide or contribute to the provision of social infrastructure in line with development plan policies.

### Education

2. Supporting social infrastructure such as a school and open space will also be required to support development. The IKEA site presents an optimal location for a school.
3. Innovative school typologies that maximise efficiency of space should be encouraged due to the high density of development. Multiple storey schools, multi-use games areas and the incorporation of play spaces on roofs should be considered. Mixed use development of schools may be considered to maximise the use of land, e.g. alongside residential uses. Sports pitches and other outdoor spaces should be provided as close as possible to school building.

### Health

4. Development should ensure the safe use of the town centre both through the day and into the evening for all users, regardless of gender. Gender inclusive design of the public realm should be a priority, for example in terms of overlooking, lighting, landscaping and a range of uses which encourage pedestrian / user activity beyond the traditional 8-hour working day.

### Places of Worship

5. Provision should be based upon local need and priorities. Consultation and engagement should be had with local community groups and bodies, and the Council, to identify these needs and determine the most suitable facilities.

### Youth Provision

6. Consultation should be carried out with the relevant groups and organisations, including the Council, together with community leads, parents and carers, to understand changing needs which will change over time and will differ for different age groups. Indoor and outdoor provision could be through a multi-use youth facility which has the ability to provide flexible space and can be co-located with schools. The potential for co-design of future phases with the involvement of younger people should be explored.

### Sports and Leisure

7. Sports and leisure facilities can be provided as part of a centre that can provide flexible indoor and outdoor space. Outdoor facilities could utilise opportunities provided through the provision of new open spaces at the Green Loop and Brooks Park.

<sup>5</sup> Planning ref 19/02718/RE3



## Guiding principle 8: Social infrastructure

### Arts and Culture

8. Cultural infrastructure may be provided either as standalone or combined with other supporting facilities (such as food and beverage).

### Sharing economy

9. The provision of facilities to support the circular economy – such as lending libraries and re-use and repair hubs – is encouraged.



Image 10: Example of new social infrastructure and playspace

## Managing transitions through buffering and overcoming conflict

- 4.73 The transformation of Meridian Water could have implications for surrounding longstanding land uses – including the occupiers of designated Strategic Industrial Land and safeguarded waste sites within the North London Waste Plan. The guidance below will assist in overcoming potential conflicts between different activities, helping to ensure the continued effective operation of industrial businesses and the amenity of future residential occupiers within Meridian Water.
- 4.74 The following guidance builds on ELAAP to ensure that industrial estates in the wider area can continue to thrive in the context of mixed-use redevelopment within the SPD area. ELAAP (specifically Policy EL15) encourages improvements to industrial estates and intensification. This suggests that industrial neighbours will play an important role in the future of Edmonton Leaside, so adjacent uses need to be managed to overcome potential conflicts. Moreover, the London Plan seeks to ensure that development adjacent to SILs does not compromise the operation of industrial businesses, and more broadly the Agent of Change principle (Policy D13) should inform design responses to overcome potential conflicts.
- 4.75 The North London Waste Plan (2022) identified several safeguarded waste sites and three Priority Areas for New Waste Management Facilities in the vicinity of Meridian West. Development proposals should have regard to policies 1 and 2 of the NLWP where appropriate.
- 4.76 There are several heavily trafficked roads within or bordering the SPD area, namely the North Circular Road, Angel Edmonton Road and Leaside Road. The guidance below sets out means by which development can deliver adequate buffering to ensure the amenity of future residential occupiers.
- 4.77 The London Plan sets out the Agent of Change principle, which places the responsibility of mitigating the impact of any nuisances (such as noise) on the proposed new development. For the avoidance of doubt, buffering should be located on the development site rather than any adjacent SIL, LSIS or waste sites.

- 4.78 Residential occupiers to the south of the Northern Band will typically be located within the Broad Band, a mixed commercial and residential area. In the design of new homes, mitigation measures include designing residential/ mixed use developments to include appropriate screening, internal layout, soundproofing, insulation and other acoustic design measures.
- 4.79 There is scope to use elements of blue-green infrastructure as spatial buffers between potentially conflicting land uses; for example, the Green Loop in separating the Northern Band from mixed use development to the south.
- 4.80 Development must be designed to ensure that existing and future industrial uses in the Central Leaside Strategic Industrial Location (SIL) are not compromised or curtailed, including 24-hour operations and commercial HGV traffic movements. Proposals for the redevelopment of sites adjoining SIL must be accompanied by an Agent of Change Assessment
- 4.81 Sensitive lighting schemes should form an integral part of development proposals. This will be of particular relevance where development overlooks the waterways such as the Lee Navigation and open spaces such as Brooks Park and Tottenham Marshes, and where maintaining dark corridors and spaces are important for biodiversity. The Institute of Lighting Professionals (2018) [‘Bats and Artificial Lighting in the UK’](#), Guidance Note 08/18 should be used to inform development and lighting strategies.

