

**LONDON BOROUGH OF ENFIELD**

**MERIDIAN WATER**

**STRATEGIC INFRASTRUCTURE WORKS**

**MEMORANDUM OF INFORMATION**



Revision: 3  
05/04/19

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## 1. INTRODUCTION

The London Borough of Enfield (the 'Council') are leading a pioneering approach to regeneration for the long-term benefit of local people and future generations through a new housing and employment land development at Meridian Water.

Meridian Water is a major £6bn, 25-year London regeneration programme led by Enfield Council, bringing up to 10,000 homes and thousands of jobs to Enfield, north London, next door to the beautiful Lee Valley Regional Park. Alongside beautiful homes and world class public spaces and community facilities, the development will have its own brand-new railway station, unlocking the area for commuters, with better connections south to Stratford and London Liverpool Street and north to Stansted and Cambridge.

An Infrastructure Contractor is now sought to deliver the main/ strategic utility services and highways and bridges infrastructure to support the development.

The Council's 8 placemaking principles for the Meridian Water Development are:

- **Putting local people first**  
Meridian Water will prioritise benefits for local people and reduce inequality in Enfield.
- **A thriving new economy for the Lea Valley**  
A destination for strategic business occupiers as well as small businesses, Meridian Water will be a new economic centre.
- **A breath of fresh air**  
Climate resilience, clean energy and high quality parks are our vision. We will take great care over the life cycle of materials, embedding habits of recycling and re-use. We commit to bettering local energy provision through Energetik, our new energy company.
- **A vibrant mix of uses**  
Meridian Water will be a safe and inclusive place to live, for all ages and life stages. With community participation we will co-design active, social and meaningful streets and neighbourhoods, improving health and wellbeing for all.
- **A New Lea Valley Destination**  
Meridian Water will be a memorable place bursting with character and fun, day and night.
- **New models of living**  
Meridian Water will offer a great choice of homes, designed to suit a full range of budgets and aspirations.
- **Almost car-free**  
We will support healthy lifestyles by making it easy and attractive to walk and cycle, accommodating all levels of mobility.
- **Proactively engaging**  
Empowering communities and growing together by responding to the changing needs of local people.

The Council has already invested significant resources, particularly in land assembly, remediation and infrastructure and Meridian Water has now reached the exciting first phase of development, known as *Meridian One* and a Developer for this Phase is expected to be appointed in Spring/ Summer 2019. *Meridian Two* is now also being packaged together to commence the procurement of a Developer.

The principal funding mechanism for the strategic infrastructure is the Government's Housing Infrastructure Fund (HIF). The Council has recently been successfully selected for the Co-Development of the HIF funding application process and the bid is for £116m of HIF funding to

support strategic infrastructure on the site. An announcement of whether the Council has been successful or not is expected in April 2019.

In addition to the HIF funded infrastructure works, further 'Post-HIF' infrastructure works of circa value of £19m may be awarded under this Framework Contract, if the HIF funded infrastructure works are successfully delivered.

## CONNECTIVITY

Whilst HIF Rail works are not part of this procurement, accessibility is at the heart of successful development and the new Meridian Water Station is currently under construction with work programmed to be completed in May 2019. When the station opens and a 3<sup>rd</sup> track is operational it will offer 3 to 4 trains during the peak hours of 07:00-10:00am and 4.00 – 8.00pm to Tottenham Hale and Stratford and return. The HIF Rail improvements seek to enable 6 to 8 peak hour trains per hour between Meridian Water and Stratford.

The site is located on the London-Stansted-Cambridge corridor and road access is excellent:

- A406 North Circular Road - 4 minutes;
- M25 (J25) - 20 minutes;
- M11 (J5) – 20 minutes;
- Central London is only 9 miles away.

### Rail times

Meridian Water to: Stratford (17 min), London Liverpool Street (24 min), West End (35 min) Stansted (45 min)
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## 2. SITE LOCATION

Currently best known as the home of Ikea and Tesco, Meridian Water is located in the south of the London Borough of Enfield between Edmonton, Tottenham and Walthamstow.

It sits next door to the beautiful parklands and iconic sports facilities of the 10,000-acre Lee Valley Regional Park, and benefits from the River Lea and the adjacent Pymmes Brook passing right through the site, providing the opportunity for a fantastic waterside living and working environment. Progress is being made to bring world class open spaces to the area. A new green space is already open for local communities at Ladysmith Park – designed by local residents, groups and schools – with more to come.

The site has excellent road networks as it is bounded by the North Circular Road (A406), A10 and M11. Along with the new Meridian Water train station and super high-speed broadband, communities will be able to connect with the environment on their doorstep and beyond.

