



# Enfield Characterisation Study

Final Report | February 2011



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# EXECUTIVE SUMMARY

## Enfield today and borough growth

The analysis of the borough's overall pattern and evolution highlights some unique characteristics:

- The borough's character varies from dense urban and suburban residential areas to an open rural character, reflecting its important position between urban London and rural Hertfordshire
- Topography has had a strong influence on the land use pattern and development form established in the borough, with a higher density form of development found on the flatter valley floor and a looser and lower density form on sloping and higher ground.
- Radial road and rail connections have played an important role in influencing the location of development and on the key periods of growth.
- The built form and character of different periods of development has also influenced the borough's pattern of socio-economic mix and character.
- Successive periods of development and intensification have characterised the borough's growth over the last century. The pressure for further development is no less evident today and represents the next stage of the borough's overall evolution.

## Enfield's typologies and places

The definition of building and landscape typologies, and the identification of local places and neighbourhoods, has uncovered a pattern which is characterised by the following elements:

- An emerging pattern of higher density development including Victorian terraces, inter-war Garden City style housing and later freeform and street-based housing estates is found in the east of the borough, structured around a string of linear centres along the Hertford Road and edged by a band of large scale industrial development along the Lee Valley.
- A mix of older suburban and urban housing dominates the central part of the borough, with historic centres forming the heart of local areas such as Enfield Town, Southgate Green and Winchmore Hill.
- A pattern of lower density suburban housing, including classic inter-war suburbs, large suburbs with more generous housing and a more recent trend for suburban flats as a result of intensification, covers the western part of the borough with a series of 'Metroland centres' providing the planned focus of surrounding communities.

## Conclusions: issues and opportunities

The character study identifies a number of key issues and opportunities for preserving and enhancing the unique local character of the borough, and these include:

### Overarching

- The borough has a unique character influenced strongly by its topography and balance of development and landscape.
- There are many areas of real quality both in terms of highly attractive and well managed sections of rural landscape and historic centres within the urban areas of the borough, and these areas are to be celebrated.
- The borough is crossed and connected by a series of historic connections and major routes and there is a need to ensure these routes continue to provide a focus and a sense of place for local centres, and support the network of local connections.

## Urban characteristics

- The importance of the residential perimeter block structure as the prevailing urban form of most of the successful development in the borough, and its relevance for future development.
- The need for measures to address evolving changes in land use that threaten established patterns by 'blurring and stretching' the boundaries between land use and character, for example, as seen in the growth of retail use in industrial areas and the expansion of retail use in the green belt.
- Effective local policies to protect and enhance the value of Enfield's good everyday places e.g. those residential areas and local centres (outside conservation areas), where most people in the borough live and which provide the background for everyday living, working, shopping and other social activities.
- The importance of looking for ways to make suburban areas more sustainable and to strengthen the future role and viability of local centres.
- The disruptive effect that major roads such as the North Circular Road and the Great Cambridge Road have on local communities, and the impact on appropriate forms of development either side of the route.
- Lessons which could be learned from past mistakes which would help future development to relate more closely to context, highlighting the need for design guidance and placing an emphasis on good quality design for all new development including both buildings and the public realm.

### Landscape characteristics

- Recognising the high landscape quality and historic value of the borough's Green Belt, and the local and regional significance of the rural areas of the borough and the importance of preserving a clear interface with adjoining urban neighbourhoods; The need to protect and enhance the borough's landscape and ensure against the risk of poor land management practices and their resulting impact on local character.
- Adopting policies which will address the issues of biodiversity and climate change adaptation affecting the built form of the borough.
- Careful consideration of the role and location of tall buildings, in relation to topography and views, and their potential impact on the character of the borough.

### Landscape and urban interface

- The role of the industrial legacy of the Lee Valley and its impact on local connections, particularly affecting east-west movements and access to the Lee Valley from within Enfield.
- The importance of protecting the urban-rural fringe and immediate interface in order to support high quality gateways into and out of the borough, and avoid the detrimental impact of creeping development at the edges of the urban area.

### Priority areas and themes

- Identification of several priority areas including the Hertford Road Corridor, Great Cambridge Road Corridor and Crews Hill which would benefit from further policy development and more effective management of change.
- Identification of a set of headline themes to be taken forward in terms of policy and guidance including views and tall buildings, residential alterations and extensions, and the quality of public realm and local estates.
- The overall importance of revealing the many elements of quality in Enfield and the role that this could play in celebrating and valuing the borough, and encouraging the right forms of inward investment.





# INTRODUCTION

This study has been commissioned by the London Borough of Enfield to act as an evidence base study to the Local Development Framework where it will inform and support the development of planning policy. It is intended to provide a description of the physical form of the borough, its origins, landscapes, places, streets and buildings to provide an understanding of the particular attributes which make Enfield borough what it is today. As well as supporting formal planning documents it is also hoped that it will act as a general reference document for the council and professionals working in the area.

## Report structure

**Enfield today** - this section sets out an introduction to the borough, its location and context. It then provides a description of the key physical and social characteristics of the borough.

**Borough growth** - this section provides an historical appreciation of the growth of the borough over time, detailing the key events, architectural periods and population growth.

**Enfield typology** - this section details an approach to the classification of the various urban and landscape forms in the borough. This defines a series of forms to create a bespoke classification system that responds to the unique character and attributes of Enfield. These typologies are described and illustrated in detail and accompanied by mapping to show how they are distributed across the borough.

**Enfield's places and landscapes** - this follows on from the mapping of the typologies and explains the structure of the borough as a

series of neighbourhoods, places and landscapes and notes key features which act as landmarks, barriers and edges.

**Conclusions** - this section of the report identifies key features which characterise Enfield borough, including elements such as the relationship between the urban areas and the landscape and the way in which the historical development of the railways has influenced the urban form and architectural style of the borough. For each of these concluding elements the report provides an assessment of how the character is relevant to planning and development today, the pressures that may be experienced and key lessons which might inform future thinking.

**Appendix: Engagement** - stakeholder engagement has been undertaken during the study and this has informed how the areas have been characterised and defined. This section summarises the engagement activities and the key findings.

## Methodology

This study has been produced by Urban Practitioners and The Landscape Partnership, and includes the following stages of work:

- Detailed desk-top analysis of the borough including analysis of digital mapping, historic mapping, socio-economic data and planning policy;
- Extensive site visits to the borough;
- An extensive photographic analysis of the borough;
- A workshop with stakeholders to identify key issues, characteristics and places in the borough;
- Use of site visits, aerial photography and web resources to build a comprehensive picture of the structure of the borough and the arrangement of different urban typologies; and
- An interim test and review workshop with the council team to agree the working method and emerging outcomes.

## Aims and objectives

The key aim of the urban characterisation study is to describe the form, character and special attributes of Enfield borough, building upon the previous character study prepared by the Paul Drury Partnership. Within this overall aim there are a number of key elements required specifically to meet the Borough's needs:

- A Landscape Character Assessment looking at the green belt landscape as well as Enfield Chase and the Upper Lee Valley, recording the relationship between topography and significant views and the impact of development pressures of all kinds on landscape character and skyline, the value placed on local landscaped areas outside of nationally designated areas, and the importance of landmark features and structures. The study will assess the quality of the green belt landscape, identifying key areas of importance, less critical areas and those areas considered visually degraded and in need of restoration or enhancement.
- A more in depth analysis of the neighbourhood structure and character of Enfield's 'suburban heartlands', addressing the issues of deprivation and the loss of quality and character particularly in the south and east of the borough, and the development typology of the suburban/rural 'urban edge'.
- An assessment of the character of the industrial strip along the A10 and between the A10 and the Lee valley corridor.



# 2. ENFIELD TO



TODAY

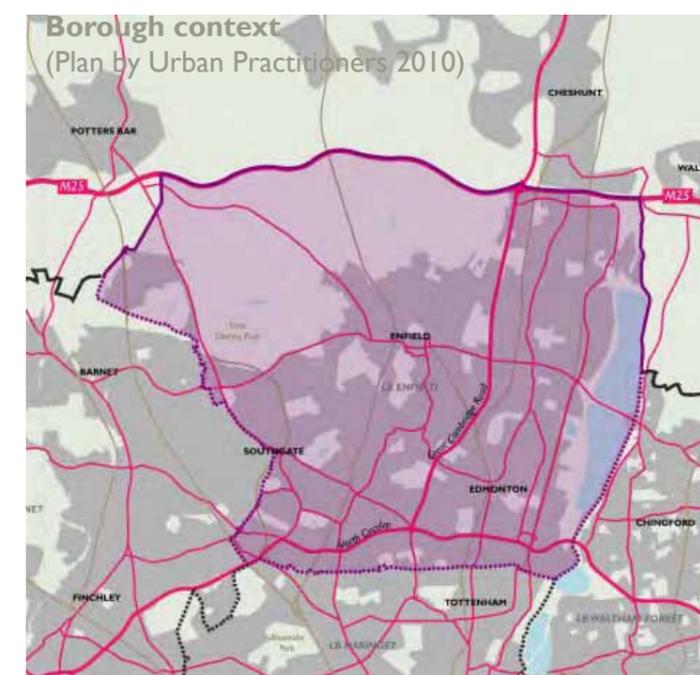
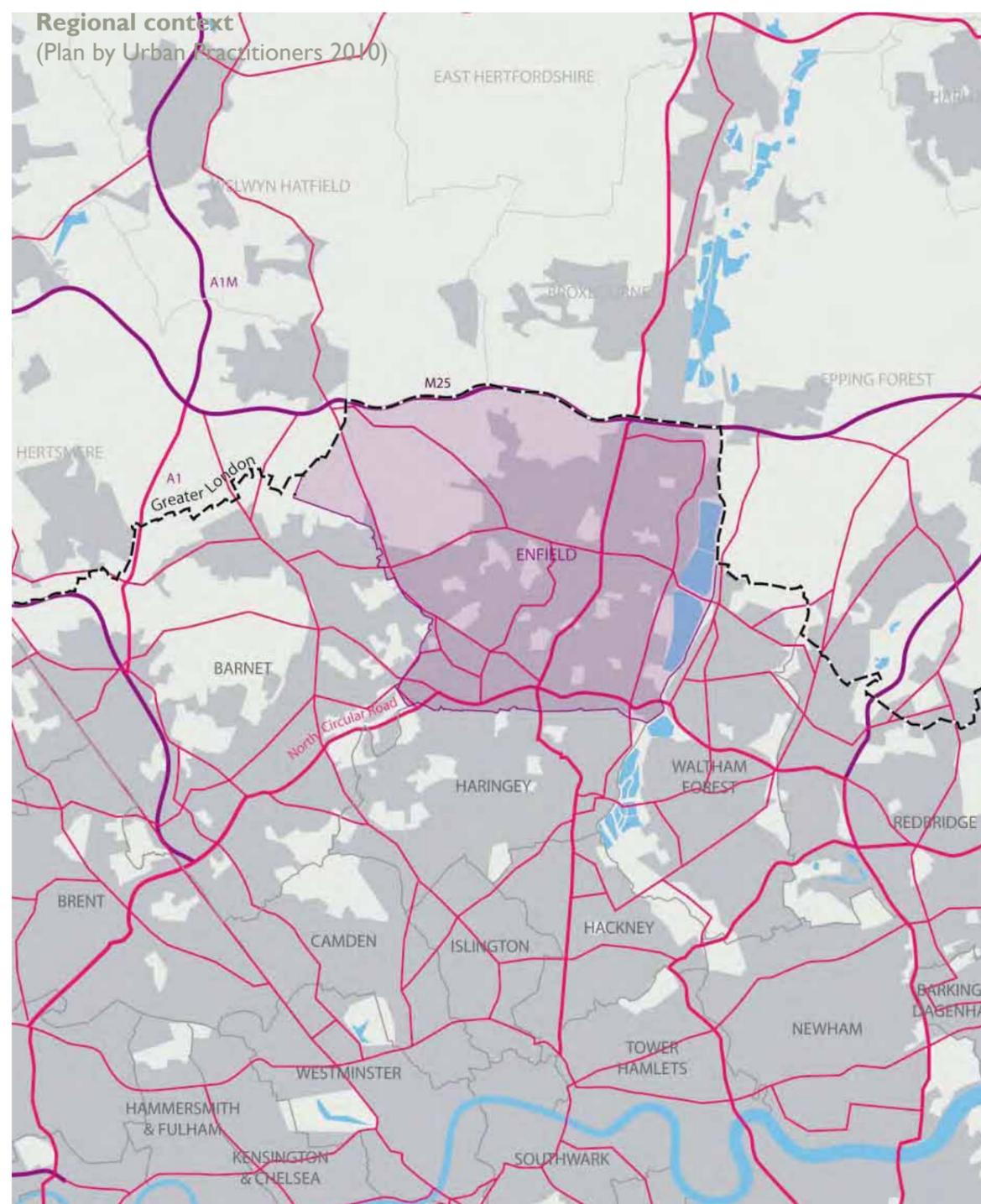
# THE BOROUGH OF ENFIELD

As an outer London borough, the Borough of Enfield has seen significant change over its lifetime. From very much rural beginnings, the borough has seen successive periods of urbanisation. Today the borough encapsulates a very attractive and full range of characteristics - from high density and modern urban areas around Edmonton, to classic suburban neighbourhoods in Southgate and rural hamlets such as Botany Bay.

The borough has relatively strong edges formed on the east by the Lee Valley, to the north by the M25 and to the south notionally by the North Circular Road which runs through the southern section of the borough. There are strong relationships in the west of the borough with Barnet and its adjacent centres and neighbourhoods.

The borough was established in 1965, and brought together the three former boroughs of Edmonton, Southgate and Enfield. The borough now extends over 32 square miles with one third of its area occupied by housing and another third by Green Belt, comprising mainly farming, country parks and horticulture. Interestingly, there are more waterways in Enfield than in any other London borough.

It is estimated that Enfield's population will grow to between 293,500 and 303,800 by 2026. It is anticipated that much of this growth will occur in the south and east of the borough - in areas where economic deprivation and social inequality are greatest.



## Key Enfield characteristics

- Good connections - with strong north-south links provided by rail and road routes, and major highways providing some sub-regionally important east-west connections.
- Urban and rural links - the borough has strong physical and economic relationships with both London to the south and Hertfordshire to the north and is influenced by pressures from both.
- Neighbouring boroughs - Enfield's neighbourhoods around its borders are influenced by centres in neighbouring boroughs, particularly those in Barnet along the western edge. The industrial belt associated with the Lee Valley also has a strong influence in the east of the borough.

# TOPOGRAPHY

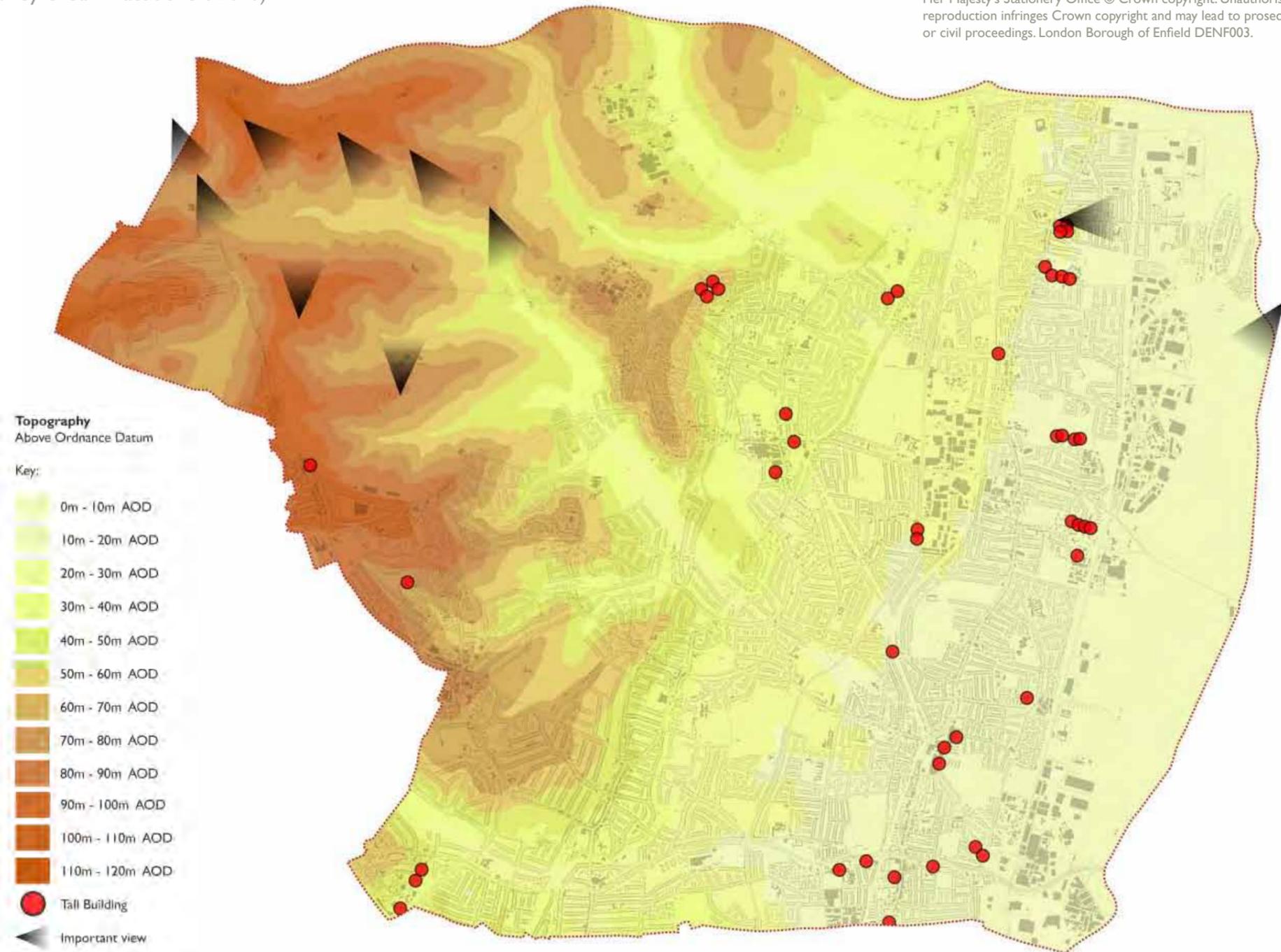
The borough of Enfield has a clear pattern of topography. The higher ground in the north west slopes down relatively gradually to the Lee Valley floor in the east. The higher ground provides long views across the borough from the west, many from the historic routes which follow the ridges through the north and west areas. The lower ground is the most densely developed and populated, with the higher ground much more open and predominantly rural in character. River-related uses are focused around the valley floor.