## Guiding principle 9: Managing transitions

1. Development must consider the relationship between proposed and existing land uses and activities overcome potential conflicts, in line with the Agent of Change principle<sup>6</sup>.
2. Multi-storey employment activities (use classes B2, B8, Egi and supporting ancillary activities) are appropriate for the Northern Band as a buffer to the North Circular Road. Premises in the northern band should be designed to transition effectively to provide residential occupiers to the south with an appropriate standard of amenity by helping to buffer noise and pollution from the North Circular Road. Buildings should provide a suitable outlook, activity and visually attractive frontage to the North Circular Road.
3. For proposed development next to Strategic Industrial Land, safeguarded waste sites and Priority Areas for New Waste Management Facilities:
  - a. Residential units must be designed to minimise the risk of disturbance arising from noise, vibration, smell, fumes, smoke, soot, ash, dust or grit, and ensure a good standard of amenity for future residents.
  - b. Access and servicing arrangements for industrial and waste-related businesses must not be impaired.
4. For proposed development next to the strategic road network (Angel Edmonton Road, Leaside Road):
  - a. Non-residential uses should be sited at ground and first floor levels. Residential uses can occupy upper floors and should be designed as dual aspect with alternative outlooks away from the industrial area.
  - b. Design of the public realm should adopt the healthy streets principles (for example including tree planting, screening, crossing arrangements, and measures to improve pedestrian safety and comfort).
  - c. Access and servicing arrangements for existing industrial businesses must not be impaired.
5. Lighting schemes should be sensitively designed to avoid light pollution, especially in the case of developments located adjacent to waterways, watercourses and open spaces.

<sup>6</sup> Set out in London Plan, specifically policy D13

## Tall buildings

- 4.82 The London Plan defines tall buildings as those that are ‘substantially taller than their surroundings...’, cause a significant change to the skyline’ and are ‘over 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey’ (London Plan paragraph 3.9.3).
- 4.83 Meridian Water benefits from a new train station, planned bus and active travel improvements and is of sufficient size to establish its own character. Therefore, in line with London Plan Policy D9, the site is generally considered a suitable location for both higher density and taller development and this is also acknowledged in the ELAAP (see paragraphs 5.11.5-5.11.8 in particular).
- 4.84 However, ELAAP Policy EL11 acknowledges that, “proposals for tall buildings...must...[be] part of an overall vision for a place, and the wider area”.
- 4.85 While policy EL11 provides some further guidance on the strategy, for example stating that tall buildings should be “located on key routes, in particular significant places or junctions” and that development adjacent to the North Circular Road should provide a buffer, this is limited. Therefore, further guidance on the spatial distribution and hierarchy of tall buildings is necessary to achieve a coherent approach.
- 4.86 Figure 4.7 and the accompanying guidance below spatially interprets the existing policy framework further, as it relates to the SPD area.
- 4.87 The height strategy is in accordance with London Plan policy D9, and policies D1, D2, D3 and GG2 parts A-C. In summary, these policies, read together and in combination with policies EL10 and EL11 of the ELAAP, support tall buildings:
- Where there is good (existing or future) public transport access; and
  - at important junctions and routes;
  - near to jobs, services and amenities, such as town centres;
  - that reinforce the spatial hierarchy of the local and wider context;
  - that provide “reference points”, which includes a point of civic or visual significance such as an important local open space.
- 4.88 `In general, the indicative heights should be read as allowing 3m per residential storey, plus an additional 3m allowance added to allow for larger ground floors (e.g. where these accommodate non-residential uses) and roofs/parapets/plant.
- 4.89 The heights are recommended on a townscape and tall buildings policy basis only. Proposals above this height may be considered if other material considerations can clearly justify this (including the ability to meet other planning policy requirements and as a result of more detailed site-specific design analysis). It is noted that the Phase 1b application, currently under consideration, includes a 30-storey building.
- 4.90 Likewise, this guidance does not guarantee that buildings of the heights indicated will always be acceptable. Placement of the buildings within the identified zones will need to form a coherent and varied (including height) townscape and avoid creating a “wall” of development or overdeveloping individual sites.
- 4.91 Therefore, when assessing proposals for tall buildings, the Local Planning Authority will have regard to all other policies in the development plan, including those relating to tall building design, other design policies, residential standards and technical performance of buildings and spaces. Applicants will need to demonstrate that proposals are acceptable in all regards.
- 4.92 The guidance provided here will inform forthcoming policies in Enfield’s forthcoming Regulation 19 Local Plan.