### 3. THE INFRASTRUCTURE DELIVERY OPPORTUNITY

A strategy has been developed to support the progressive transformation of the site from the current predominant industrial and retail land use into a mixed-use, diverse and sustainable new piece of city. The main structure underpinning the masterplan framework is formed by an interwoven network of infrastructure which need to be put in place prior to any new homes. Below ground this network will allow the new buildings to be connected to all the utilities services, afford protection against flooding levels and sit upon clear and remediated soil. The same network, above ground, opens new movement opportunities at a local and regional scales, interacts with the watercourse and the green spaces creating an integrated public realm for the emerging neighbourhood.

Alongside the physical improvements to the site, the placemaking strategy is key to unlocking housing in Meridian Water. Through its innovation and high-quality design, the primary infrastructure will lead the change in perception of the area, enticing future residents to live in the development.

The key primary infrastructure that is required in order to unlock the development of homes is shown in Appendix 1 and include:

#### **PRIMARY ROADS, SERVICES AND BRIDGES**

The new neighbourhood requires improved connections and an upgrading of primary services. By extending the current Glover Drive east-west to Harbet Road Development via a new Central Spine route (known as the Boulevard) Zones 2-7 will become inter-connected and accessible from the station and other Development Zones and become a nodal connection to the surrounding areas. The addition of a new link road, from Leaside Road to the Central Spine, will further improve connectivity and access. Five new bridges are required to enable these primary roads to cross the brooks and river as well as improving the pedestrian and cycle connectivity across the railway.

The Central Spine (called the **Boulevard** – labelled the Causeway on the drawings) is a key east-west spine connecting through Meridian Water, stretching from the new station to the Lee Valley Regional Park. By connecting across the waterways that currently sever the site into a series of islands, the Central Spine ties together the future neighbourhoods.

The road will be introduced ahead of the housing Development Zones with the aim not only to provide a connection but also to set a structural base for the public realm strategy of the future neighbourhood. The materials and road organisation will both serve the interim phases, including use by construction vehicles, and the low-car scheme that will follow in the long-term plan. Upgrades in the pavement finishes and the trees growth will contribute to transform the character of the Central Spine over time. The Central Spine will represent the paradigm of the new low-car development it serves; most of the road will restrict access to buses, bikes and delivery vehicles. It will be fronted by retail, restaurants, community uses as well as residential entrances to create an active and vibrant route.

#### **COMPREHENSIVE REMEDIATION, CUT & FILL AND FLOOD MITIGATION**

Large parts of the site are subject to serious flood risk – particularly Development Zone 1 and Development Zones 4-7. Much of the land is also likely to be contaminated.

The Council have already commissioned remediation and agreed a flood strategy for Development Zone 1. The HIF application proposes comprehensive re-levelling of Development Zones 4-7 using cut & fill from the Lee Valley Regional Park and the naturalisation of the brooks to bring the development plots above flood levels whilst creating two large parks, capable of absorbing extreme flood events. This process gives the opportunity to remediate a significant part of the site at the same time as creating public parks which will act as attractive amenity space for the future

development. The Council is currently in the process of acquiring the necessary land (supported by a CPO process if necessary) In order to fully achieve this flood mitigation and remediation strategy.

A comprehensive Ground Investigation survey is also currently being procured by the Council.

### **NEW PRIMARY UTILITIES AND UTILITY DIVERSIONS**

The new primary service corridors supply electricity, gas, hot water, comms and water to the site and collect sewage from the site. This will require some primary interfaces such as a primary substation and pumping station.

In addition, the works will involve diversion and/ or removal of existing services.

The Council's technical advisors/ designers (Ove ARUP) have made C2 Utility enquiries and the current design is based upon a UKPN (DNO) supplies to Meridian Water. The Council will consider the financial benefits of utilising an Independent Distribution Network Operator (IDNO) to provide the currently assessed 2 x 33KV supplies and delivery of the Primary sub-station.

The framework contractor(s) will need to engage with the DNO/ IDNO and utilise the services of an approved Independent Connection Provider (ICP) to ensure compliance with required adoption standards.

### **IMPROVEMENTS TO EXISTING JUNCTIONS AND ROADS**

Upgrading of Leaside Road and Glover Drive are needed to reinforce the main moves described above to begin the transformation from a 'high road' environment to a more pedestrian and cycle priority street, to underpin the identity of Meridian Water as a low-car development and increase marketability and viability of new homes.

### **PHASING**

Phasing of the infrastructure works is currently indicative only and has been based upon current land ownership, the programme of land acquisitions and a need to structure the works around the phased housing delivery requirements. The delivery of the infrastructure works assumes a Pre-construction Phase and 7 'Zonal' Works Phases that are structured around the phased housing delivery requirements. An indicative phasing plan is attached in Appendix 2.