## Key Enfield characteristics

- Rising ground towards the west - the rising topography provides extensive views across the borough and towards London
- Shifting pattern of development - the topography of the borough has influenced how the pattern of development has occurred and the level of urbanisation, with higher ground predominantly lower density residential.



## Topography (Plan by Urban Practitioners 2010)



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# FLOOD RISK

The borough of Enfield has more watercourses than any other London borough. However, given the nature of the rising topography to the north and west the floodplains and therefore flood risk is generally limited to immediately around the watercourses. The most significant areas at potential risk are in the south east and north east of the borough in the Lee Valley.

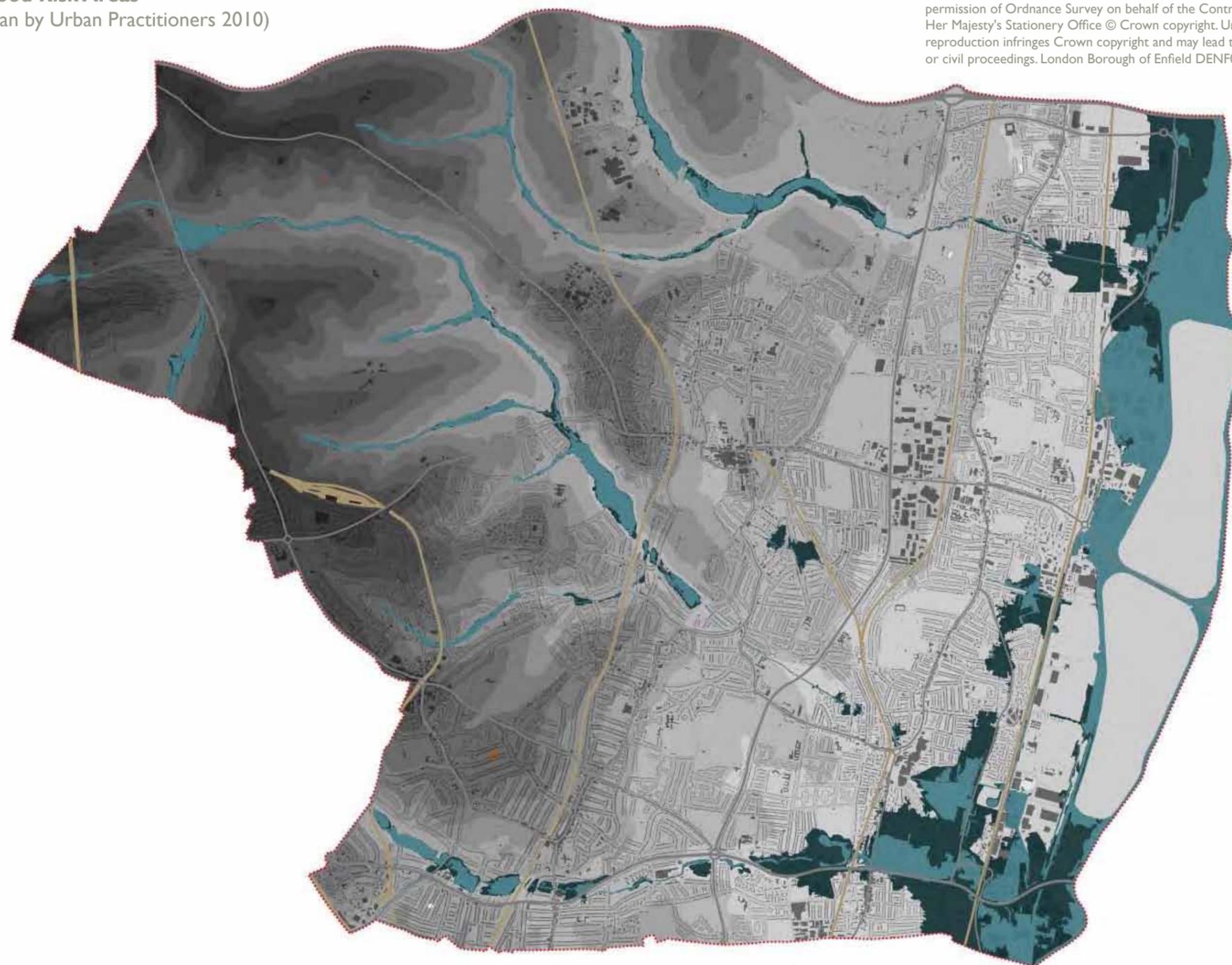
## Key Enfield characteristics

- Focused and limited areas of flood risk - a focused area of flood risk in the borough is along the Lee Valley associated with the flat valley floor, with rural watercourses exhibiting small and immediate areas of flood risk.



Development around the Lee Valley corridor

## Flood Risk Areas (Plan by Urban Practitioners 2010)



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# GEOLOGY

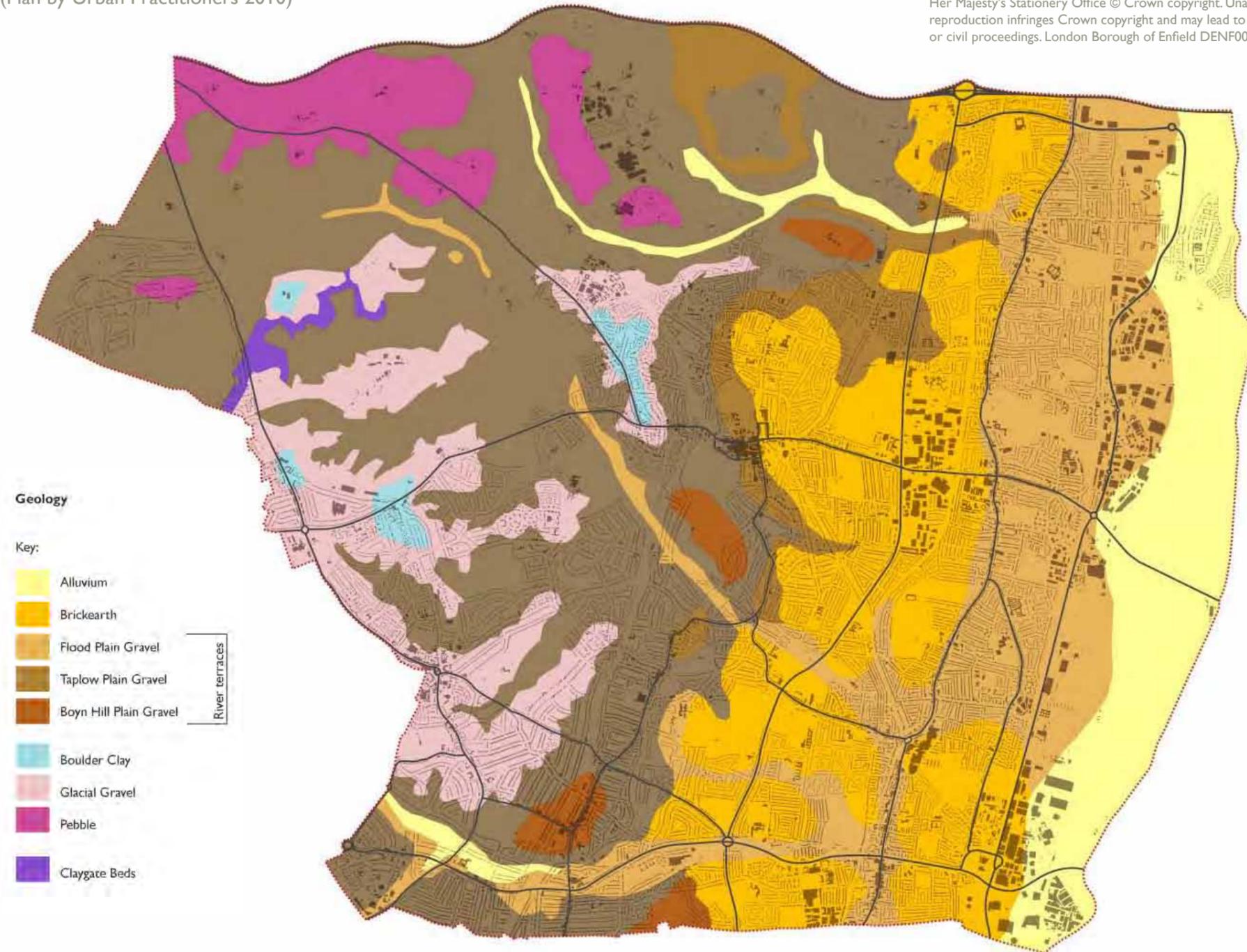
The underlying geology of the borough has an important influence on both the landscape uses and nature of the built environment. Much of the borough is underlain by gravels particularly over the higher ground. Clay and alluvium predominate as one would expect in the valley floor.

In addition, an extensive band of brickearth can be found in the central and eastern sections of the borough and was likely used as a building material for local housing in the Victoria era.

## Key Enfield characteristics

- Gravel and clay divide - the borough is divided in two between a predominantly gravel west on higher ground and a clay dominated valley floor in the east.

**Geology**  
(Plan by Urban Practitioners 2010)



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# HISTORIC SETTLEMENT

The origins of Enfield's growth are focused around a series of historic towns and villages. A number of these centres formed along the London-Cambridge Road, including Edmonton and Ponders End. The New River ran north-south through the centre of the borough, through the heart of Enfield, which was established early on as an important market town and grew steadily from this base.

The River Lee was an important focus for trade and later industrial activity. Whilst much of the historic form established alongside the Lee has gone, some remnants still remain.

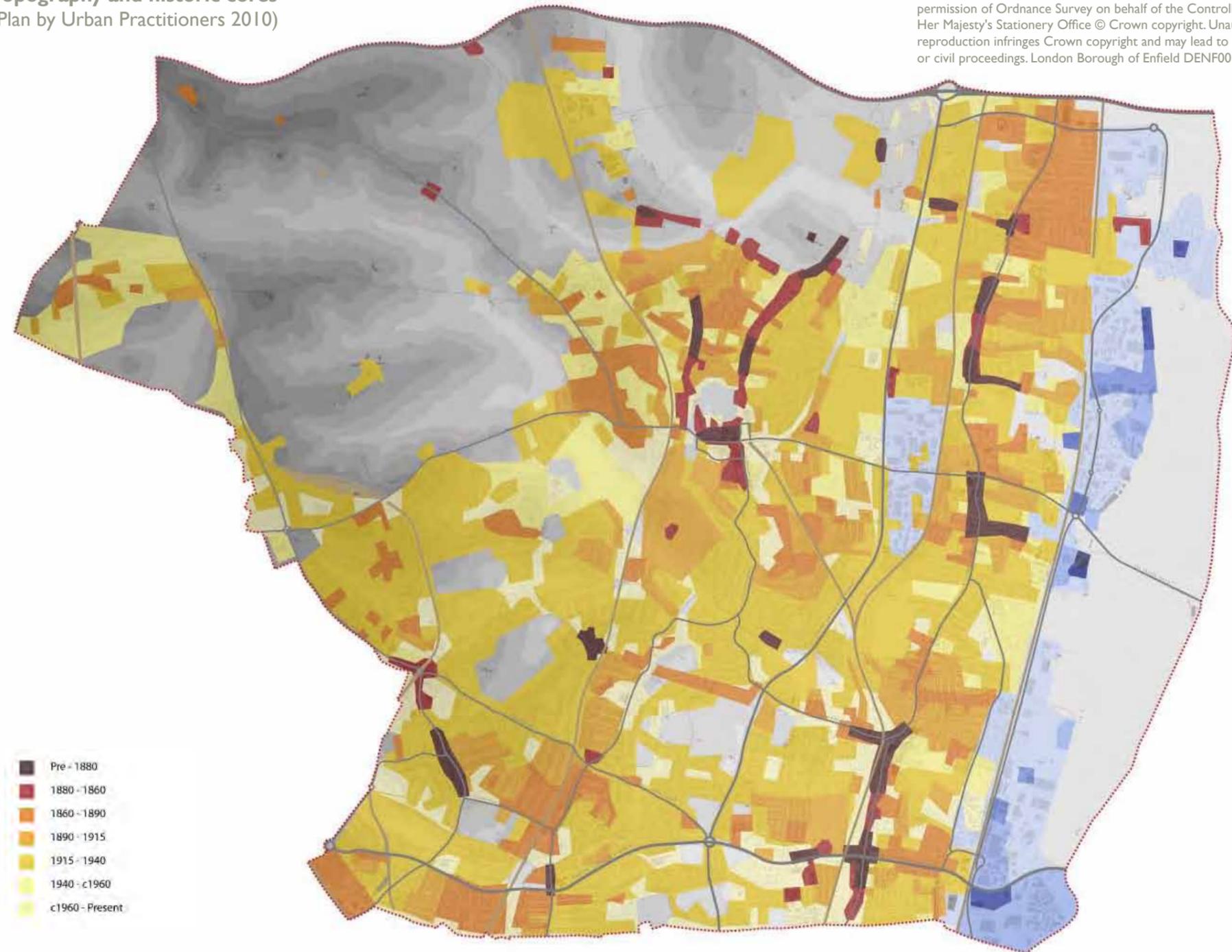
## Key Enfield characteristics

- Route focused development - settlement growth in the borough was focused along main routes, with some other development along the Lee Valley and in early market centres such as Enfield.



Historic development along the River Lee

## Topography and historic cores (Plan by Urban Practitioners 2010)



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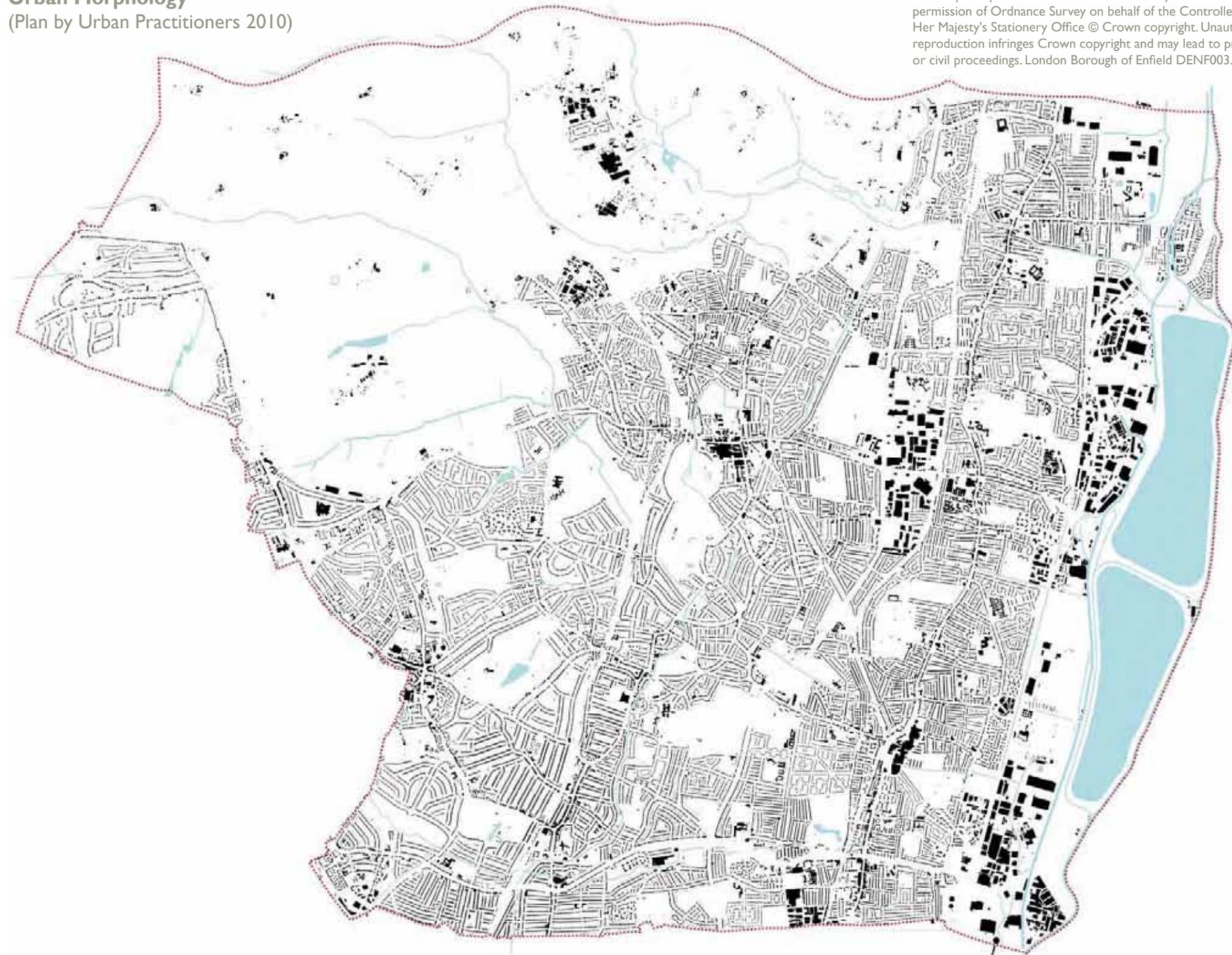
# URBAN MORPHOLOGY

The detailed character of the various urban forms found in the borough is presented in greater detail later in this document. When considering the morphology there is a key pattern to note - almost all of the residential areas are based on a form of perimeter block (i.e. where the fronts of buildings face directly on to the street and the backs are at the back and therefore contained within the block). This creates a strong pattern of street blocks laid out in a grid.