## Guiding principle 10: Tall buildings strategy

1. Subject to further site-specific assessments, and the provision of appropriate infrastructure, the following locations and indicative heights should be explored:
  - a. A cluster of buildings up to 81m (approximately 26 residential storeys) by the station, marking the key transport node and route across the railway.
  - b. Clusters of buildings up to 69m (approximately 22 residential storeys) marking key nodes and public spaces along the Spine Road and the facilities and amenities provided in and around these spaces.
  - c. Buildings up to 57m (approximately 18 residential storeys) along the Spine Rd between key public spaces (appropriately spaced) marking the route to the Lee Valley and linking activity areas.
  - d. Buildings up to 45m (approximately 14 residential storeys) along the North Circular Road and Angel Edmonton Road to provide a buffer while responding to the scale and importance of these routes.

# Height Strategy

## Key

- Spine Road (Indicative Location)
- Angel Edmonton Road
- New Bridge Indicative Location
- New Civic Space / Activity Hub (Indicative Location)
- New Park (Indicative)
- Tall Building Cluster (with maximum Height Indicated)
- Tall Buildings Permitted Along Route



Figure 4.7: Height Strategy

# Key Sites



Image 11: IKEA Site

## 5.0 High-level guidance in relation to key sites

- 5.1 The following sets out a summary of the above Guiding Principles for the key sites in the SPD area that do not currently have consent for major redevelopment. These sites are IKEA, Ravenside Retail Park, Tesco and Meridian 13 (also known as the 'Teardrop site') – please see Figure 5.1.
- 5.2 For the avoidance of doubt, the guidance in the SPD applies to all sites in the SPD area, including the Council's Phase 1 and Phase 2 developments, although for these the main parameters for development have been established through outline planning permissions.



### Key

- 1 IKEA
- 2 Ravenside Retail Park
- 3 Tesco
- 4 Meridian 13 (also known as Teardrop)
- 5 MW Phase 1
- 6 MW Phase 2

Figure 5.1: Key sites

## MW 5.1: IKEA

- Potential for high quality, mixed use redevelopment at optimal density and of exceptional design.
- Vibrant mix of uses, including main town centre uses close to the Station and Main Street. Ground floor uses could include retail, leisure and sports facilities, hospitality, food and beverage, floorspace for other commercial activities including creative and cultural industries. A solely commercial use is preferable for the northern part of the site, the Northern Band adjacent to the North Circular. Mixed commercial and residential uses are appropriate for the Broad Band.
- Suitable location for a 'strategic occupier', a large employer to act as a key anchor within Meridian Water which could include a multi-storey non-residential building. A strategic occupier would be an important placemaking element. Such an occupier could be a commercial use, or could be a cultural, creative or leisure/ sports facility.
- Commercial uses at the western end of the Broad Band/ Main Street should have a strong design presence and active frontages given the prominent location adjacent to Angel Edmonton Road and the train station.
- Proposals should ensure an increase in employment compared to the former level of circa 450 jobs and provide a variety of job opportunities.
- High quality housing of mixed tenure and size as part of a mixed-use approach that could accommodate commercial uses.
- Provision of high quality multifunctional open space, including an expanded Brooks Park, sections of the Green Loop, and naturalisation of Pymmes Brook.
- Provision of social and community facilities to support development. The site is considered an optimum location for a school.
- Road and junction improvements particularly along Angel Edmonton Road with Glover Drive/ Main Street and Leaside Road, public transport improvements, active travel infrastructure, and a high quality public realm including major public squares.
- Opportunities for building height along Main Street and Angel Edmonton Road in line with the height strategy.
- Appropriate design response to manage the interface between development and the busy Angel Edmonton Road, and industrial uses to the south of Leaside Road.
- Meanwhile use opportunities, particularly cultural and creative uses, and uses to help to evolve the town centre, providing footfall, flexible to adapt to different use requirements. Meanwhile uses should promote safety and discourage anti-social behaviour.