The Enabling Works package will be used to carry out advance demolition works and deliver a new temporary alternative access road to the Arriva Bus Garage and businesses in the south of the site, prior to the commencement of the Main Contract works.

## **4. PLANNING AND TITLE**

A planning application is being progressed by the Council for the full scope of proposed Strategic Infrastructure Works subject to the HIF funding application. The planning application is programmed to be submitted in May 2019 and will include a redline boundary that accommodates the full extent of works including suitable construction area allowances. The description of the planning applications relating to the HIF Infrastructure Works are as follows:

*Full planning application for redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road ('the Central Spine'); alteration of access road between Argon Road and*

*Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel and associated landscaping. Enabling works, comprising: earthworks; remediation; flood compensation flow path, storage and outfall works; utilities infrastructure; demolition of existing buildings and associated works.*

Negotiation is currently ongoing with IKEA regarding wider highway access works which may also form part of the detailed planning application.

#### Meridian Water – Strategic Infrastructure Works – WAML Bridge

A separate application is being progressed for the proposed West Anglia Main Line ('WAML') pedestrian/cycle bridge which has been separated from main infrastructure works application given its separate location and delivery requirements including the specific programme of negotiation required with Network Rail. A draft description of development is as follows:

Full Planning Application for construction of a new pedestrian and cycle bridge across the West Anglian Main Line and associated public realm works adjacent to Leaside Road.

#### Meridian Water – Strategic Infrastructure Works – Primary Sub-Station

The primary sub-station planned as part of the strategic infrastructure works is still subject to review in terms of its location and therefore a fixed planning delivery strategy has not been reached. The powers which the statutory electricity providers have under the General Permitted Development Order 2015, Part 15 Class B has been considered but are not thought to be applicable given works will not be on an existing operational site. The primary sub-station is likely to be located off site or at a distance from other infrastructure works and it is therefore proposed that it is progressed via a freestanding planning application. Draft description of development:

*Full Planning Application for construction of a primary sub-station with associated parking, landscaping and access.*

Pre-application negotiations regarding this are well advanced with the local planning authority and a range of key stakeholders. The application is to be submitted in parallel with an outline planning application for a residential led development within Development Zones 4 & 5, which given the close interaction between the proposals will include a shared Environmental Impact Assessment and Transport Assessment. Whilst the proposals are closely linked, they are to be submitted as separate applications to ensure that the determination of the enabling Strategic Infrastructure Works is not delayed by any issues with the residential scheme including its referral to the GLA. The determination of the Strategic Infrastructure Work application is programmed for September 2019, which provides sufficient time for strategic flood and transport modelling to be completed to inform the decision. The planning redline boundary includes third party land subject to ongoing property negotiations, with the backstop of the Compulsory Purchase Order being progressed by Enfield Council.

## 5. DESIGN STATUS

The HIF design is being progressed by ARUP, Architects KCA and Periscope to a Developed Design (RIBA Stage 3) status.

A design freeze has taken place in February 2019 and the design team is now progressing the necessary drawings and information for the planning application due to be submitted in May 2019 for a target planning consent in October 2019.

Key design documents will include;

- Design and Access Statement
- Design Code
- Detailed Drawings

Key Issues which are still outstanding and require further design development by the appointed Contractor during the Technical Design (RIBA 4) Stage of the project are:

- Primary Sub-station location – There are a number of location options which are being considered by the design team and the Council.
- Completion of surveys necessary to complete drainage design – Procurement underway by the Council.
- Flood and Transport Modelling – due to be issued in July 2019.
- West Anglia Main Line (WAML) Bridge Design

Designs have been developed in line with discussion held with various stakeholders including the Environmental Agency, Canal and River Trust, Local affected businesses and various utilities providers. Continued communication and co-ordination will be required during the next Technical Design stage.

## 6. LAND ASSEMBLY AND MEANWHILE USES

A key feature of Meridian Water is the Council's active involvement and leadership of the project. Mostly notably this is seen through the land acquisition programme, where the Council continues to buy and prepare the land at Meridian Water for development and undertake other initiatives to bring forward the regeneration of the site.

Current land ownership plan is attached to this MoI (Appendix 3). It shows the Council owns 36ha of land within the Meridian Water red line, which is 68% of the developable land. Plan B also shows an aerial photograph that gives an overview of the site as currently stands.



Land assembly is being brought together through early negotiations with land owners, but the Council has provided 'in principle' approval to commence a Compulsory Purchase Order (CPO) acquisition in the event the Council has exhausted all other avenues to purchase the land.

Draft CPO preparations are being developed by the Council. Currently the land referencing stage is in progress, which records ownership and occupational details of the land to identify all parties with a legal interest or right to occupy the required land.