## Key Enfield characteristics

- Topography-influenced structure - the topography of the borough has had an important influence on the nature of block structure, with a strong rectilinear grid on the lower flatter land, and a more curved and looser layout on the sloping and higher ground.
- The redevelopment of housing areas in the east has involved some loss of the earlier street grid format.

## Urban Morphology (Plan by Urban Practitioners 2010)



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Street-block based semi detached houses with gardens at rear

# LAND USE

The historic origins of land use are still very much evident today. The industrial band of activity along the Lee Valley has grown significantly since its dispersed beginnings to create a north-south belt of employment uses.

The historic centres have grown but kept a mixed use character with retail, employment, community and residential uses. Between the centres a set of urban and suburban neighbourhoods have grown to create a blanket of predominantly residential use.

A number of institutions are also located in the borough, some which are positioned on or near the urban fringe such as Chase Farm hospital. The primary exception to this overall land use pattern is the growth of large-scale retail development in Southbury along the Great Cambridge Road.

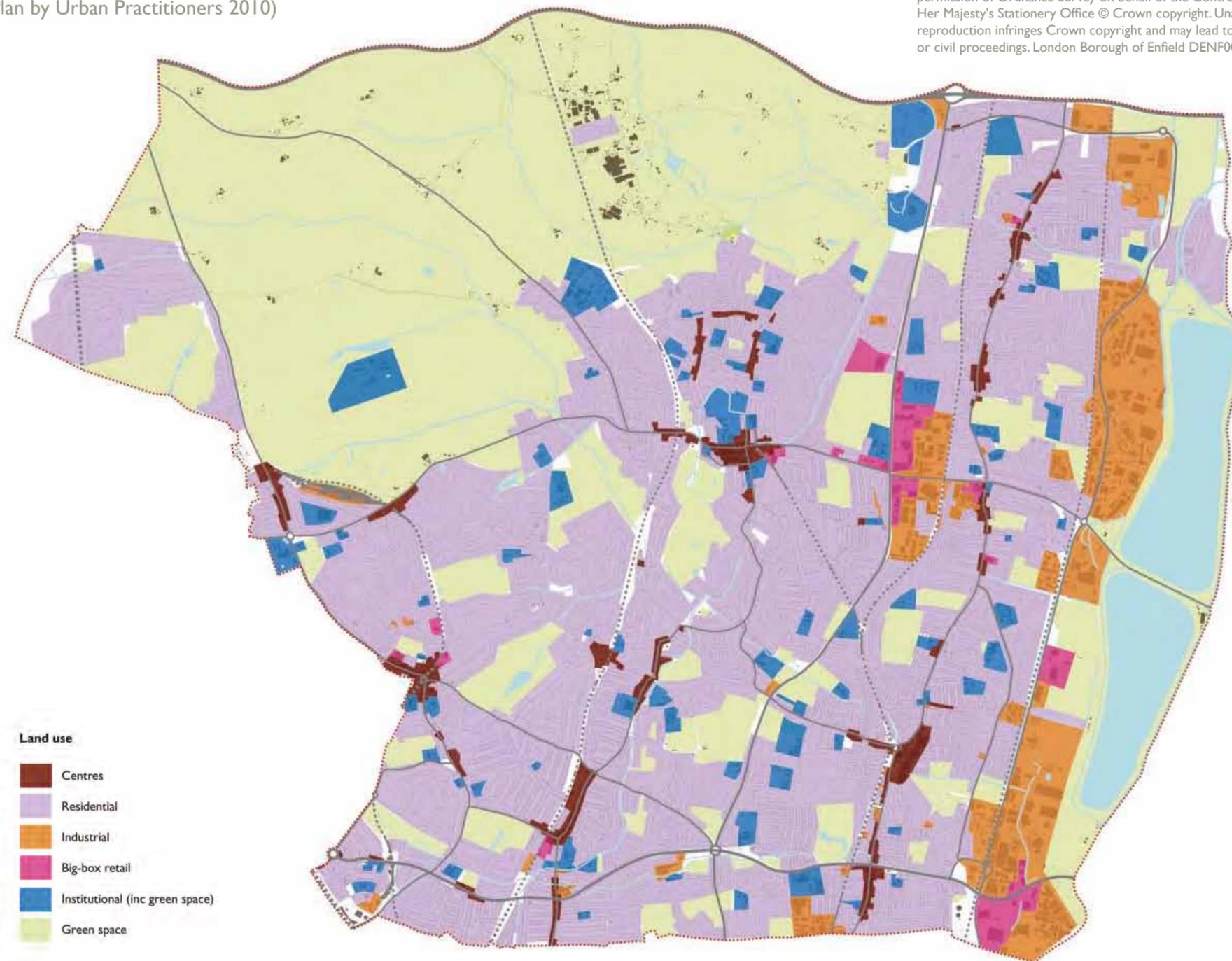
## Key Enfield characteristics

- Zoned pattern - the concentration of employment uses along the Lee Valley has encourage a zoned pattern of land use to develop, a pattern which is now under pressure to become more mixed.



Belt of industrial development along the Lee Valley

## Land Use (Plan by Urban Practitioners 2010)



Land use	
<span style="color: brown;">■</span>	Centres
<span style="color: purple;">■</span>	Residential
<span style="color: orange;">■</span>	Industrial
<span style="color: pink;">■</span>	Big-box retail
<span style="color: blue;">■</span>	Institutional (inc green space)
<span style="color: lightgreen;">■</span>	Green space

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# GREEN SPACE

The Green Belt to the north and west provides a strong green landscape base in this part of the borough, as does the Lee Valley corridor in the east. Access to both of these assets is limited, however, as footpaths only provide entry to certain areas, and connection to these footpaths is limited by physical barriers such as the river and industrial areas.

Throughout the developed areas of the borough there is a very strong and well distributed network of green spaces. Large formal parks such as Grovelands Park and Enfield Town Park provide residents with access to significant green spaces, while smaller local and pocket parks are dotted across the borough's neighbourhoods. The borough is also home to a number of private and public golf courses, which are generally located around the urban/rural fringe.

## Key Enfield characteristics

- Well-distributed network - green space in the borough is well-distributed and this supports the characters of both the urban and suburban neighbourhoods.
- Major landscape assets - the Lee Valley and Green Belt are major landscape assets.



Grovelands Park

## Green Space (Plan by Urban Practitioners 2010)



- Key:
- Parks and green spaces
  - Greenbelt
  - Lee Valley

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# CONSERVATION AREAS

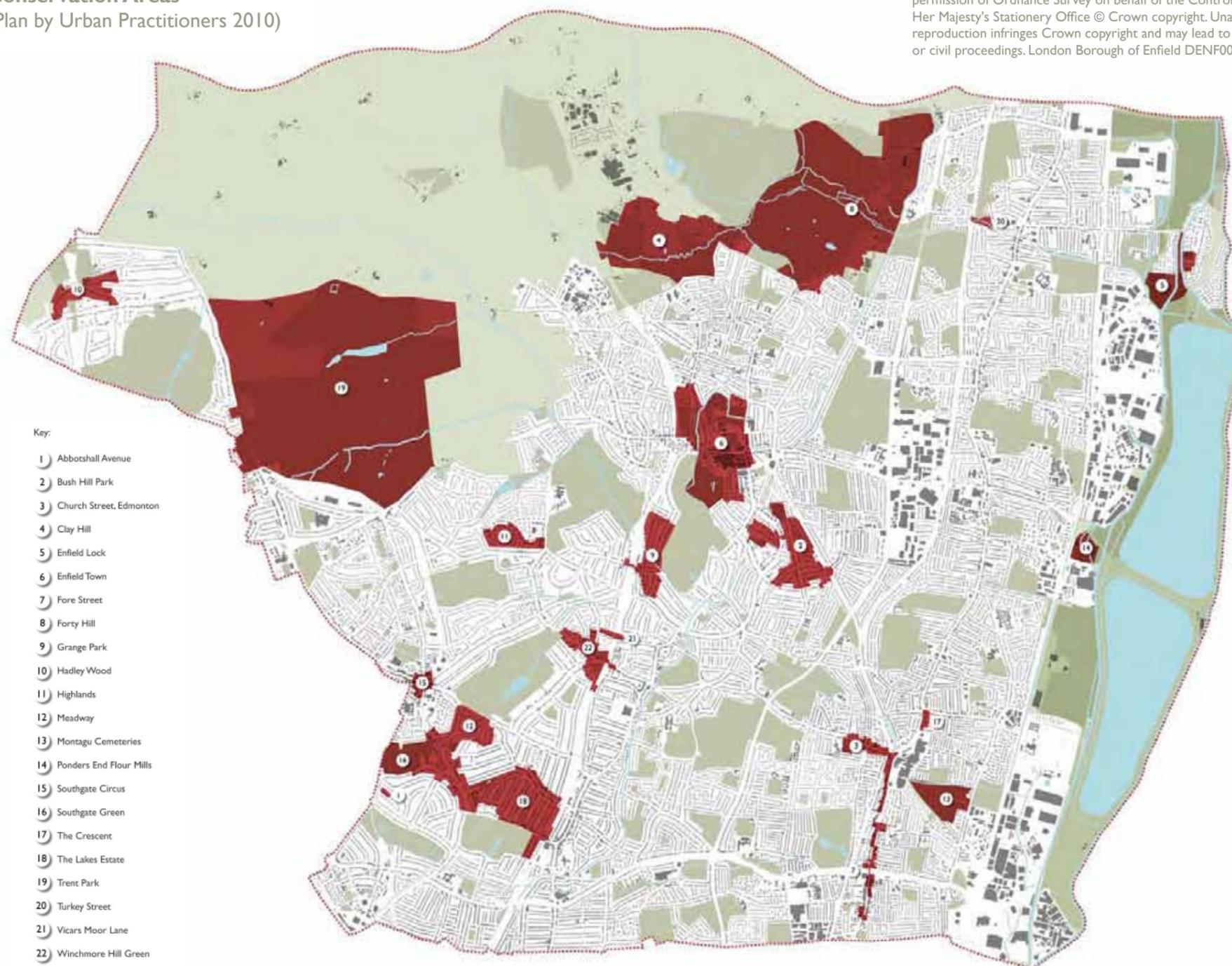
Enfield has 22 conservation areas, ranging from small local areas to large scale former parkland estates. The conservation areas are as follows and are summarised over the following pages:

- Abbotshall Avenue
- Bush Hill Park
- Church Street, Edmonton
- Clay Hill
- The Crescent
- Enfield Lock
- Enfield Town
- Fore Street, Edmonton
- Forty Hill
- Grange Park
- Hadley Wood
- Highlands
- The Lakes Estate
- Meadway
- Montagu Road Cemeteries
- Ponders End Flour Mills
- Southgate Circus
- Southgate Green
- Trent Park
- Turkey Street
- Vicars Moor Lane
- Winchmore Hill Green

## Key Enfield characteristics

- Suburban protection - there is a higher incidence of Conservation Areas in the west of the borough.

**Conservation Areas**  
(Plan by Urban Practitioners 2010)



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### Abbotshall Avenue

The Abbotshall Avenue Conservation Area consists of numbers 1-17 (odd) Abbotshall Avenue, a group of five detached and four semi-detached 1930s “moderne” style houses. The Conservation Area was adopted relatively recently in 2008. The Conservation Area forms part of a larger area of suburban housing developed largely during the 1930s on the former Arnos Grove estate.

The whole area was laid out during the late 1920s on what was then open land, to form a very rough semi-circle of streets radiating north-eastwards from Morton Crescent and the adjacent gates to Arnos Park. The pattern of tree-lined streets and predominantly semi-detached houses is consistent throughout the neighbourhood.



### Bush Hill Park

The Bush Hill Park Conservation Area forms part of an extensive residential suburban area between the local centres of Edmonton and Enfield Town. The Conservation Area is almost entirely residential in nature, with a small retail and commercial centre around the station.

As originally conceived, the Bush Hill Park Estate straddled the Edmonton- Enfield railway line, with artisan housing to the east and larger, more prestigious properties intended for the middle class to the west. The Conservation Area, however, covers only part of the surviving core of the original prestige development.



### Church Street and Fore Street Edmonton

Church Street, Edmonton is situated in the south-east quarter of the borough, the historic focus of a separate parish then, from 1894, an Urban District, and later, the Borough of Edmonton. The Conservation Area covers the eastern end of a long main road, the B154, which connects the historic centre of Edmonton with that of Enfield (via the A105). Centred on the medieval parish church of All Saints, it is all that survived 1960s redevelopment of most the historic village centre of Lower Edmonton, around Edmonton Green. It was first designated as The Church Street, Edmonton Conservation Area in 1970 and extended in 2002.

Fore Street takes a slightly sinuous course, from the point at which it crosses Pymmes Brook north to the junction with Church Street and The Green. The designated area is limited to small sections of frontage which exhibit inherent architectural quality and tell, through their different forms and styles, the story of the evolution of the area.



### Clay Hill

Clay Hill is a predominately rural area centred on a small, scattered, linear settlement with origins in the medieval period. It was designated as a conservation area in 1983.

The Conservation Area marks the southern limit of a rural landscape that stretches north to Goffs Oak and Cheshunt in Hertfordshire. This landscape consists of gently rolling hills formed of ridges running from east to west, interspersed by shallow valleys drained by small streams flowing eastwards into the River Lee. It is divided into small fields and patches of woodland concentrated around the streams and on hill tops.



### Enfield Lock

The Enfield Lock Conservation Area was designated in 1976, and at that time comprised the lock, the lock-keeper's cottage, the waterways depot and adjoining Prince of Wales Field, and some of the cottages in Government Row. It was extended in 1979 to include all the cottages in Government Row south of Smeaton Road, the Royal Small Arms Hotel (now The Rifles) and Mill House. Nos 4-14 and 18-28 Government Row are included in the statutory list, and nos 29-32 are locally listed, as are Lock Cottage and Lock House.



### Enfield Town

In October 1968, the first part of the present Enfield Town Conservation Area, Gentleman's Row and its surroundings, was designated. This was enlarged to become the Enfield Town Conservation Area in 1972, and extended again in 1983 and 1984. To the north of the Conservation Area, within the Gentleman's Row and Chase Side/Chase Green area, an extensive Article 4(2) direction restricts permitted development rights relating to development and various minor operations within the curtilage of residential properties. The principal streets covered by the direction are Gentleman's Row, parts of Chase Side, Chase Side Place, Holly Walk, and River View.

Enfield Town is not the largest, but it is the most densely built up, of the Borough's conservation areas; nevertheless, it contains substantial areas of open land within its boundaries - including the last remains of Enfield Chase - and could therefore be seen as a microcosm of the Borough itself, which contains both densely built areas of residential development and open countryside in agricultural use on the northern edge of Greater London.



### Forty Hill

Forty Hill was designated as a conservation area in 1968 and extended in 1987 to include the eastern part of the Capel Manor estate. It forms the interface between built-up suburban areas to the south and east, and agricultural land to the west and north, just within the M25. The present Conservation Area includes the historic hamlets of Forty Hill, Maiden's Bridge and Bull's Cross, and three small country estates, Forty Hall, Myddelton House and Capel Manor.

The Conservation Area has as its spine the historic main road north from Enfield Town towards Bull's Cross and Cheshunt. Three settlements, Forty Hill (at the south end of the area), Maiden's Bridge (in the centre), and Bulls Cross (to the north) are ranged along the road.

The character of the Conservation Area itself is overwhelmingly that of a rural settlement, giving way to farmland to the north and west.



### Grange Park

The Grange Park Conservation Area was designated on 5 November 2008. The Conservation Area occupies the valley between the railway embankment and Bush Hill. It consists of three principal roads: The Chine and Old Park Ridings, two long, parallel residential roads running mainly north/south, and The Grangeway which crosses them east-west towards their southern ends.

The trees bordering these spaces are important elements in the Conservation Area, forming dramatic backdrops to long views.



### Hadley Wood

Hadley Wood was designated as a conservation area in 1989. It is a planned suburban estate of substantial, red brick detached and semidetached houses, built in two phases between 1885 and 1914. Essentially the creation of one man, the estate provides one of the more interesting and attractive aspects of Enfield's late 19th and early 20th century heritage.