## MW 5.2: Ravenside Retail Park

- Optimise the use of land and seek to increase density and plot ratio. Introduction of alternative commercial uses such as industrial and logistics uses would be appropriate as part of the Northern Band. The site presents significant hurdles for residential uses.
- Locate taller commercial buildings along the North Circular to provide an amenity buffer for residential and other land uses to the south.
- Integrate with the planned urban form, in particular the consented Meridian Water 'Phase 2' development to the south<sup>7</sup>.
- A • Activate the waterside setting, and incorporate elements of the green network, including the Green Loop and Lee Navigation Linear Open Space.
- Investigate the potential to naturalise Salmons Brook and improve the riparian corridor.
- Incorporate improvements to the public realm and support better access and movement from the site to the wider area, in particular pedestrian and cycle access.
- Deliver and contribute to road and junction improvements, principally to Argon Road and public transport improvements associated with the development of the site, and active travel infrastructure.

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<sup>7</sup> Consent ref 19/02718/RE3 or any subsequent revisions.

### MW 5.3: Tesco

- Potential for high quality, mixed use redevelopment at optimal density and of exceptional design.
- Vibrant mix of uses, including main town centre uses at Main Street. Ground floor uses could include retail, leisure and sports facilities, hospitality, food and beverage, floorspace for other commercial activities including creative and cultural industries. A solely commercial use is preferable for the northern part of the site, the Northern Band adjacent to the North Circular. Mixed commercial and residential uses are appropriate for the Broad Band.
- The landowner has expressed a desire for a replacement store and continuity of trading.
- Particular attention should be paid to providing an appropriate design response and active frontages at the western end of Main Street, given its prominent location.
- Commercial uses, such as light industrial, general industrial and logistics are appropriate for the northern part of the site – the Northern Band – running parallel to the North Circular Road.
- High quality housing with of mixed tenure and size as part of a mixed-use approach that could accommodate commercial uses.
- Provision of high quality multifunctional open space, including sections of the green network including the Green Loop and naturalisation of Pymmes Brook.
- Provision of social and community facilities to support development, such as leisure and health facilities.
- Road and junction improvements particularly along Angel Edmonton Road with Glover Drive/Main Street, and link to Argon Road, public transport improvements, active travel infrastructure, high quality public realm, including 'Market Square' as a major town centre public square and hub.
- Opportunities for building height along Main Street, and on Angel Edmonton Road in line with the heights strategy.
- Appropriate response to design to manage the interface between development and the busy Angel Edmonton Road and North Circular.

### MW 5.4: Meridian 13 (also known as the Teardrop site)

- Mixed use opportunity, suitable for culture/ entertainment use as a key gateway to Meridian Water.
- A range of uses, such as workspace/studio space, educational uses, retail, cultural and community floorspace, food and beverage could be appropriate. Residential uses on upper floors could be considered, subject to design and environmental testing.
- Optimise density on the site given its location next to the train station, appropriate to the site setting and existing and proposed surroundings, opportunity here for tall buildings having regard to the tall buildings strategy.
- Exceptional design quality given its highly prominent location, addressing Angel Edmonton Road and the railway, and provide active frontage uses opening on to high quality public realm adjacent to the main road and train station. Building and public realm design should respond well to the shape of the site and its location, with the opportunity for a taller building in southern section. Development should face the station and facilitate links to the MW Phase 1 development.
- Meanwhile use opportunities should provide a positive frontage to the public realm. Meanwhile uses should promote safety and discourage anti-social behaviour.



# Infrastructure Delivery



Image 12: Meridian Water Train Station

## 6.0 Infrastructure delivery

6.1 A wide range of infrastructure requirements, including physical (transport, utilities etc), social (schools and healthcare etc) and environmental (open space, flood alleviation) are identified above. The purpose of this section is to summarise those key infrastructure requirements identified in ELAAP table 14.4 needed to deliver the scale and type of development within the Meridian West SPD area.

### Progress to date

6.2 As summarised above, redevelopment at Meridian Water is well underway, including land assembly, the opening of Meridian Water Station, full planning permission for Strategic Infrastructure Works (SIW, funded by the Government's Housing Infrastructure Fund (HIF) at £170m) and outline planning consent for the first two phases of mixed-use development, which together will deliver approximately 3,000 new homes and a range of employment, leisure, health and education uses. Meridian Water Station, which opened in June 2019, was delivered in partnership with Network Rail and is the first major infrastructure investment on the site.