The current programme factors in the required timescale to complete the CPO process and this also dictates the current phasing of the HIF works which is based upon availability of the land as it is acquired.

The Council's Cabinet in February 2016 confirmed that the Economic Strategy for the development needs to link to the way in which the land at Meridian Water is managed. The Meridian Water Regeneration Framework identifies the importance of using meanwhile or interim activities as a means of helping to create Meridian Water as a place that people want to visit, work and live. In addition, these meanwhile uses are an important means of securing income for the Council, as well as beginning the transition to permanent uses, notably regarding employment on the site. The framework contractor(s) are expected to work along the existing leases and meanwhile uses on the site, ensuring minimal disturbance for existing occupiers and helping the Council to maximise their income and placemaking opportunities from the uses located within the red line boundary of the works.

Alongside the development of a masterplan for Meridian Water, the Council and its consultant teams have been developing a co-ordinated approach to managing the Council's meanwhile assets, in effect a meanwhile masterplan that aligns with the permanent masterplan.

There will be a cross-over from Meanwhile uses in site to permanent uses as the HIF works develop. So, for example, the blue sheds on the Orbital Business Park ultimately need to make way for the strategic road network, a park and residential led mixed-use development.

## **7. REQUIREMENTS OF THE INFRASTRUCTURE CONTRACTOR**

The intention of Enfield Council is to set up a framework for delivery of infrastructure works to support the development at Meridian Water. The strategic infrastructure works include strategic road works, junctions, bridges, utility services, demolition, construction, earth and remediation works, as well as an element of design development.

Bidders will need to demonstrate the following:

- Management of programme delivery for projects of a similar size and scope to this project, including managing 'third party' interfaces.
- Experience in wide ranging and complex supply chain management.
- Experience of proven Risk Management techniques to deliver projects of a similar size and scope to this project.
- Experience in managing and maintaining quality standards at the pre-construction, construction and handover stages of projects of a similar size and scope to this project.
- Experience in working on large projects with phased handovers of site areas and maintaining 'business as usual' arrangements for adjoining businesses.
- Experience of delivering value for money on projects of a similar size and scope to this project.

## 8. PROCUREMENT PROCESS

By a Prior Information Notice placed in the Official Journal of the European Union, the Council has invited expressions of interest from suitably qualified and experienced providers in relation to being admitted onto a Framework Agreement for the delivery of main and/or strategic utility services, highways, and bridges infrastructure to support the development at Meridian Water.

The Council intends to set up a framework for delivery of infrastructure works to support the development at Meridian Water.

Contractor selection is by Lean Competitive Dialogue, conducted in accordance with the Public Contracts Regulations 2015. The procedure will comprise a single dialogue stage, followed by the submission of Final Tenders. The indicative timetable is shown below:

Issue of Contract Notice	May 2019
SQ/ PAS 91 Responses returned	June 2019
Shortlisting for ITP stage announced	June 2019
ITP issued	Late August 2019
ITP with Lean Competitive Dialogue complete	November 2019
LBE select Framework Contractors	February 2020

It is envisaged that the framework will operate under an NEC4 contract with Z clauses amendments and a Pre-Construction Services Agreement (**PCSA**) for the design phase of each Work Package.

## 9. ADDITIONAL INFORMATION

Enfield Council is holding a Tender Information Event on 26 April and interested candidates are invited to attend this event. To confirm your attendance please RSVP by emailing [natasha@3foxinternational.com](mailto:natasha@3foxinternational.com) by 21 April 2019. Please also inform us of the names of attendees from your organisation when submitting your RSVP.

Further information on the regeneration of Meridian Water can be found here: <https://www.meridianwater.co.uk/>

## APPENDIX 1

**SUMMARY OF CHANGES:**

HIF scope diagram has been updated to reflect the updated central spine alignment (R2 and R3). This has resulted in a number of small changes to the position of:

- flood relief channel - F9
- bridges - B2 B4 and B1
- temporary access for zone 6 - TW1

The realignment also removes demolition in zones 6 - D2.

In addition, the Leaside Link Road (R4) has been updated to reflect the current design proposal.