The settlement is separated from the northern fringe of Greater London by Monken Hadley Common and Hadley Wood golf course, and surrounded by the open land of the Green Belt to the west, north and east. The Conservation Area lies at the centre of Hadley Wood covering 13.4 hectares and containing 75 houses and a church.



### Highlands

The Highlands Conservation Area was designated in 1986 by the then Greater London Council using its reserve powers. It originally comprised the site of two late-19th century former isolation hospitals: Highlands, now converted into flats, and South Lodge, which has since been demolished and replaced by modern residential and retail development. The South Lodge site was deleted from the Conservation Area in 2008, since it was no longer considered to be of sufficient special architectural or historic interest.

Highlands and South Lodge were built to house patients convalescing from contagious diseases. Highlands Hospital, originally named the Northern Hospital, was opened in 1887 and provided 512 beds housed in 17 pavilions. The site of the South Lodge Hospital was over built with blocks of flats and cul-de-sacs during the major re-development and conversion of the site in the early- to mid-1990s.



### The Lakes Estate

The Lakes Estate is a dense residential area, with a simple road layout consisting principally of a series of roughly parallel streets running southwards from the historic Fox Lane towards Alderman's Hill. The houses are mostly closely-spaced Edwardian semi-detached pairs with some small terraces, invariably set slightly back from the road on a continuous building line. Alderman's Hill is lined with parades of shops with flats above, with a group of early 20th century houses to the west.

The Estate benefited from being both close to Broomfield Park and Palmers Green station and justified building some of the largest and smartest houses in area, and demonstrated the exclusive character that it was hoped subsequent developments would maintain. The special character of the Conservation Area derives primarily from the homogenous, collective value of its high-quality Edwardian housing.



### Meadway

The Meadway Conservation Area was designated on the 5 November 2008. The area forms a quiet residential enclave of linked roads, announced on Southgate High Street by twin curved terraces of single storey shops acting as a gateway to the area. There is a limited range of detached and semi-detached house-types, set in streets with planted verges. The planning, layout and architectural style of the Conservation Area is clearly influenced by the Arts and Crafts and Garden Suburbs movements. Few house designs are repeated exactly, but there is a wide range of architectural features and materials which, used in varying combinations, give many of the houses a family resemblance to one another.



### Montagu Cemeteries

The Montagu Cemeteries Conservation Area was designated on 26 March 1996. The reason for designation was to give these cemeteries similar statutory protection to other cemeteries in the Borough which had protection either as conservation areas, or as curtilage land to listed buildings, “in line with the greater emphasis now being given to the protection of culturally valuable historic landscapes nationally and regionally...”.

The Conservation Area comprises three separate cemeteries, all with their entrances on Montagu Road: two Jewish burial grounds belonging to the Western Synagogue and the Federation Synagogue respectively, and the Tottenham Park Cemetery, which was initially used for Christian burials, but is now predominantly Muslim.



### Ponders End Flour Mills

The Ponders End Flour Mills were designated as a conservation area on 29th September 1970, with the objective of protecting “one of the last remaining 19th century industrial buildings in this part of the Lee Valley.” The rôle of the water-meadows as a setting is also mentioned in the designation report, as is the importance of the group of buildings in demonstrating the changing technology of flour milling over 200 years. The Council felt that the group and its setting has a visual amenity value which should be protected in the public interest. The report also noted the inclusion of the area within the Lee Valley Regional Park, and the need to bear in mind public recreational requirements when considering the future of the mills and the meadows in planning policy.

The Conservation Area covers the land and buildings that comprise Wright’s Mill, a flour mill which has been in the ownership of the Wright family since 1863. The family has undertaken extension and modernisation, while retaining the older buildings and continuing to live on the site. The mill is a rare survival in this area of once-numerous 19th century industries powered by the water of the River Lee.



### Southgate Circus

The Southgate Circus Conservation Area was designated on the 5 November 2008. The Conservation Area focuses on the Underground station and its associated transport interchange and shopping parades. Most of the area was developed or re-developed in the 1930s, with the cylindrical modernist booking hall and its associated concourse and curved shopping parade in strong contrast to the more conventional surrounding 1930s parades in either semi-classical or mock-vernacular designs. There are a few late 19th century buildings (numbers 11-17 Chase Side, including The Southgate Club, and The White Hart on the corner of Chase Road) and the remains of the curved 19th century wall to The Grange (the site of which was redeveloped with flats in the 1980s).



### Southgate Green

Until the early 20th century, Southgate Green was a small rural village set amidst wood and farmland. Despite development during the interwar years that transformed it into the centre of an extensive residential suburb, much of the superficial character of the village remains. The Conservation Area was designated in 1968, extended to include the Walker Cricket Ground and Southgate Cemetery in 1994 and extended again to include nos.1-21 Cannon Road (to the east of Cannon Hill on the north side of Cannon Road) in 2008.



### The Crescent

The Crescent Conservation Area was designated on 5 November 2008 inter alia to recognise the importance of preserving and enhancing the setting of the listed buildings at The Crescent. They were listed at grade II with group value on 10th April 1954 and there has been no subsequent revision of the listing.

The Crescent Conservation Area, containing a single group of listed buildings north of The Green, Nos 84-132 (even) Hertford Road Edmonton, is located to the east of Hertford Road, between Bounces Road and Monmouth Road. The Crescent is visible for some distance from the north and south in Hertford Road, but its setting has been significantly changed since the early 19th century, notably by the widening of Hertford Road and the sightlines instituted at the south end.



### Turkey Street

The Turkey Street Conservation Area was designated in 1972, in part to recognise its character as a small, semi-rural enclave in suburban eastern Enfield, and partly to facilitate some limited townscape improvements to Aylands Open Space immediately to the north. There are no statutorily listed buildings in the Conservation Area; two houses, nos. 39 and 41, are included in the local list.

For part of its length, Turkey Brook, from which the street takes its name, runs parallel to the road and this small Conservation Area is located at the point where the brook diverges to form an island of land between the brook and Turkey Street. A section of Turkey Brook with its footbridges therefore forms the centrepiece of the Conservation Area.



### Trent Park

The Trent Park Conservation Area is focused on Trent Park House (the mansion) and its estate. This includes the parkland landscape, gardens surrounding the mansion and ancillary buildings and farmland associated with the estate. Such estates were once common around London in the 18th and 19th centuries as convenient weekend retreats for businessmen and politicians. The Trent Park estate unusually has survived in single ownership and is largely undeveloped. It was designated as a conservation area in 1973 and extended to include Cockfosters Cottages in 1990 and the area around Chalk Lane in 1993.

Apart from the University of Middlesex campus, which now occupies the centre of the area, the Conservation Area is predominately rural, and is composed of farm land, parkland and a golf course.



### Winchmore Hill Green and Vicars Moor Lane

Winchmore Hill started life as a small rural village, which was transformed into a smart residential suburb in the early 20th century. Together, Winchmore Hill Green and Vicars Moor Lane Conservation Areas encompass the surviving historic settlement, which still retains much of the character of the former village. Winchmore Hill was designated as a conservation area in 1968 and extended in 1974. Vicars Moor Lane was designated in 1970.

The settlement occupies the crown of a hill, which forms the tip of the ridge extending north east from Southgate. The Winchmore Hill Green Conservation Area covers the historic village centre, now encircled by an extensive residential suburb. The Vicars Moor Lane Conservation Area consists of a group of early to late 19th century properties on the north side of a residential street lying slightly to the north of the village centre and separated from the Green by a belt of interwar housing.



# CONNECTIONS

The borough is crossed by major rail and road routes radiating out of central London which have influenced both the location and layout of development.

The M25 and North Circular Road (A406) provide significant east-west road connections in the far north and south of the borough respectively. Whilst access to and from the M25 is limited to a small number of junctions, it has improved the sub-regional accessibility of the borough significantly in the last 25 years. The A110 is the only major local road which provides east-west connections.

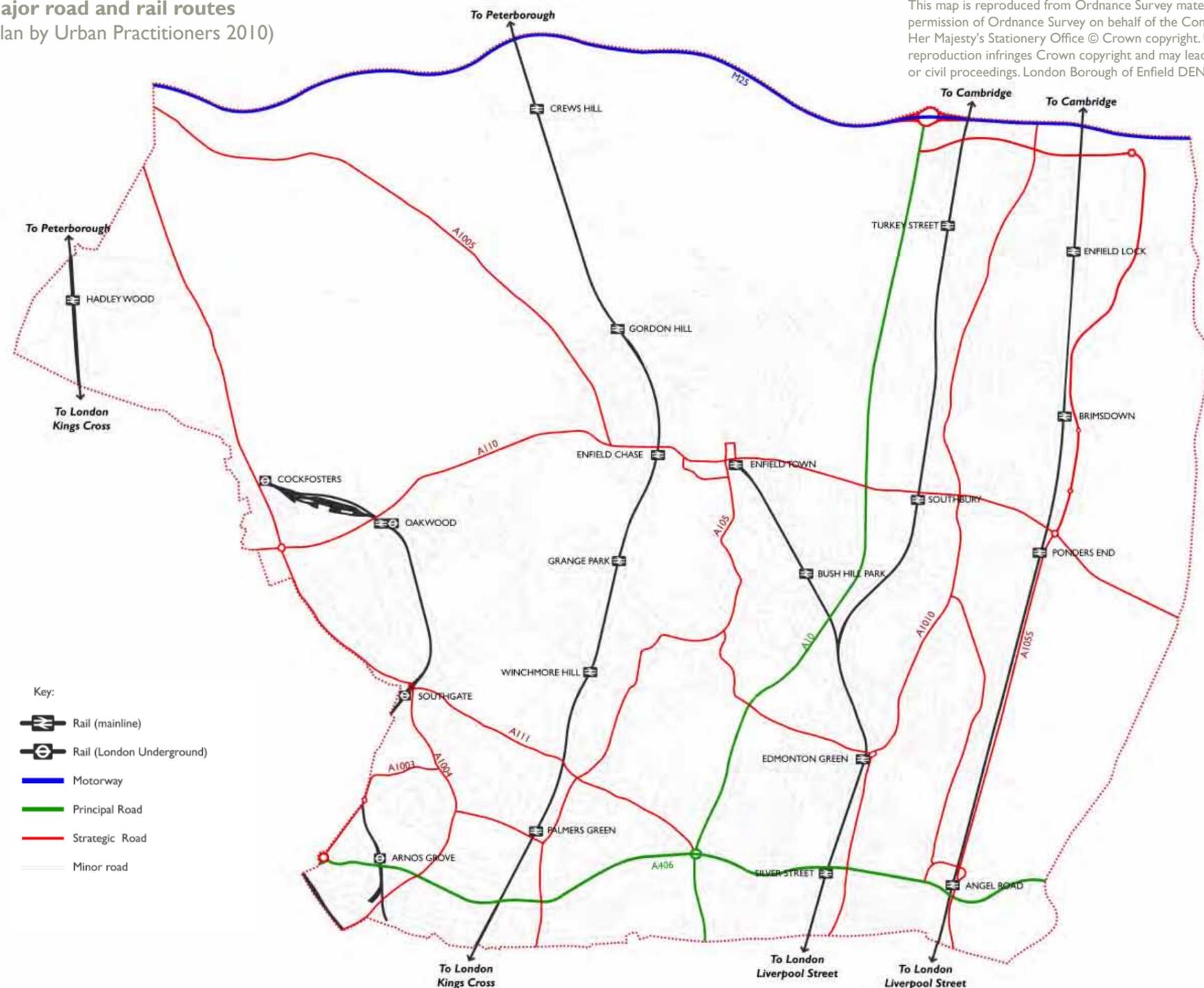
The Great Cambridge Road (A10) provides the principal north-south road connection, with the Hertford Road (A1010) facilitating the more local (and historic) north-south connections. Mollison Avenue provides good access to employment areas in the eastern corridor.

Rail and tube routes run north-south through the area, with the stations forming nodes of progressive urbanisation.

## Key Enfield characteristics

- North-south connections - the borough is dominated by north-south connections coming in and out of London, and these routes have formed the focus for historic development in the borough.
- Key routes act as gateways - the major road and rail routes act as important gateways into the borough and therefore the quality of the environment immediately around them has an impact on how the borough is perceived.

**Major road and rail routes**  
(Plan by Urban Practitioners 2010)



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# ACCESS TO PUBLIC TRANSPORT

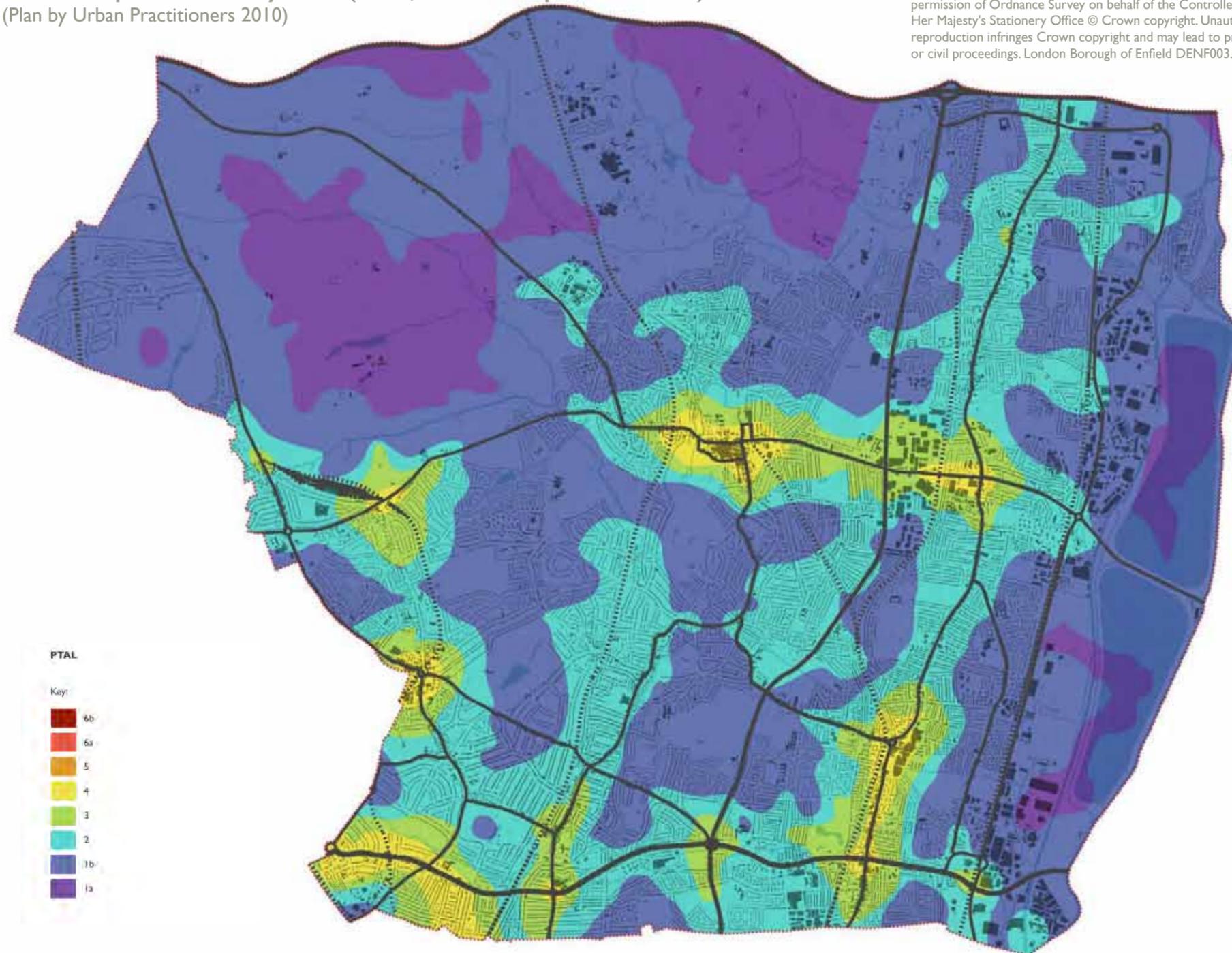
Enfield has a series of radial routes - both rail and road - which run north-south through the borough, providing important public transport corridors. Key public transport nodes are generally found in town and local centres.

The adjacent plan shows the 'public transport accessibility levels' for the borough, where zone 6 has the best accessibility and zone 1 the least. There are a number of areas in the borough with limited access to public transport. These include the north western rural parts of the borough and the Lee Valley corridor, as well as some well populated neighbourhoods in the centre of the borough.

## Key Enfield characteristics

- Commuter suburbs - commuting has been a trend in the borough since the opening of the railways and associated Victorian development and continues today in areas of high PTAL and regular services.