6.3 The SIW will ensure the delivery of critical infrastructure which otherwise would have placed substantial abnormal costs on development in the SPD area with significant adverse implications for financial viability. The delivery of this infrastructure will help de-risk future development. The SIW package comprises the following:

- highway upgrades including the construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine road, also now known as Main Street);
- the construction of four bridges across the Pymmes and Salmon Brooks and the River Lee Navigation;
- alterations (including naturalisation) to the Pymmes Brook channel, associated landscaping and formation of new public open space;
- enabling works comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; and
- utilities infrastructure, including foul water drainage and a new primary electricity substation to enable development.

In addition, works funded through HIF will potentially see increased train frequency at Meridian Water station to at least 4 trains an hour over the coming years.

### Key infrastructure requirements

6.4 Table 6.1 provides a progress update on the key strategic infrastructure requirements for Meridian Water, as set out in ELAAP. These items are critical to the delivery of the vision and objectives for Meridian Water as a whole. Many of these items are funded by HIF for the SIW works and apportionment of costs is still being undertaken, so reference to cost states only 'HIF'. Other costs need to be established, and as such state 'TBC' (to be confirmed).

6.5 Table 6.2 includes a wide range of infrastructure which needs to be provided to deliver ELAAP and in some cases may be more localised and required for the delivery of individual plots or development parcels. Such infrastructure is expected to be delivered directly by developers ('development costs') or through development contributions and/or planning obligations. Events that will trigger the need for individual infrastructure items are specified where possible. These relate to the timing of development and/or the availability of funding.

6.6 The Council will work with landowners and developers to refine infrastructure requirements, particularly those identified in Table 5.2 for which costs estimates are not provided. These tables should not be treated as comprehensive, for example plot connections to mains utilities networks are not included.

### Funding and delivery mechanisms

6.7 Infrastructure funding sources are wide ranging, but generally comprise:

- Developer contributions (S106 or Community Infrastructure Levy) or direct provision by developers.
- Government grants - often through competitive bidding (e.g. HIF, TfL);
- Capital funding programmes of infrastructure providers (e.g. GLA, Local Authority, statutory utilities, DfT, DfE);
- Local Authority income (e.g. business rates, asset rationalisation, traded services); and
- Community Infrastructure Levy (CIL) is currently only charged on retail, professional services, restaurants and cafes, drinking establishments and hot food takeaways in the area covered by the SPD. However, Mayoral CIL does apply. S106 contributions play a vital role in ensuring that key infrastructure and services are provided to meet the needs arising from new development. S106 agreements will therefore be a key mechanism in securing supporting infrastructure.

6.8 A range of 'Delivery Mechanisms' may be required for specific items or types of infrastructure, ranging from informal partnerships to more formal arrangements such as Special Purpose Vehicles (SPVs) with a specific delivery scope, if/ where deemed appropriate. If required, these are likely to emerge through structured engagement/ negotiation with landowners and developers, utility providers, strategic occupiers and others.

**Table 6.1: Key ELAAP/SPD strategic infrastructure requirements**

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Transport	Meridian Water Highway Infrastructure - Roads	The SIW provides for enabling strategic transport infrastructure, most significantly a new Central Spine Road (Main Street) by 2024, as well as a series of junction improvements and bridges to enhance connectivity to and within Meridian Water	The following have all secured planning permission <ul style="list-style-type: none"> <li>Leeside Road Improvements</li> <li>Glover Drive Improvements</li> <li>Flood conveyance channel Highway Works</li> <li>Central Spine Road/Main St – East and West</li> <li>Central Spine/Main St– Harbet Road Junction</li> <li>Leeside Link Road – Leeside Road Junction</li> <li>Leeside Road- Meridian Way junction improvements</li> <li>Leeside Link Road – Central Spine Road/Main St Junction</li> <li>Argon Road/ Tesco junction modification</li> </ul>	HIF	SIW planning permission
Transport	Meridian Water Highway Infrastructure - Bridges	The SIW provides for enabling strategic transport infrastructure, as well as a series of junction improvements and bridges to enhance connectivity to and within Meridian Water.	<ul style="list-style-type: none"> <li>River Lee Navigation Bridge</li> <li>Pymmes Brook North Bridge</li> <li>Salmons Brook Bridge</li> <li>Pymmes Brook South Bridge</li> <li>Relocation of Pymmes Bridge (Bailey Bridge)</li> </ul>	HIF	SIW planning permission
Transport	Borough-wide improvement of bus services focused on the Lee Valley Corridor and orbital links	Bus service improvements required for Meridian Water should be considered early, alongside the Meridian Water Highway Infrastructure Study and borough-wide service review, as well as through individual sites and the emerging new Meridian Water Masterplan.	New bus stops on Leeside Link Road, Spine Road and Glover Drive.	HIF	SIW planning permission
Transport	Upper Lee Valley transport modelling and bus priority study	Transport Strategy for Meridian Water	This study was completed summer 2017. Further work to develop Meridian Water Transport Strategy will be taken forward in parallel with wider Enfield Transport Study.	N/A	N/A
Transport	Angel Road / Meridian Water Station and Interchange Enhancements	Platform extensions, new station entrances, renaming and moving station further south, improved pedestrian links to station and formation of bus hub	Development of new three platform railway station on the Lee Valley Line completed and opened in June 2019.	HIF	Completed
Transport	West Anglia Main Line Stratford Tottenham Angel Road (STAR) Scheme	Implementation of additional track and associated signalling.	Installation of a third track to Stratford was completed with Meridian Water station in 2019.	HIF	Completed