- Key HIF Works**
- Utilities
  - Primary substation
  - Roads / public realm
  - Access roads
  - Public realm improvements
  - Junctions
  - Retaining walls
  - Demolition
  - Land remediation
  - Flood conveyance channel
  - Surface water swale
  - Railworks
  - Bridges
  - Flood landscape

**HIF Works Codes**

- F2 Pymmes Brook east and south
- F5 Lee Valley Regional Park
- F9 Flood compensation flow path north
- S1 Surface water swale in LVRP
- S2 Surface water swale in Pymmes Park
- B1 Lee Navigation bridge. Includes temporary pedestrian ramps for access from Lee Navigation Towpath
- B2 Pymmes Brook north bridge
- B3 Lee Navigation footbridge
- B4 Salmons Brook bridge
- B5 Pymmes Brook south bridge
- B6 Leaside Road foot/cycle bridge, WALM crossing
- U1 Primary substation
- U3 Central Spine and east utility corridor
- U4 Leaside link road utility corridor
- U7 Harbet Road Utility Corridor
- R2 Central Spine (From west bank of brooks to link road junction) bridge ramps included
- R3 Central Spine east of Lee Navigation - Secondary road (all modes)
- R4 Link Road (Leaside Rd to Causeway)
- R5 Pedestrian and cycle improvements to Leaside Road
- R6 Pedestrian and cycle improvements to Glover Drive
- R7 Road works on Harbet Road for Flood compensation flow path crossing
- J2 Causeway - Harbet Road junction
- J3 Leaside Road - Link Road junction
- J4 Leaside Road - Causeway junction
- J5 Glover Drive - Causeway junction
- TW1 Zone 6 access road (Arriva Bus Depot)
- TW2 Ikea access
- D1A BOC demolition (within HIF footprint)
- D1B BOC demolition (within development plot)
- D2 Demolition zones 6 & 7
- D3 Demolition existing bridge over Salmon Brook
- D4 Demolition existing bridge over Pymmes Brook
- E1 Earthworks - LVRP
- E4 Earthworks - gasholder site
- E5 Earthworks - zone 5
- E6 Earthworks - zone 4
- ER1 Remediation in the Lee Valley Regional Park (LVRP)
- ER4 Remediation - gasholder site
- ER5 Remediation - zone 5
- ER6 Remediation - zone 4

Revision	Reason	Date
08	For information	23/11/18
07	Naming Convention	16/08/18
06	For information	10/08/18
05	For information	07/08/18
04	For information	03/08/18
03	For information	09/07/18
02	For information	25/06/18
01	For information	06/06/18
00	For information	03/05/18