**Public Transport Accessibility Levels (PTAL, Source: Transport for London)**  
(Plan by Urban Practitioners 2010)



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# SOCIETY - DEPRIVATION

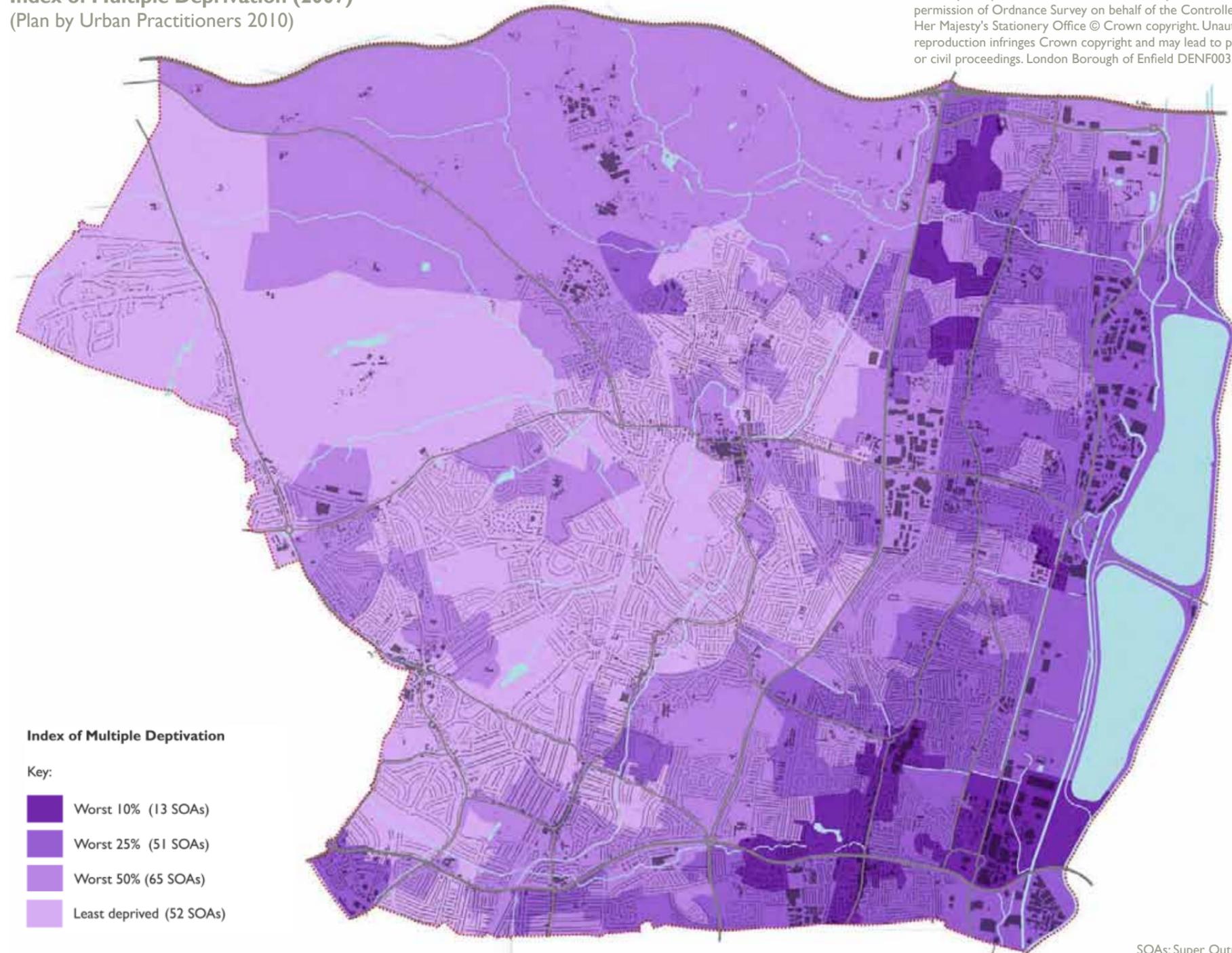
The Index of Multiple Deprivation is a government measure of the relative deprivation of areas, based on a number of factors including income, employment, health and disability, education/skills/training, barriers to housing and services, living environment and crime. These are shown relative to the national range of deprivation, here divided into four bands for ease of analysis.

This plan shows that within the borough there is a spread across the four bands. There are pockets of relatively high deprivation in the south and east of the borough. Whereas in the central and western parts of the borough there is little deprivation.

## Key Enfield characteristics

- Deprivation divide - the working class suburbs established in the south east of the borough have seen much redevelopment over their history, but with little positive impact in their deprivation ranking.

**Index of Multiple Deprivation (2007)**  
(Plan by Urban Practitioners 2010)



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SOAs: Super Output Areas

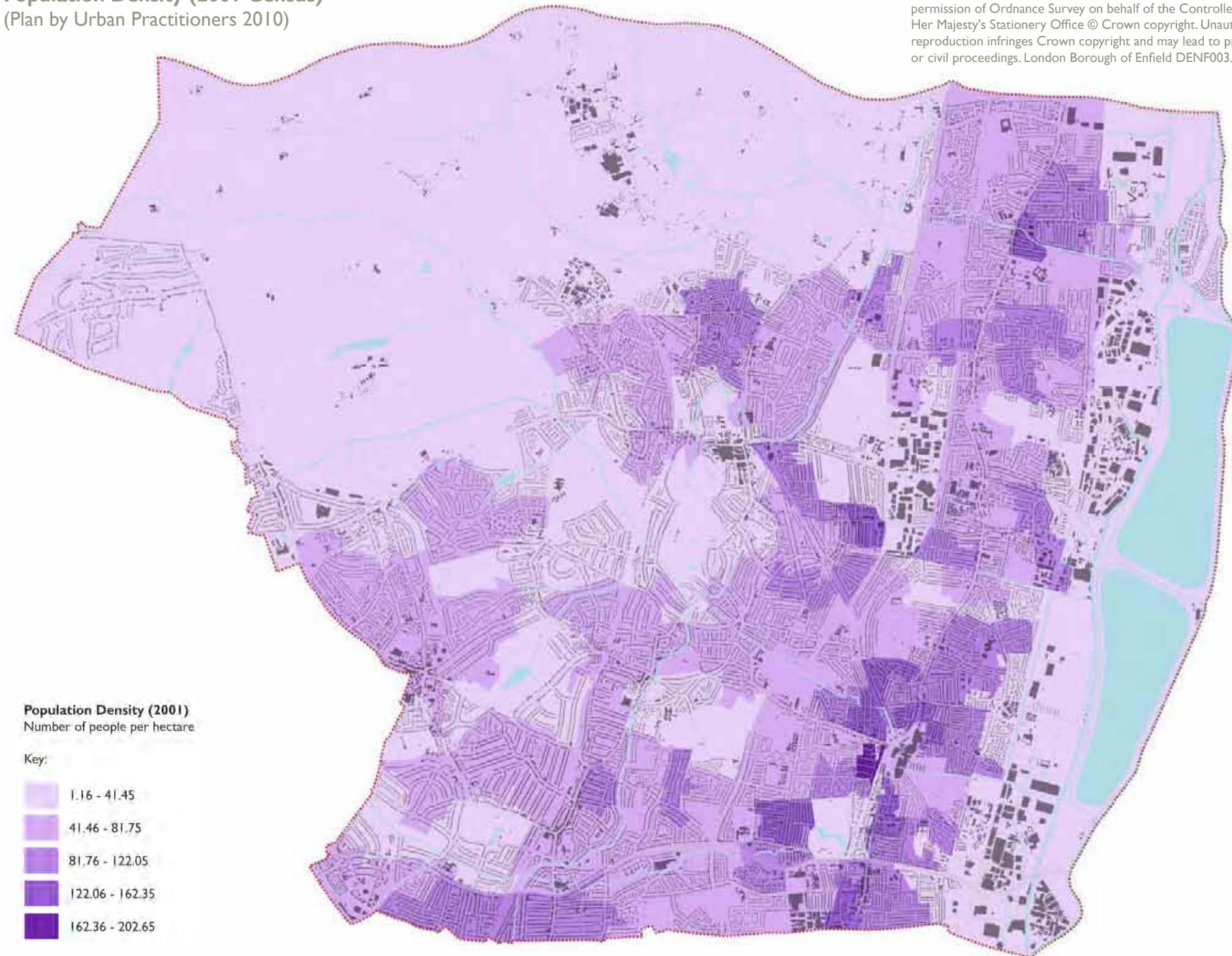
# SOCIETY - POPULATION DENSITY

Enfield exhibits the full range of population density - from sparsely populated rural hamlets to high density urban centres. The adjacent plan illustrates that whilst much of the borough has a relatively low population density, centres such as Edmonton are much denser.

## Key Enfield characteristics

- Increasing density - density in the borough generally increases as one moved south and east, with the highest density associated with neighbourhoods of terraced housing and high rise tower blocks.

**Population Density (2001 Census)**  
(Plan by Urban Practitioners 2010)



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# SOCIETY - QUALIFICATIONS

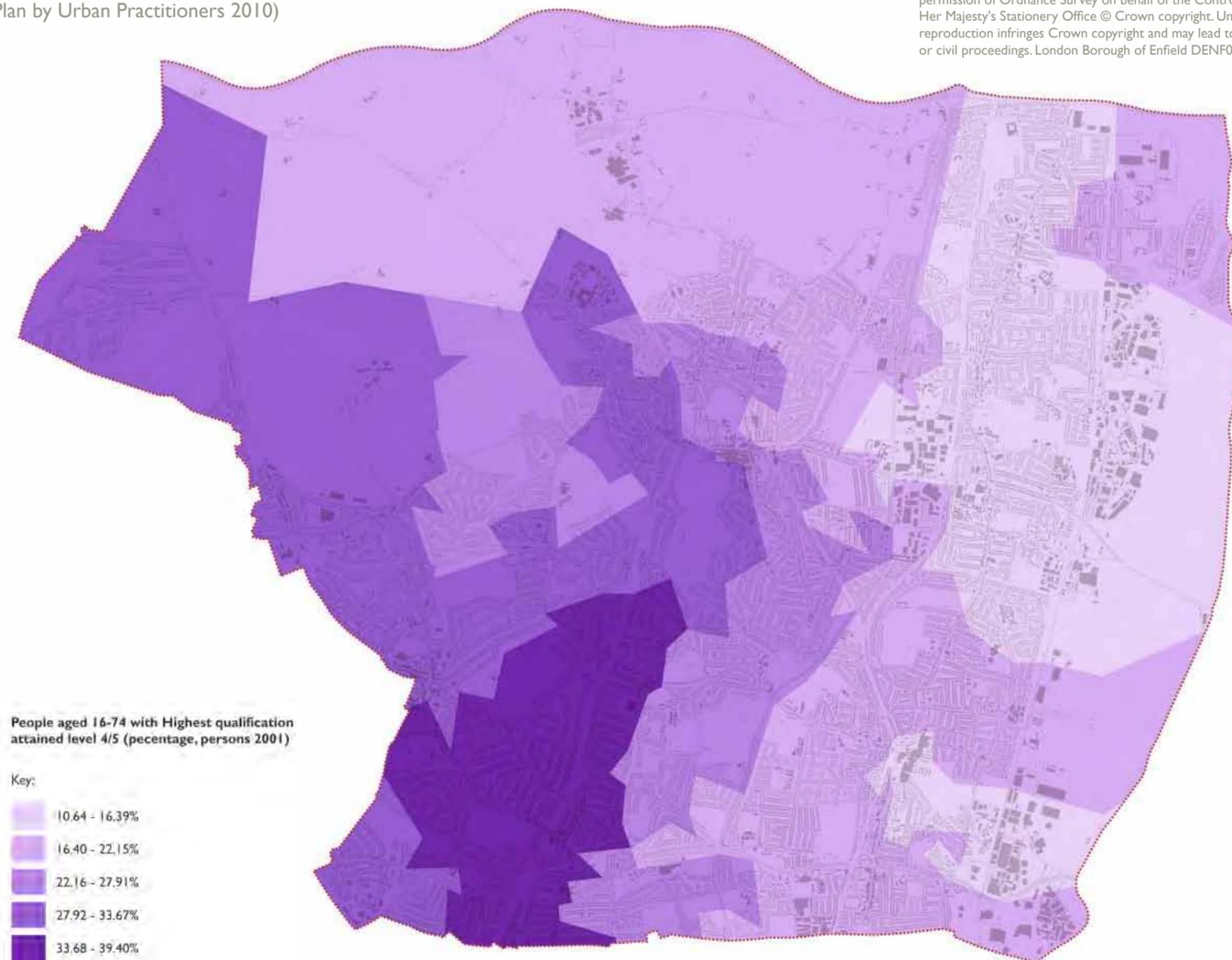
The distribution of skills across the borough is influenced by many factors. Often those with more and higher level qualifications will be more economically mobile and move to areas which meet their aspirations. As an outer London borough, many residents of Enfield commute into the centre of London for work, choosing the attractive suburban neighbourhoods in the borough as a base to live.

The count of qualification is a relatively crude measurement, but the plan illustrates how skill levels vary across neighbourhoods. The more skilled commuters choose to live in the west and central parts of the borough putting pressure on the need for housing here.

## Key Enfield characteristics

- Educational attainment mirrors affluence - deprivation is lowest in the north and west of the borough and this is closely related to those with qualifications.

**Number of people with qualifications (2001 Census)**  
(Plan by Urban Practitioners 2010)



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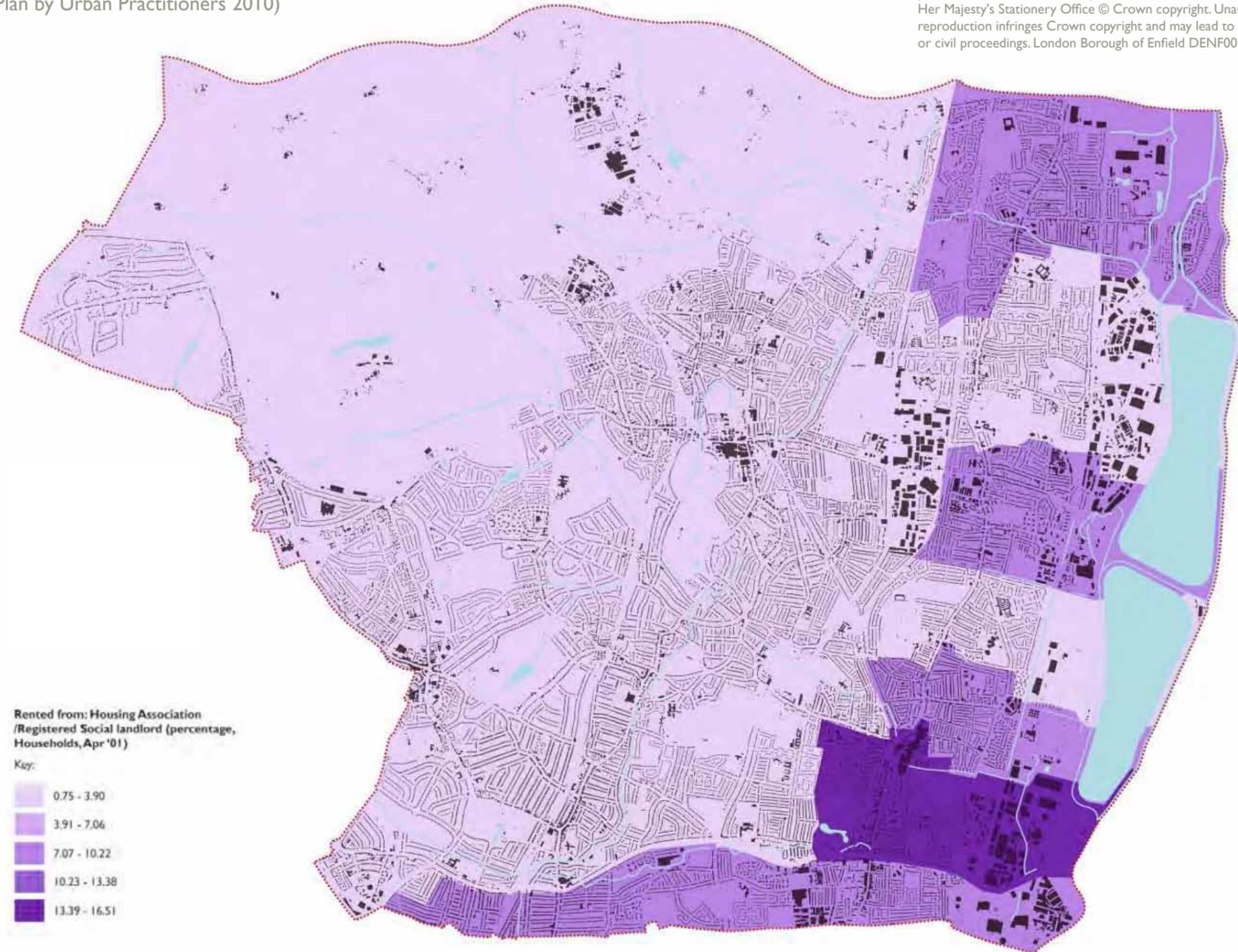
# SOCIETY - HOUSING TENURE

The extent of Council or social housing across the borough is a useful statistic to illustrate spatially. The adjacent plan highlights the concentration of housing rented from Housing Associations or Registered Social Landlords in the south and east of the borough. In many cases, the pockets of social housing relate to planned estates developed in the inter-war and post-war era. Key areas include post-war high density tower developments in Edmonton Green and Ponders End.

## Key Enfield characteristics

- Social housing focused in higher density areas - there is a higher incidence of public sector owned housing in the east of the borough and this is particularly linked to the high density redeveloped housing estates.