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Transport	West Anglia Main Line	Enable increased capacity and trains stopping at Meridian Water station while ensuring higher speed trains can still pass through the station seamlessly.	<p>Installation of a new bypass at Ponders End Station and to create a bidirectional section on the mainline heading towards London.</p> <p>An initial improvement in capacity will be delivered via the Greater Anglia's £1.4bn programme for the roll out of new rolling stock, expected mid-2024. All trains serving Meridian Water will be new 5-car units, with a capacity of 858 passengers per train, a 115% increase on the existing stock.</p>	<p>HIF</p> <p>TBC, Rail Franchise Operator - Greater Anglia</p>	<p>Full Business Case approved March 2022.</p> <p>Rail Franchise Agreement</p>
Green and Blue Infrastructure	Edmonton Leaside – Improved access to the Lee Valley Park	Improved access to the Lee Valley Park.	Parkside Cycle Street.	HIF	SIW
Green and Blue Infrastructure	Meridian Water Flood alleviation measures	Flood alleviation measures to enable development in the Meridian Water area, to be in place ahead of development.	<p>North Flood Conveyance Channel (NFCC) for Phase 2 flood mitigation.</p> <p>Flood alleviation works to Pymmes Brook Wall.</p>	HIF	SIW
Green and Blue Infrastructure	Edmonton Leaside – area of new open space	Brooks Park.	New Brooks Park and naturalisation of part of Pymmes Brook (adjacent to Meridian Water Phase 2).	HIF	SIW
Green and Blue Infrastructure	Meridian Water Public Realm	Demolition of building(s) along Central Spine Route.	To be delivered as part of the Strategic Infrastructure Works	HIF	SIW
Green and Blue Infrastructure	Meridian Water Public Realm	Upgrading of street.	Main Street funded by HIF, scheduled for completion by 2024/ 25.	HIF	SIW
Utilities	Meridian Water Primary Substation	Electricity provision for development from Phase 2 onwards.	<p>Substation (21/04218/RE4) (full permission granted 2022). Construction of a primary substation together with hard and soft landscaping and associated works.</p> <p>The substation is a key piece of infrastructure to ensure electrical power for the 'Phase 2' development and other development within Meridian Water and scheduled for completion by the end of 2024.</p>	HIF	Substation planning permission and SIW

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Utilities	Upper Lee Valley Decentralised Energy Network	Implementation of a sub-regional decentralised energy network to include the Alma Estate and Meridian Water	The network will be operated by Energetik, which will initially utilise a gas-fired Combined Heat and Power (CHP) plant with the intention to take very low carbon waste heat from the new Energy Recovery Facility at Edmonton EcoPark once this is operational (envisaged circa 2026). The facility will enable further 33kv supply for operators/UKPN.  The trunk main through the MW site is included within the HIF funded SIW.	LBE  HIF	SIW
Utilities	Power diversions, gas diversions, potable water, foul water	Diversions and new infrastructure to support development.	Diversions and new infrastructure such as water mains and foul sewers.	HIF	SIW
Enabling Works	Raising of ground level and remediation of contaminated ground of previous industrial sites to render them suitable for alternative land uses	Flood mitigation to enable non-water compatible ground floor uses and to remediate land to enable development.	Planning permission granted for SIW, due for completion 2024/ 25.	HIF	SIW
Public Open Space	Edmonton Marshes Earthworks and Remediation	Creation of new park/open space that also acts as flood compensation storage during extreme events.  Remediation of excavated material for reuse as land raise fill.	Planning permission granted, due for completion 2024/ 25.	HIF	SIW