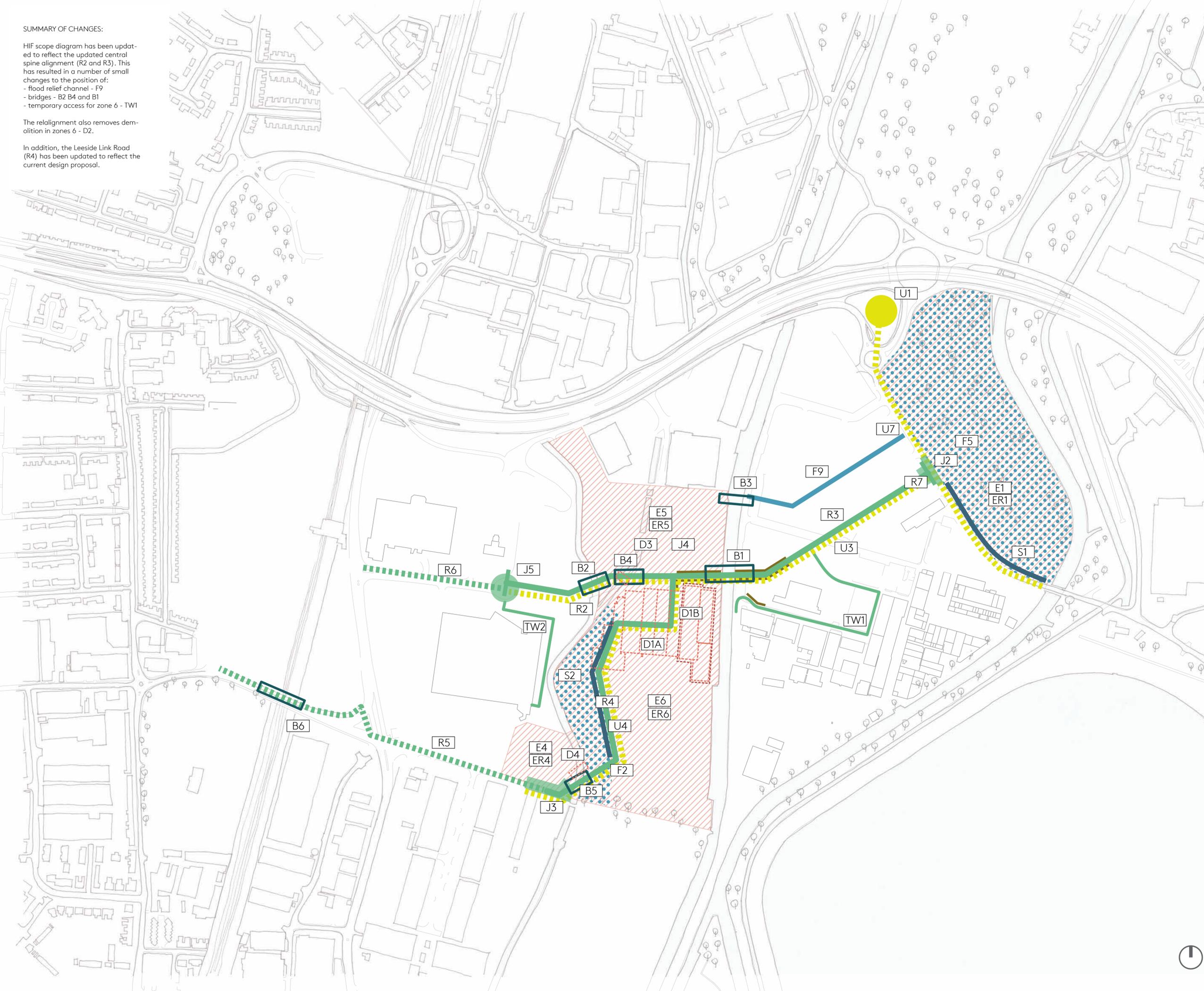
**Karakusevic Carson Architects**

Project:  
382 MW Strategic Infrastructure

Title:  
HIF - All

Drg No.  
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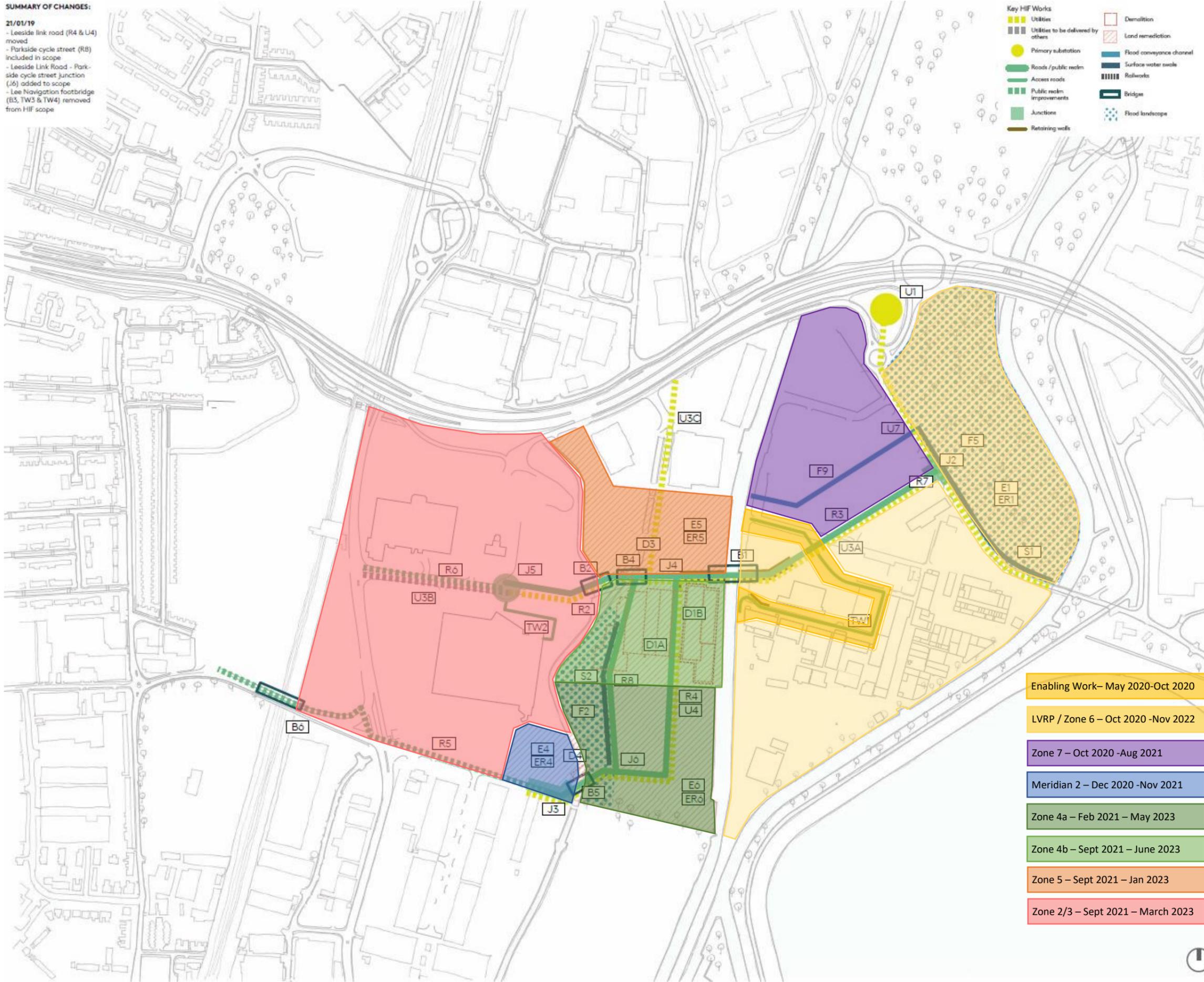
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## APPENDIX 2