**Council and Registered Social Landlord Housing (2001 Census)**  
(Plan by Urban Practitioners 2010)



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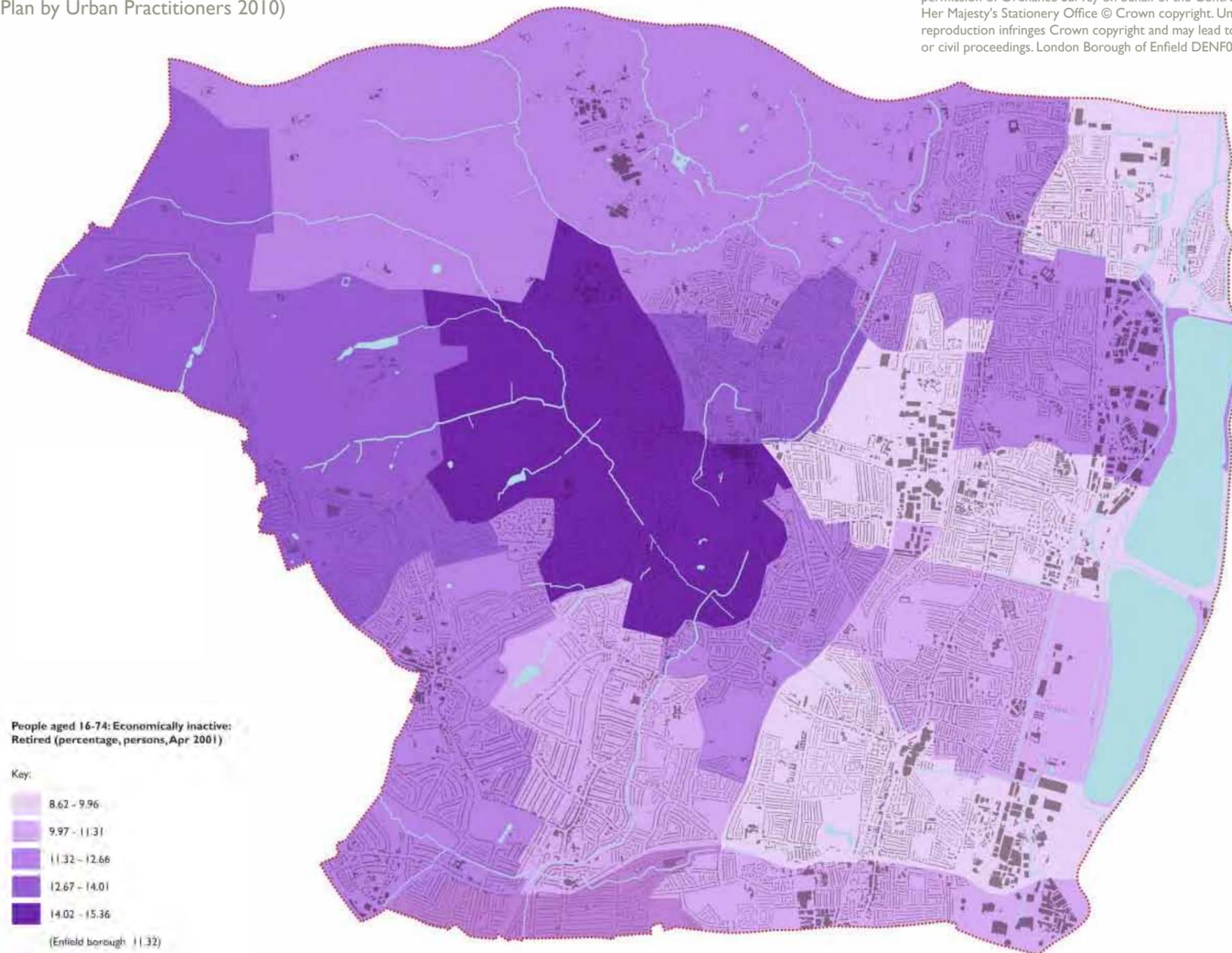
# SOCIETY - RETIRED POPULATION

The proportion of retired people varies across the borough. A greater proportion live in neighbourhoods in the central part of the borough as shown in the adjacent plan, focused around Enfield and The Chase. These areas tend to be the more suburban communities and perhaps illustrate a desire to retire to the suburbs. This pattern also puts pressure on the need for housing in the central and western parts of the borough, as well as increased need for community services and amenities to meet the needs of the increased elderly population.

## Key Enfield characteristics

- Older population in suburban areas - the retired population is generally focused to the north and west in the more suburban areas of the borough.

**Retired People (2001 Census)**  
(Plan by Urban Practitioners 2010)



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# BOROUGH POLICY CONTEXT

## Introduction

This section provides an overview of the key strategies and policy documents which steer change and development in the borough. The overview begins a review of borough level plans followed by area-specific strategies, and finishes with a summary of wider scale strategies at the sub-regional level.

## Borough-wide plans and strategies

### Enfield's Future – A Sustainable Community Strategy for Enfield 2009-2019

The Community Strategy was launched in 2007 by Enfield Strategic Partnership (ESP), and was reviewed in 2009 following consultation with stakeholders and partners. The vision is for Enfield to be 'a healthy, prosperous, cohesive community living in a borough that is safe, clean and green.'

### Shaping Enfield's Future - Place Shaping Strategy

The Place Shaping Strategy identifies key areas where work should be prioritised to make the greatest difference. These Place Shaping Priority

Areas are:

- North East Enfield – Ponders End
- Central Leaside – Meridian Water and Edmonton Green
- Edmonton Green
- New Southgate and the North Circular Road Area
- Enfield Town Centre

The Place Shaping Priority Areas will be developed in further detail through both the

Council's Local Development Framework planning process and regeneration programme.

### Enfield Local Development Framework - Core Strategy November 2010

The strategy recognises the environment as being a key feature of the borough, and has several distinguishing features which set it apart from other London boroughs – these include the contrast between the parkland setting and industrial bands, important historic buildings, networks of former village centres, waterways and areas of nineteenth century housing which developed following the arrival of the railway.

The strategy also identifies that large parts of the Borough for regeneration, and that population and economic growth will put further pressure on the environment. As a result of these pressures, one of the key issues is 'protecting and enhancing the Borough's distinctive characteristics, historic environment and established neighbourhoods, and improving the quality and appearance of Enfield's public spaces and street scene'. The spatial vision reflects this issue and states that 'the Borough's high quality natural and built heritage, including the green belt in the west, will continue to be protected and enhanced'.

Section 9 of the Core Strategy sets out the Core Policies for Places, which covers the Council's regeneration agenda for Meridian Water within Central Leaside; Ponders End within North East Enfield; the area around Enfield Town Rail Station; and New Southgate within the North Circular Road area. Each of these Policies for Places identifies key characteristics which should be considered in future area – based strategies.

## Area-based strategies

### Enfield Town Area Action Plan

A key consideration in the Issues and Options Report is the need for sensitivity towards the historic character of Enfield Town. Previous consultation events had also prioritised the need to enhance the unique character of Enfield as a historic market town.

### Central Leaside Area Action Plan & Meridian Water Master Plan

The area is currently unattractive and fragmented with a poor image of declining industry. Central Leaside including Meridian Water is identified as the Borough's key location for transformational change. Work in this area raises the issue of whether the essential character and function of the area should remain the same and whether there are opportunities to have a more urban and mixed use approach, which could create a more attractive, pedestrian-friendly environment within the context of urban Enfield and the Upper Lee Valley.

### Edmonton

Proposals are under development to coordinate more closely the two place shaping priority areas of Edmonton and Meridian Water. Physical change will be guided through geographically focused master plans for each. Physical change will focus on reorganising the existing urban fabric of Edmonton Green Town Centre to improve its function and liveable environment

### North Circular AAP & New Southgate Master Plan

Opportunities for change and the development of key sites, are identified along the North Circular Road Frontage. The focus is on the

quality of the environment and enhancing character. This will be achieved by reinforcing the green residential character of the area, as well as creating a more legible urban environment. The document introduces a series of sub-areas which have a distinctive character.

Work on the AAP is further supported by the New Southgate Masterplan. The SPD identifies opportunities at New Southgate, which includes improving the setting of listed buildings and building upon community focal points.

### North East Enfield AAP

The focus for change in this area is around Ponders End where there are a string of opportunity sites along an east-west axis. The AAP is to be supported by three detailed planning briefs for:

- Ponders End Central;
- Ponders End South Street Campus; and
- Ponders End Waterfront.

### Heritage Strategy – 'A Living Landscape'

The Heritage Strategy was produced by LB Enfield in September 2008. The document sets out why heritage is important in Enfield, and forms part of the evidence base for the LDF documents. The vision for Enfield's heritage is 'the London Borough of Enfield is a living landscape of people and places', and contributes towards meeting local needs as established in the five themes of the Community Strategy.

The purpose of the Heritage Strategy is to 'better understand, care for and promote Enfield's diverse heritage for the enjoyment of all residents and visitors to the borough, and to ensure that heritage makes a full contribution to our shared future'. The strategy identifies a

series of key aims, which relate to a 3-5 year timeframe and will be regularly reviewed. The strategy recognises the role of character in the heritage of the borough, with Key Aim 4 stating that characterisation will be used to inform the basis of establishing consistent criteria for selecting conservation areas.

### Wider Strategies

The Draft Replacement London Plan (2009).

The Mayor is responsible for strategic planning in London. He has a wide range of duties and powers. A final version of the new London Plan is expected in the winter of 2011. The Plan recognises that London is a complex urban area made up of a wide range of different places that inter-relate and contribute to its vitality and success.

The Mayor wants to enhance the environmental quality of London's streets, places and neighbourhoods and dedicates a chapter to London's living Places and Spaces. The Chapter recognises that London's built and landscape heritage provides a depth of character that has immeasurable benefit to the city's economy, culture and quality of life. Natural landscapes can help to provide a unique sense of place<sup>36</sup> whilst layers of architectural history provide an environment that is of local, national and world heritage value. The Draft Plan also recognises that tall buildings will continue to have a place in London but that they will be sited where the existing context, and boroughs, can support them.

### Draft Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF)

The Mayor has made a commitment to bring forward a framework which recognises one on London's largest opportunity areas. The

framework will take a strategic and design led approach to spatial planning in the area and is based on maximising the Upper Lee Valley's existing assets and using them to kick start regeneration and open up the Lee Valley Regional Park. Objectives include making better use of the unique landscape assets, promoting North London's waterside, to promote all aspects of good design and make better use of urban land,

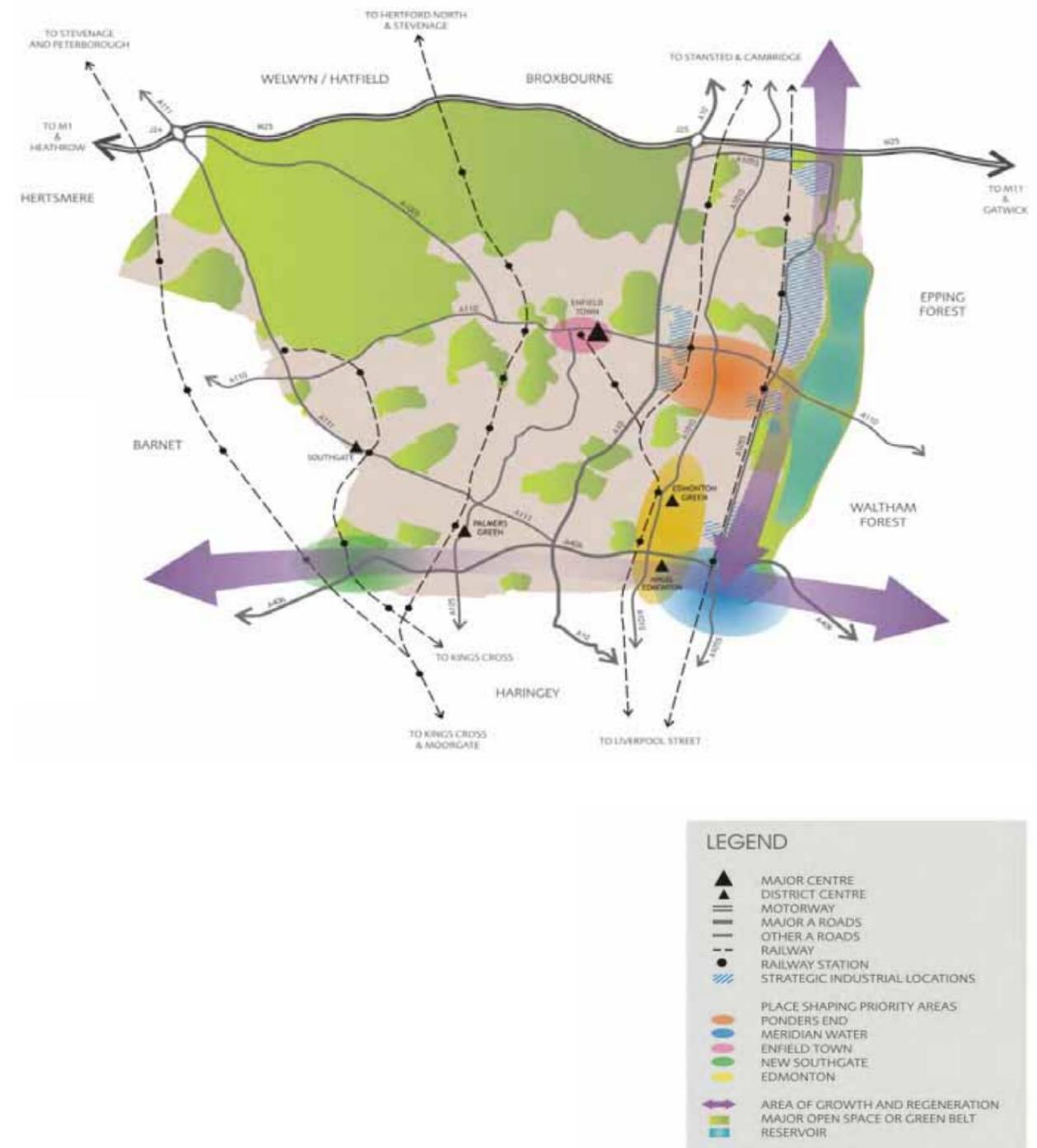
### From Edge to Common Ground - Upper Lee Valley Landscape Strategy

The Strategy focuses on the environment of the Lee Valley Regional Park, its waterways and the relationship these areas have to their surrounding urban context.

### Lea Valley Regional Park Development Framework – Vision, Aims and Principles

The Park Development Framework (PDF) is a suite of documents which set out what the Authority want to achieve, how competing demands must be balanced, and how to make best use of limited resources. In July 2010, the Authority adopted the Vision, Aims and Principles for the PDF. The Authority is looking to supplement this with thematic proposals and area-specific plans.

The Vision, Aims and Principles document establishes the vision for Lee Valley Regional Park to become 'a world class leisure destination'. The character of the park is covered under the theme of 'Landscape and Heritage', and states that the Park landscape should reflect 'its river valley character, yet retain the distinctive personality of each local area. It should tell the unique story of the Lee Valley and communicate its rich and historic diversity.'



# URBAN AND LANDSCAPE CHARACTER ASSESSMENT CONTEXT

## Urban character study context

In 2008 a historic character assessment was undertaken for the borough and this has provided a useful background to planning and conservation policy. A need for a comprehensive character study was identified as a result of the findings of the 2008 assessment, with a view to establishing a more complete evidence base which could underpin emerging planning policy and design guidance.

This characterisation study report provides a comprehensive evidence base and takes a borough wide approach - addressing both the urban and landscape character in this unique London borough.

The urban characterisation has been informed by the 2008 study alongside extensive new survey work. The landscape character assessment completes the picture and is informed by a variety of related studies outlined below.

## Landscape character context

The context for Enfield's landscape character assessment is provided by the national character assessment of England produced by the Countryside Agency and Natural England (1997) and the following landscape character assessments of other authorities:

- Landscape Character Assessment, Evaluation and Guidelines for Southern Hertfordshire (2000)
- Essex Landscape Character Assessment (2002)
- Epping Forest Landscape Character assessment (2010)

The national character assessment of England identifies broad patterns of variation in landscape character through the assessment of variations in physical characteristics (such as geology and landform) and historic and cultural characteristics (such as settlement and enclosure history). This process resulted in the identification of 181 character areas within England. The borough of Enfield is located within Character Area 111 – Northern Thames Basin in the sub character area known as the 'Hertfordshire Plateaux and River Valleys'. It is described as 'a diverse landscape with a series of broad valleys containing the major rivers Ver, Colne and Lea and extensive areas of broadleaved woodlands being the principal features of the area. The landform is varied with a wide plateau divided by the valleys.

The character areas which extend into or are adjacent to Enfield Borough in the landscape character assessment of the adjoining local authority areas are identified on the adjacent plan on page 31. The South Hertfordshire Landscape Character Assessment identifies three landscape character areas which adjoin Enfield, two of which extend considerably into the borough. The largest of these is character area 26 – the Hornbeam Hills (Enfield Chase) which extends from the south east of Potters Bar, around the north of Hadley Wood and south east to the urban edge of Oakwood and World's End. It is identified as an area of large-scale landscape, strongly undulating with a pattern of geometric fields and straight roads. It is characterised by steeply sloping valley landforms, straight roads, sparse settlement patterns and sweeping views over landforms.

**Character area 53** – Northaw Common Parkland, lies to the east of Potters Bar and extends to the M25 with Northaw village at its centre. The area has several country houses and estates and key characteristics include parkland features (such as lodges and estate boundaries), large blocks of woodland, high hedgerows and horse grazing in fenced pastures. The southern boundary of the character area coincides with Enfield borough's northern boundary.