**Table 6.2: Key ELAAP/SPD site-related infrastructure requirements**

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Transport	Meridian Water Highway infrastructure - Roads.	Vehicular access to individual development sites and associated public realm works.	<ul style="list-style-type: none"> <li>MW Phase 1 - Secondary Street</li> <li>MW Phase 2 - Secondary Street</li> <li>Argon Link - Secondary street</li> <li>IKEA - Secondary Street (south of Glover Drive)</li> <li>Meridian Way (Gateway) road improvements</li> <li>Meridian Way / Glover Drive Gateway Junction</li> <li>Meridian Way / Leaside Road Junction modification</li> <li>Other highway improvements</li> </ul>	Development cost	Development at Sites 1-6 (see appendix for the sites)
Transport	Meridian Water to Edmonton Green direct bus link	Improved bus access; outcomes should define bus infrastructure design and how this fits into the wider bus network	Additional east-west services through Meridian Water from the A406 (444, 34)	Developer contributions	Development at Tesco, Ikea and Ravenside Retail Park. Contributions secured from Phase 1 and Phase 2.
Transport	North – South bus services	Enhanced bus service along the A1055 Corridor	Route alterations to 192 and 341. Increased frequency for 192 and 341.	Developer contributions	Implementation triggers specified within MW Phase 1 and Phase 2 S106 agreements. Any further improvements may require contributions from other development sites.
Transport	Borough-wide improvement of bus services focused on the Lee Valley Corridor and orbital links	Improved bus access at Meridian Water.	<p>Additional bus stops on Meridian Way to improve interchange with MW station/ MW Phase 1.</p> <p>Investigate extended bus routes to Meridian Water, e.g. 456 bus route stopping at North Middlesex Hospital</p>	Developer contributions	Development at Tesco and Ikea sites
Transport	Removal of access ramp from Argon Road to North Circular Road	Enabling Argon Road extension to Meridian Way and unlocking land for alternative development. Technical approval is required in advance of works.	A new link from Argon Road to Meridian Way is required to enable vehicular access to the north west the Tesco site.	Development costs	Development at Tesco site
Transport	Edmonton Leaside – Rays Road walking and cycling route	Create access and improve access to Rays Road site; create pedestrian and cycle link to Angel Road/Meridian Water Station.	Completed. This has been delivered.	N/A	N/A
Transport	West Anglia Main Line/ MW station	Improved station facilities.	Improved station facilities (e.g. platform capacity/extension).	Developer contributions, rail franchise, Government, Network Rail, other	Development at Tesco, IKEA, Ravenside and Meridian 13.

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Transport	Meridian Water Public Realm	Enhanced frontage and environmental public realm improvement works.	Improvements to Angel Edmonton Road (including junctions and crossings) will be sought to reduce pedestrian severance between the station/station square Phase 1 and the rest of the MWWB SPD area, and enhance access to and from Meridian Water Station.	Developer contributions	Development at Tesco, IKEA, Ravenside and Meridian 13.
Transport	Meridian Water Active Travel Zone	Delivery of an Active Travel Zone for Meridian Water, to aid in addressing potential cross-boundary transport impacts.	Delivery of active travel routes from the SPD area to: <ol style="list-style-type: none"> <li>1. Edmonton Green;</li> <li>2. Tottenham / White Hart Lane;</li> <li>3. Tottenham Hale / High Road Tottenham / Seven Sisters; and</li> <li>4. Walthamstow.</li> </ol>	Developer contributions	Development at Sites 1 - 4
Green and Blue Infrastructure	Provide watercourse enhancements for biodiversity	Delivery of watercourse enhancements which provide increased biodiversity.	Naturalisation of Pymmes Brook north of Tesco.	Development costs	Development at Tesco site
Green and Blue Infrastructure	Meridian Water Public Realm	Enhanced frontage and environmental public realm improvement works.	An extension of Lee Navigation Linear Open Space (north of Phase 2) is sought to ensure continuous travel connections north-south through Meridian Water and providing connections with adjacent communities.  Three new public squares to be provided as part of new development. <ul style="list-style-type: none"> <li>• Station Square</li> <li>• Main Square</li> <li>• Riverside Square</li> </ul>	Development costs	Ravenside Retail Park  Development at: <ul style="list-style-type: none"> <li>• MW Phase 1</li> <li>• Tesco</li> <li>• Mw Phase 2</li> </ul>
Green and Blue Infrastructure	River Lee Navigation – western bank	Remodel a hazardous section of the bank and incorporate ecological enhancements to improve biodiversity in Phase 2.	Planned as part of future development of Meridian Water via S106 on Phase 2.	Development costs	Development at MW Phase 2

Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Green and Blue Infrastructure	Edmonton Leaside – area of new open space, and improved access to Lee Valley Park	Area of new open space and new active travel routes, to deliver biodiversity, open space requirements and flood attenuation.	The Green Loop would deliver multi-functional open space, biodiversity, play space, flood mitigation and active travel infrastructure. The Loop would be worked into existing planned public realm in consented schemes and should be designed into new schemes.	Development costs	Development at Phase 2 / Ikea / Tesco / Ravenside Retail Park sites
			Riverside and Salmons Brook linear open spaces (secured through Phase 2 OPA).		Secured through Phase 2 planning permission.
			Westward expansion of Brooks Park including surface water attenuation for development to the west.		Development at Ikea
			Pocket Parks		Development at Tesco/Ikea/ Ravenside sites. Secured through Phases 1 and 2 planning permission.
Green and Blue Infrastructure	Edmonton Leaside – Improved access to the Lee Valley Park	Improved access to the Lee Valley Park.	Green Loop (as above).	Development Costs	Development at Phase 2 / Ikea site / Tesco site / site / Ravenside Retail Park site
			Pedestrian and Cycle Bridges (north and south) across the Lee Navigation are required to enable direct access from Phase 2 development to open space at Edmonton Marshes.		



Infrastructure Category	Project Description	Outcome	Progress	Funding	Trigger
Social	New schools at Meridian Water	Primary school(s) and secondary school as part of development at Meridian Water development (educational needs to be determined).	Provision of school on site and contributions to schools. (the Ikea site is considered an optimal location for a school).	Development Costs / Developer Contributions / Dept for Education Capital Funds.	Development (incorporating residential) at Ikea / Tesco / Meridian 13 sites
			Early years facilities should be provided as a mix of nursery classes at local schools, children's centres and privately-run pre-schools and nursery groups.		
Social	New GP practice(s) at Meridian Water	One or more new healthcare facilities to serve the new community.	Primary health, intermediate and mental health provision will be delivered as part of a 600sq.m facility in Phase 1.	Development Costs	Development at MW Phase 1 (secured)
			Planning permission for 1300sqm in MW Phase 2 consent.	Development Costs	Development at MW Phase 2 (part of the consent)
			Further stakeholder engagement will be required with Enfield Clinical Commissioning Group and external parties, such as NHS England and the Barnet, Enfield and Haringey Mental Health NHS Trust, to establish the most appropriate type of provision. Funding will be required from developers. The facilities may be constructed as part of a mixed-use building, with other social, commercial, or retail uses, and as such could be constructed directly by developers as part of their works.	Development Costs / Developer Contributions, NHS, CCG, other	Ikea Site / Tesco Site / Meridian 13 Site
Emergency Services	Police Neighbourhood Transport Team Base / Front Counters	A base for the Police in the new community at Meridian Water.	This would take the form of a small police hub within community hub or space with Class E unit (i.e. space would be leased from developer).	Development Costs, developer contributions	Development at Ikea/ Tesco/ Meridian 13/ Ravenside Retail Park sites.
Emergency Services	Expansion of existing services	Increase in fire and ambulance service capacity to serve additional population and businesses.	Expansion of fire and rescue and ambulance services under investigation – likely to be off-site.	Developer contributions	Development at Development at Ikea / Tesco / Meridian 13 / Ravenside Retail Park sites.

## 7.0 List of policy guidance

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MW2 – Carbon reduction

MW3 – Blue and Green network

MW4 – Sustainable construction management

MW5 – Housing and design quality

MW6 – Commercial activity areas

MW7 – Delivering a new town centre

MW8 – Social infrastructure

MW9 – Managing transitions

MW10 – Tall building strategy

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c. LB Enfield

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C. Periscope

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C. LB Enfield

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C. North London Waste Plan

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