**SUMMARY OF CHANGES:**

21/01/19  
 - Leaside link road (R4 & U4) moved  
 - Parkside cycle street (RB) included in scope  
 - Leaside Link Road - Parkside cycle street junction (J6) added to scope  
 - Lee Navigation footbridge (B3, TW3 & TW4) removed from HIF scope



**Key HIF Works**

- Utilities
- Utilities to be delivered by others
- Primary substation
- Roads / public realm
- Access roads
- Public realm improvements
- Junctions
- Retaining walls
- Demolition
- Land remediation
- Flood conveyance channel
- Surface water swale
- Railworks
- Bridges
- Flood landscape

- HIF Works Codes**
- F2 Pymmes Brook east and south
  - F5 Lee Valley Regional Park
  - F9 Flood compensation flow path north
  - S1 Surface water swale in LVRP
  - S2 Surface water swale in Pymmes Park
  - B1 Lee Navigation bridge. Includes temporary pedestrian ramps for access from Lee Navigation towpath
  - B2 Pymmes Brook north bridge
  - B4 Salmons Brook bridge
  - B5 Pymmes Brook south bridge
  - B6 Leaside Road foot/cycle bridge, WALM crossing
  - U1 Primary substation
  - U3A Central Spine and east utility corridor
  - U3B Central Spine and east utility corridor
  - U3C Central Spine and east utility corridor
  - U4 Leaside link road utility corridor
  - U7 Harbet Road Utility Corridor
  - R2 Central Spine (From west bank of brook to link road junction) bridge ramps included
  - R3 Central Spine east of Lee Navigation - Secondary road (all modes)
  - R4 Link Road (Leaside Rd to Causeway)
  - R5 Pedestrian and cycle improvements to Leaside Road
  - R6 Pedestrian and cycle improvements to Glover Drive
  - R7 Road works on Harbet Road for Flood compensation flow path crossing
  - R8 Parkside cycle street
  - J2 Causeway - Harbet Road junction
  - J3 Leaside Road - Link Road junction
  - J4 Leaside Road - Causeway junction
  - J5 Glover Drive - Causeway junction
  - J6 Leaside Link Road - Parkside cycle street junction
  - TW1 Zone 6 access road (Arriva Bus Depot)
  - TW2 Ikea access
  - D1A BOC demolition (within HIF footprint)
  - D1B BOC demolition (within development plot)
  - D3 Demolition existing bridge over Salmon Brook
  - D4 Demolition existing bridge over Pymmes Brook
  - E1 Earthworks - LVRP
  - E4 Earthworks - gasholder site
  - E5 Earthworks - zone 5
  - E6 Earthworks - zone 4
  - ER1 Remediation in the Lee Valley Regional Park(LVRP)
  - ER4 Remediation- gasholder site
  - ER5 Remediation - zone 5
  - ER6 Remediation - zone 4

- Enabling Work – May 2020-Oct 2020
- LVRP / Zone 6 – Oct 2020 -Nov 2022
- Zone 7 – Oct 2020 -Aug 2021
- Meridian 2 – Dec 2020 -Nov 2021
- Zone 4a – Feb 2021 – May 2023
- Zone 4b – Sept 2021 – June 2023
- Zone 5 – Sept 2021 – Jan 2023
- Zone 2/3 – Sept 2021 – March 2023

Revision	Reason	Date
12	For information	21/01/19
11	For information	03/12/18
10	For information	03/12/18
09	For information	29/11/18
08	For information	23/11/18
07	Naming Convention	16/08/18
06	For information	10/08/18
05	For information	07/08/18
04	For information	03/08/18
03	For information	09/07/18
02	For information	25/06/18
01	For information	06/06/18
00	For information	03/05/18