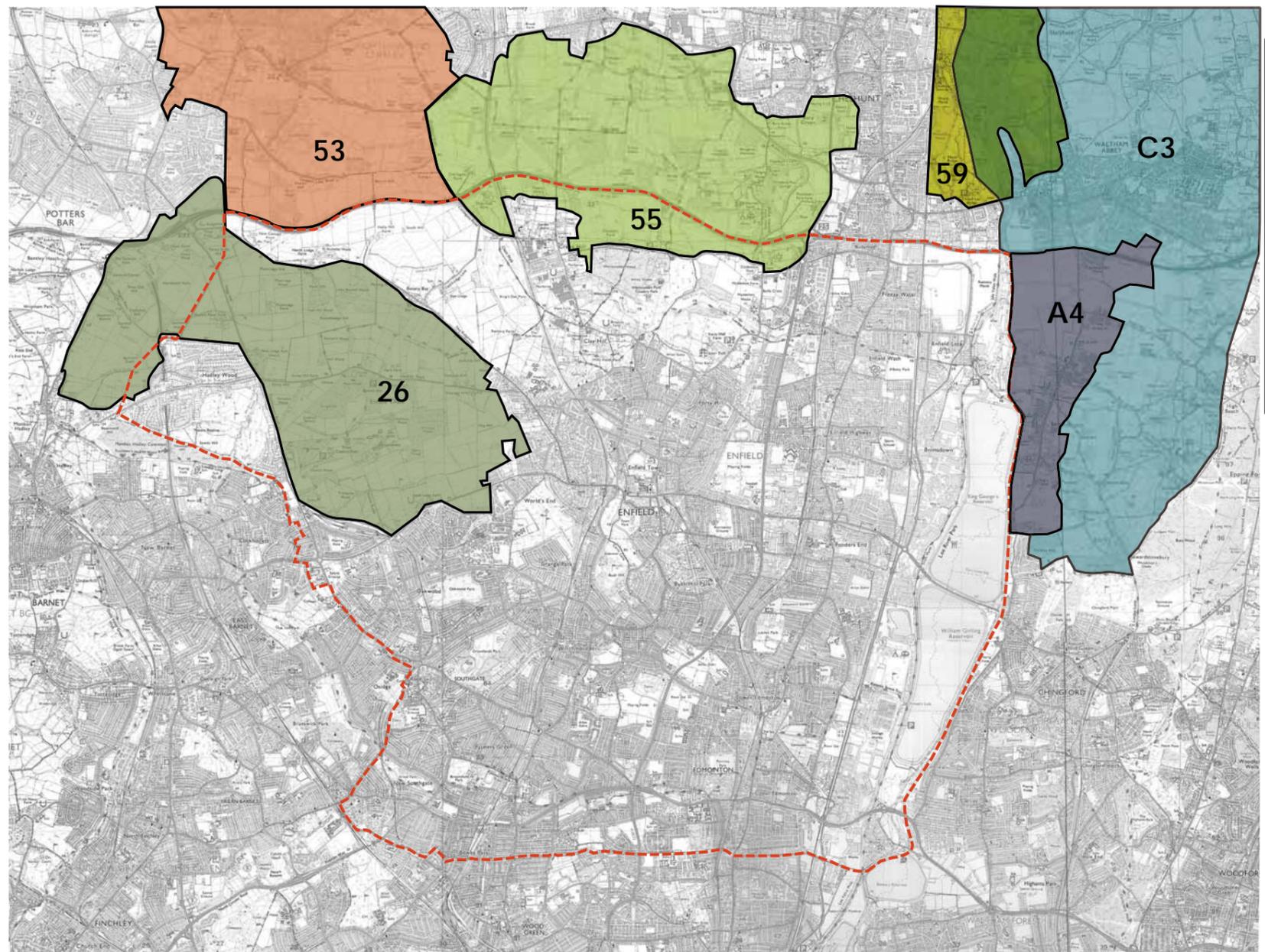
**Character area 55** – Theobalds Estate, extends from Cuffley, Goffs Oak and Cheshunt in the north, into the borough of Enfield as far south as Crews Hill and Whitewebbs Road. The area comprises mixed farmland and parkland and centres around the former Theobalds Park which is the largest known hunting park in England, created by James I. The area has a strong pattern of discrete woodland blocks and medium to large open arable fields.

**Character area 59** – Lee Valley Marshes, extends from the M25/Holdbrook in the south to King's Weir on the southern edge of Nazeing Marsh in the north. This is a wetland landscape which forms part of the Lee Valley Regional Park and contains the Lea Navigation and River Lee as linear features passing through the area. Key characteristics include extensive water bodies with wetland vegetation, a low-lying flat valley floor and a strong urban edge to the west and softer rural edge to the east.

The landscape to the east and north east of the borough is covered at a county level by the Essex Landscape Character Assessment and at a district level by the Epping Forest Landscape Character Assessment. In the Essex Landscape Character Assessment, character area C3 – Lee Valley adjoins the north east boundary of Enfield. The area comprises the wide flat valley

floor of the River Lee, the adjacent valleysides and a series of connected smaller tributary valleys which are aligned approximately north-east to south-west. Key characteristics in the valley floor are identified as wet gravel pits, woodland and fragments of agricultural, recreational and small scale industrial land uses. Glasshouses are also identified as a key characteristic of the area. To the east, the area is noted as being characterised by rolling farmland with woodland blocks and linear tree belts on valleysides and ridges.

In the Epping Forest Landscape Character Assessment, this area is sub-divided into separate smaller landscape character areas the easternmost of which adjoins the borough of Enfield. This is character area A4 Rammey Marsh and is identified as being an area of water bodies (infilled former gravel pits) with associated marshland vegetation and grassland which is crossed by the canalised corridor of the River Lee Navigation. Key characteristics include mature trees lining the River Lee navigation and lines of electricity pylons forming dominant vertical elements.



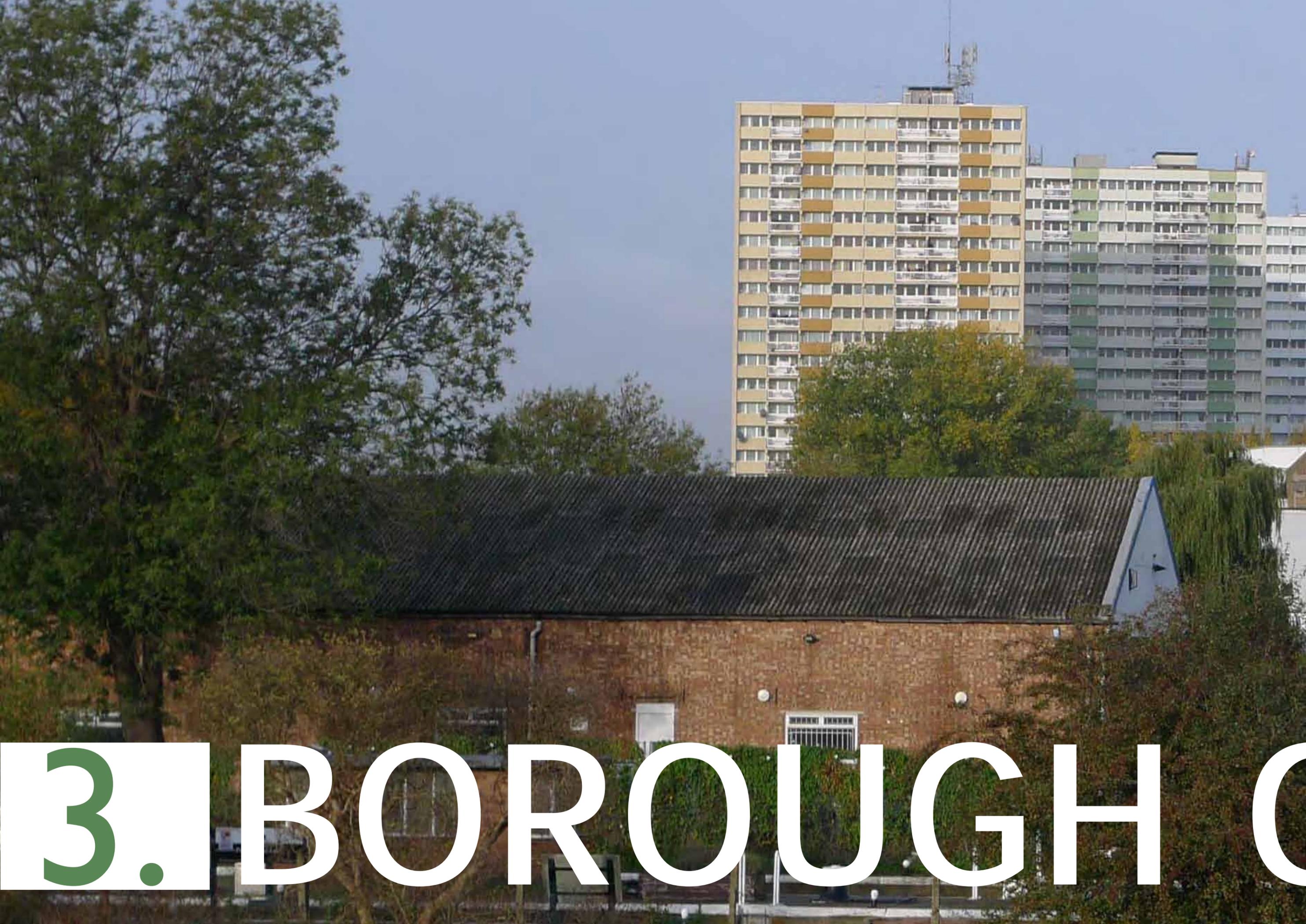
Landscape Character Areas in Adjoining Authorities

Key:

- Essex Landscape Character Assessment
  - C3 Lee Valley
- Epping Forest Landscape Character Assessment
  - A4 Ramme Marsh
- South Hertfordshire Landscape Character Assessment
  - 26 Hornbeam Hills (Enfield Chase)
  - 53 Northaw Common Parkland
  - 55 Theobolds Estate
  - 59 Lea Valley Marshes

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**Neighbouring Landscape Character Studies**  
(Plan prepared by The Landscape Partnership 2010)



3. BOROUGH



GROWTH

# THE SHAPING OF A LONDON BOROUGH

## Introduction

A detailed historic study of the borough's character was prepared for Enfield Council by The Paul Drury Partnership in 2008, and extracts from this work have been summarised here.

## Borough evolution

A sequential study of tithe maps and the series of Ordnance Survey maps since 1860 – an equivalent to time-lapse photography in nature films - shows that the borough's oldest settlements are scattered villages on major transport routes radiating out of London and isolated farming communities, with commons, heathland, and agricultural land in large private estates as their context. Suburban development from the late 17th century brought urban forms of housing to village edges. Areas of workers' housing, mainly in the east of the borough, accompanying industrial development through the late 18th to mid 19th century, were followed by more extensive streets of terraced houses and middle-class villas with accompanying local shopping parades, as the arrival of the railway in the mid 19th century opened up potential for commuting and many private estates were sold for development. Civic and public buildings such as libraries and schools proliferated in response to the rapid increase in urban population, with new administrative structures such as elected local school boards replacing voluntary or church bodies.

Major social and economic changes after the First World War produced the 'Addison Act' of 1919, enabling local authorities to build 'homes fit for heroes' for rent throughout

the 1920s. The development of major arterial road routes with attendant light industry, the extension of the Underground, and the largely unplanned explosion of property ownership in the 1930s through speculative development, then rapidly filled in the spaces between the early settlements. This general configuration has survived in many locations largely unchanged over the last 50 years, with the exception of some post-war redevelopment of 19th century terraces with multi-storey residential blocks, of town centres with office and retail complexes and new road layouts, and of industrial areas with retail superstores. Orientation and local identity derives to a great extent from the surviving open green spaces - parks and playing fields - and key topographical features, such as hills, valleys and the remaining large houses now in public or institutional ownership and, of course, the expanded network of major transport routes of the last 150 years.

The introduction of planning and conservation legislation and successive waves of gentrification have modified, but not radically changed, this urban and suburban landscape.

## Key characteristics

The historic growth of the borough of Enfield has had a strong and lasting impact on the borough's character today. Three key themes characterise this:

## Lines in the landscape

The development of the borough has been steered and shaped by linear features in the landscape. The line of the River Lee was one of the earliest influences, attracting colonisation of the water's edge and the growth of industry. At the same time, field patterns and hedgerows established a linear form on the wider landscape.

Roman roads feeding London and linking trading centres provided a different layer of lines through the borough. Over time more highways and rail routes have added new layers of lines across the borough and a strong grid pattern has developed, particularly on the flatter lower lying land to the east. The rail lines represent another layer which were instrumental in opening up new neighbourhoods for development.

Each of these linear features has had a lasting impact on the borough's character and has strongly influenced not only the balance and location of land uses, but also the layout and structure of places.

## Progressive waves of urbanisation

The borough has seen successive phases of growth along the lines of connection. The rivers, roads and rail routes have provided the focus for successive waves of urbanisation. The density pattern has been strongly influenced through these periods of growth, as has the pattern of social and private housing.

The layering of development and redevelopment has occurred throughout the borough's evolution and has resulted in a variety of urban types and styles across Enfield and particularly in the denser areas of the south and east.

The continued pressure for northerly development is evident at the urban-rural fringe where the intensification and extension of the urban area is continually being tested.

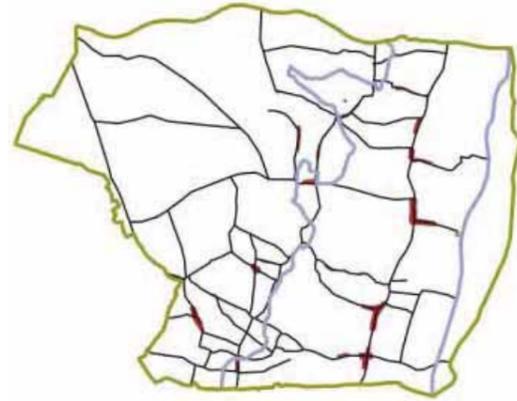
## Surviving historic elements

Some important historic assets of the area's evolution survive today, not least in the land use pattern. The industry focus around the Lee Valley corridor has a particularly long legacy, as does Enfield Town as a historic market town.

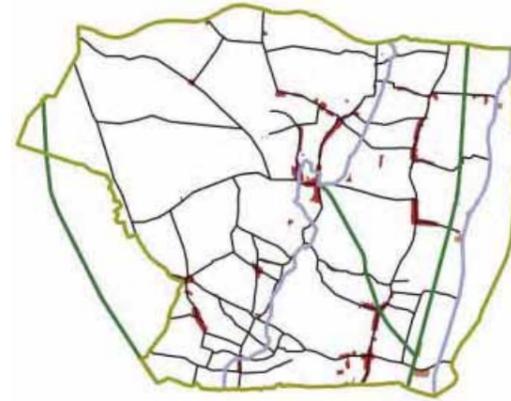
In addition, the rural landscape, together with historic parks and gardens, form important and attractive assets.

Patterns of growth

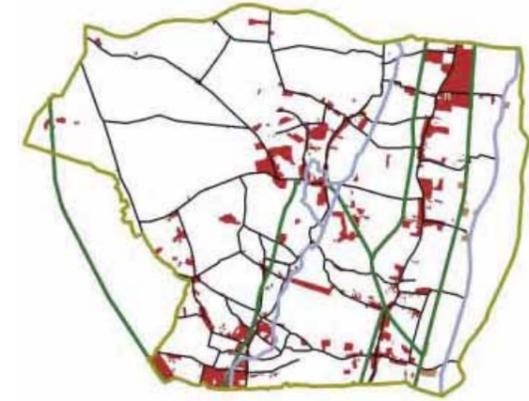
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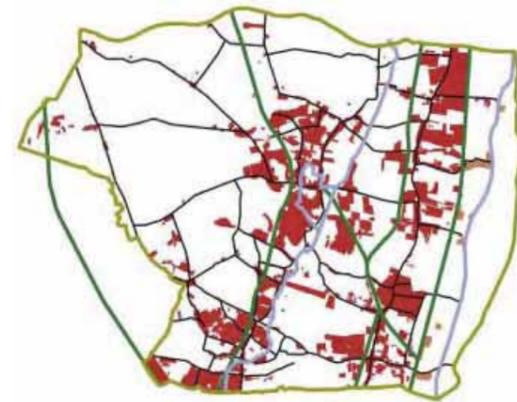
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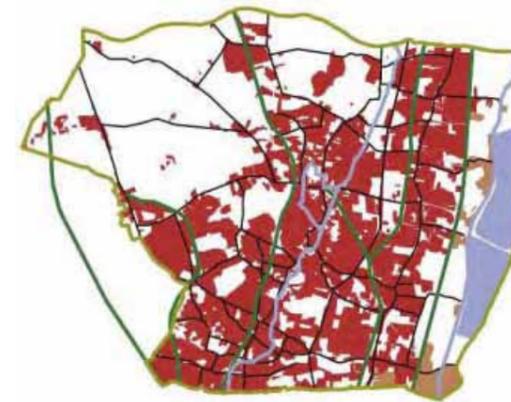
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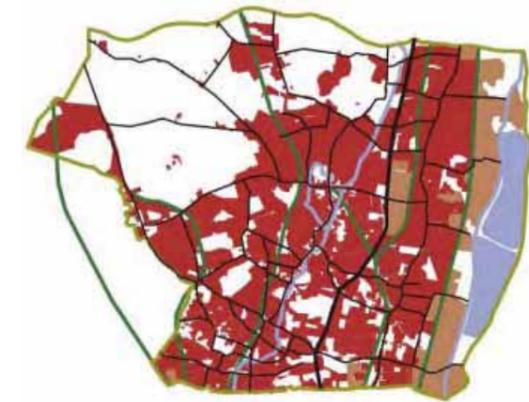
1915



1940



2000



# EARLY LANDSCAPE CONTEXT

## Landscape development (prior to 1850)

The borough's landscape has developed over many thousands of years, continually being shaped by both natural processes and man-made influences.