**Karakusevic Carson Architects**

Project:  
 382 MW Strategic Infrastructure

Title:  
 HIF - All

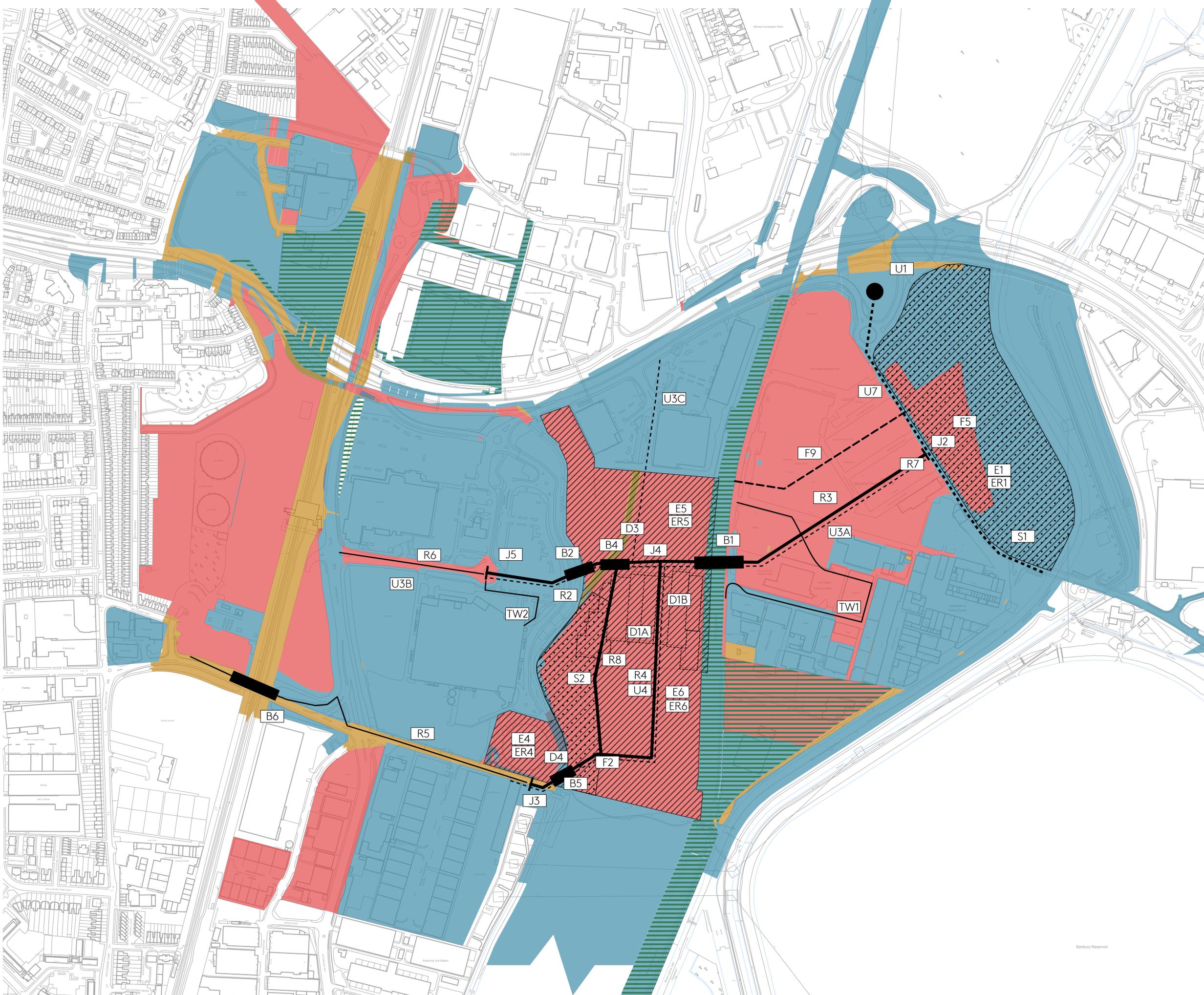
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 RM



## APPENDIX 3



- Landownership:**
- Land owned by London Borough of Enfield
  - Third party landownership
  - Unregistered land
  - Mines and minerals
- HIF Works:**
- Land remediation
  - Flood landscape
  - Flood conveyance channel
  - Bridge
  - Roads & public realm
  - Temporary public realm & access
  - Utilities
  - Primary substation
  - Demolition

**NOTE:**  
The location and dimensions of the HIF works are indicative and should not be measured from this drawing.  
This drawing should be read in conjunction with 382-KCA-XX-XX-DR-A-1112-D

# DRAFT

03	DRAFT	31/01/19
02	DRAFT	31/01/19
01	DRAFT	15/01/19
00	DRAFT	14/01/19
Rev	Reason for Issue	Date

## SKETCH

Karakusevic Carson Architects

PROJECT  
Meridian Water Strategic Infrastructure

TITLE  
HIF Land Ownership Plan with Infrastructure Scope

SKETCH NUMBER	382-KCA-XX-XX-DR-A-9126-D	REVISION	03
DATE	14/01/19	SCALE	1 : 2500
DRAWN BY	RM	PROJECT NUMBER	382