One of the earliest and most significant influences is the River Lee. At the time of the Ice Age, the River Lee is believed to have been much larger than it is today and was responsible for carrying large volumes of glacial melt water out to the sea which created the wide valley that we see today.

The influence of man was slow to be felt in the borough. In pre historic times, the area did not readily support the needs of early man. The low lying areas close to the River Lee were marshy and prone to flooding whilst the higher ground was thickly forested with oaks and hornbeams with a ground layer of thick scrub comprising bramble and hawthorn. Tree clearance would have been difficult with the primitive tools available and the stiff and soggy underlying soil would have rendered agricultural cultivation very difficult. Remains found alongside the river banks, however, suggest that a small population of hunter gatherers lived in these parts.

By the later Neolithic period evidence found in Southgate and Enfield suggests that the population was moving away from the river banks.

The destruction of woodlands began with farmers in the Iron Age and this process was continued by the Romans. The borough was one of the first parts of the country to fall under Roman Rule and this occupation had a strong impact on the landscape. It is quite possible that the areas of Enfield and Edmonton

were extensively farmed in Roman times and that the excellent corn growing soils were used to grow food for the growing population in London and for export.

Following the withdrawal of Roman forces in AD410, Saxon rule began. Without the Roman Empire to support, the demand to produce crops for export ceased and instead open field or collective agriculture is thought to have developed on the plots already cleared. On occasion, individuals would clear a field from the woodland. This accounts for fields that were small and individually owned.

The Domesday entries for Enfield and Edmonton indicate that by the 11th century all arable land within the parish boundaries had been cultivated whilst large areas of forest still remained. This forest was common property and each had sufficient woodland to support 2,000 pigs (no other forest in Middlesex could feed so many). The woodland in Enfield subsequently formed the basis of Enfield Chase, which was enclosed in 1136.

The impression of Enfield in the twelfth century was still that of a heavily wooded area. This woodland extended nine miles into Hertfordshire as far as Hatfield and south of Enfield trees covered Southgate and Wood Green. In the thirteenth century, amongst the mature coppiced woodland, woodcutters cottages initiated the hamlets of Winchmore Hill and Southgate Green.

Enfield was badly affected by the Black Death in 1349, this resulted in a diminished population and a surplus of land. There had also been a serious deterioration in the condition of the soil in Enfield, which had become so exhausted

that previously arable land was given over to rough pasture.

The late Medieval period saw the first significant attempts to improve the navigation of the River Lee. In 1425 an Act of Parliament initiated the removal of obstructions from the river bed and general improvements to the navigation of the river between London and Hertford.

The Tudor period witnessed a considerable change in the area. Following the dissolution of the monasteries, a large amount of land was redistributed. At this time an estate in Southgate, which formerly belonged to the nunnery of St. Mary Clerkenwell, was transferred to private hands becoming the Arnos Grove Estate (the last remnant of this survives as Arnos Park). The early sixteenth century saw attempts by landowners to enclose land from the common fields. These attempts provoked fierce resistance from the commoners of Edmonton and Enfield.

By the early seventeenth century, in response to rising pollution in the River Thames and an acute shortage of clean drinking water in London, a scheme was devised to construct a canal to bring fresh water from springs near Ware to a reservoir on the outskirts of the City. The New River, as it was called, was complete by 1613. The course of the New River ran through Enfield from the Enfield/Cheshunt boundary at Bulls Moor Lane to the Palmers Green/Wood Green boundary south of Bowes Road. The course has been significantly reduced over the years. An abandoned loop, much of it still holding water can be seen, in Whitewebbs Park. Its most impressive feature was a timber and lead aqueduct crossing the

valley of Salmons Brook at Bush Hill, later replaced by an embankment.

Also at this time, large parts of Enfield Chase were enclosed and allocated to former parliamentary soldiers. This caused discontent among local people who were accustomed to exercising grazing rights on the Chase. The situation sparked violent confrontations in 1659 which was resolved after the restoration in 1660, when the soldiers were removed and the Chase returned to its former state.

The most significant event of the eighteenth century was the enclosure of Enfield Chase following an Act of Parliament in 1777. This had been a royal hunting ground since it had been acquired by the future King Henry IV. Although the majority of the land remained in Enfield, parts of the Chase were allocated to Edmonton and Monken Hadley. It was extensively deforested after the Act, and only a small amount of the original forest remains, although some areas have been replanted.

As the eighteenth century progressed, the movement for agricultural improvement intensified. The pressures of war at the end of the century provided an added incentive to maximise agricultural production. Enclosure Acts were passed for Edmonton in 1800 and Enfield 1801. This resulted in the extinction of the open field system of farming which dated back to the twelfth century, in favour of more modern farming methods.

Further developments occurred and in the eighteenth century, the Lee River Act of 1766 authorised the building of new locks and lock cuts. The old course of the Lee has now been completely submerged by King George's Reservoir which was opened in 1913.



Enfield Town 1895 (Source: Ordnance Survey)



# EARLY GROWTH

Until the mid 19th century, the parish of Enfield was mostly open country, with medieval settlements, including the market town of Enfield and large villages at Edmonton Green and Southgate Green, acting as the focus for ad hoc residential expansion and local commercial development. Other smaller medieval settlements had mainly followed the north/south transport routes or were related to the manors in the east, or to the water-powered industries of the Lee valley and its tributaries. From the 16th through to the 19th century the parish was popular as a place of residence for wealthy families attracted by its proximity to London and royal connections.

Enfield gradually became built-up from the late 19th century, so that only the north-western parts of the Borough remain essentially agricultural. However, because most land was developed in small parcels, field by field, its “grain” is much older. The contemporary farmed landscape is preserved enclosure landscape dating from the 18th century. Even where estates were laid out on a larger scale, mature trees and hedge lines tended to be retained to provide the rural character that was a key selling point for inter-war suburbia. As a result, many of the lines in the current landscape, and most of the principal road network, are of medieval or earlier origin.

The Roman road north from London – Ermine Street - ran through the east of the borough, following the Lee valley; it still survives as Tottenham High Road, as far as the borough boundary, and its line is preserved in Bulls Cross Lane in the north of the borough. There are still traces of regular, rectilinear sub-division created in the Roman period adjacent to the surviving parish boundary lines of Edmonton

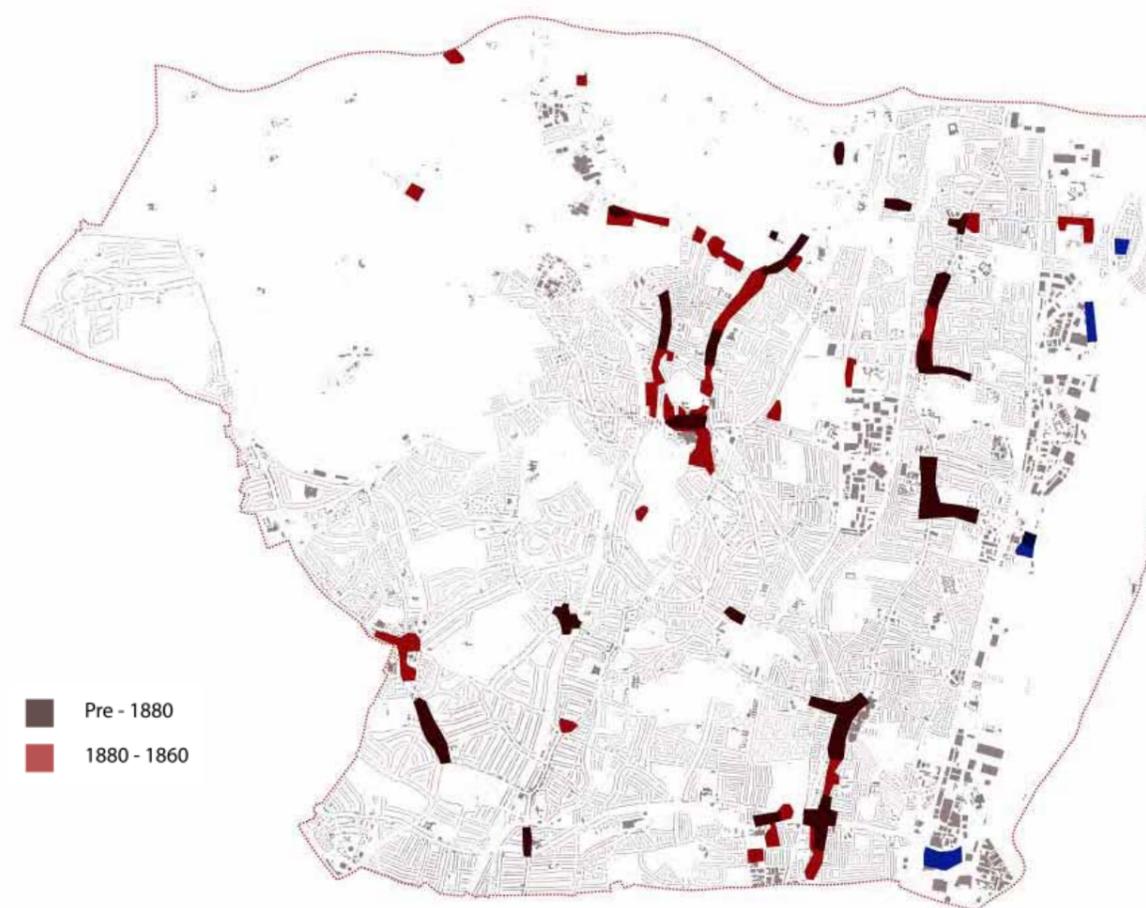
and Enfield, especially in the very north of the borough.

The early nineteenth century saw the dawn of industrialisation in the form of Grout and Baylis’ crepe factory at Ponders End (1809) and the Royal Small Arms Factory at Enfield Lock (1815). The latter was to become one of the most important single employers in Enfield.

The first railway line reached Enfield in 1840 with the opening of the first section of the Cambridge main line from Stratford to Broxbourne. This prompted additional routes and competition between rail companies. This was to have an extensive and unforeseen impact. Whilst The Great Eastern specialised in cheap workmen’s fares attracting large numbers of working class commuters, in contrast, the Great Northern, established a first class season ticket line. This accentuated the social differences that were already emerging between the eastern and western sides of the district. From this point on the population rose significantly and the borough began to develop, rapidly generating much of the urban form which is still recognisable today.



1850



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# VICTORIAN AND EDWARDIAN(1850-1914)

Despite the major opportunities offered by the introduction of the main line railways in the middle of the 19th century, there was little house building in Enfield during the early part of the third quarter of the century, in line with a declining level of house building nationally and the high price of land. By 1880, however, the rate of development had picked up both nationally and locally. Land became available, for example, to the east of Bush Hill Park station which had opened in 1880, and then near Windmill Hill station at Bycullah Park for large detached houses, on the Gordon estate at Chase Side, the estates north and south of Lancaster Road, and in eastern Enfield – at former market gardens - where working class commuters took advantage of cheap fares.

Edmonton was particularly popular with the working class and was flooded with workers from the East End who occupied the rapidly growing neighbourhoods of Victorian terraces. By 1914, an extensive stretch of development had occurred along the Hertford Road and around Bunces Road, Bury Street and Victoria Road.

The introduction of building bye-laws in 1865 and 1875 tended to regularise the appearance of streets to minimum space and daylight standards. At the end of the century, the Small Buildings Acquisition Act of 1899 enabled the local authority to offer mortgages to enable workers to buy houses through rent payments to companies set up for the purpose, such as the Small Buildings Acquisition Company which built houses at Landseer Road in 1902 and Cecil Avenue in 1903; a similar scheme in the same year was the distinctive group of cottages and flats at Sketty Road.

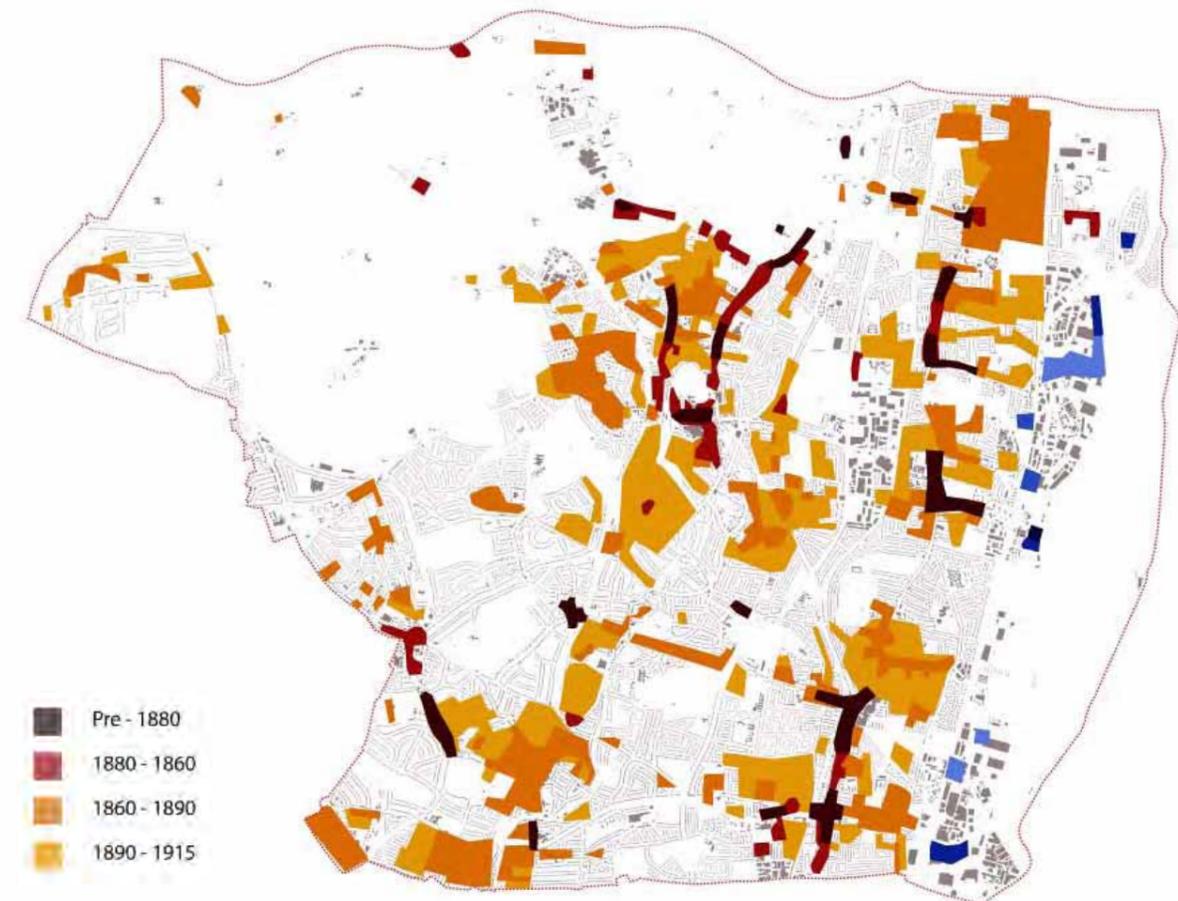
Expansion of residential areas for all classes of society was accompanied by a surge in the provision of social, educational and leisure facilities – churches, libraries, parks, swimming baths – with the services that made large scale development possible such as electricity generating stations, water works and postal sorting offices, and the local civic offices that administered the operation of the community. Just as these services and institutions had an immense influence on the life of the community, so do the surviving examples continue to define and identify local communities even where the original use is long gone.

These ‘civic markers’ identify local centres in what is now a continuous suburban spread, and are usually notable for their size, their quality of detailing and their confident design. Their importance was noted in the Enfield Town Conservation Area Appraisal and applies to all local centres. Examples of high-quality survivors include elementary schools by the first independent and local authority school boards, and secondary schools by Middlesex County Council, Carnegie libraries at Enfield and Edmonton, the postal sorting offices at Grove Park and New Southgate, and the electricity station at Ladysmith Road.



Carnegie Library (now Central Library)

1915



Lower Edmonton Sorting Office

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# INTER-WAR (1919 -1939)

Inter war residential development, whether speculative or social housing, represents the largest single land use in the borough and dominates its visual character. The rapid expansion and unprecedented scale of house building between the wars was initially driven by the new concept of subsidised council housing in the 1920s, responding to a severe housing shortage; but a combination of low interest rates (encouraging borrowing by both developers and purchasers) and the extension of the Piccadilly Line resulted in a boom in speculative building for a new generation of relatively well-paid working class and middle class owners. There was a ready market, generated by the aspirations of manual and administrative workers towards the healthier and more self-sufficient way of life represented by house ownership in the new suburbs, and speculative developers were inventive in answering consumer demand for cheap houses, with bays and rural motifs such as half-timbering, which were clearly distinguishable from council or rented housing.

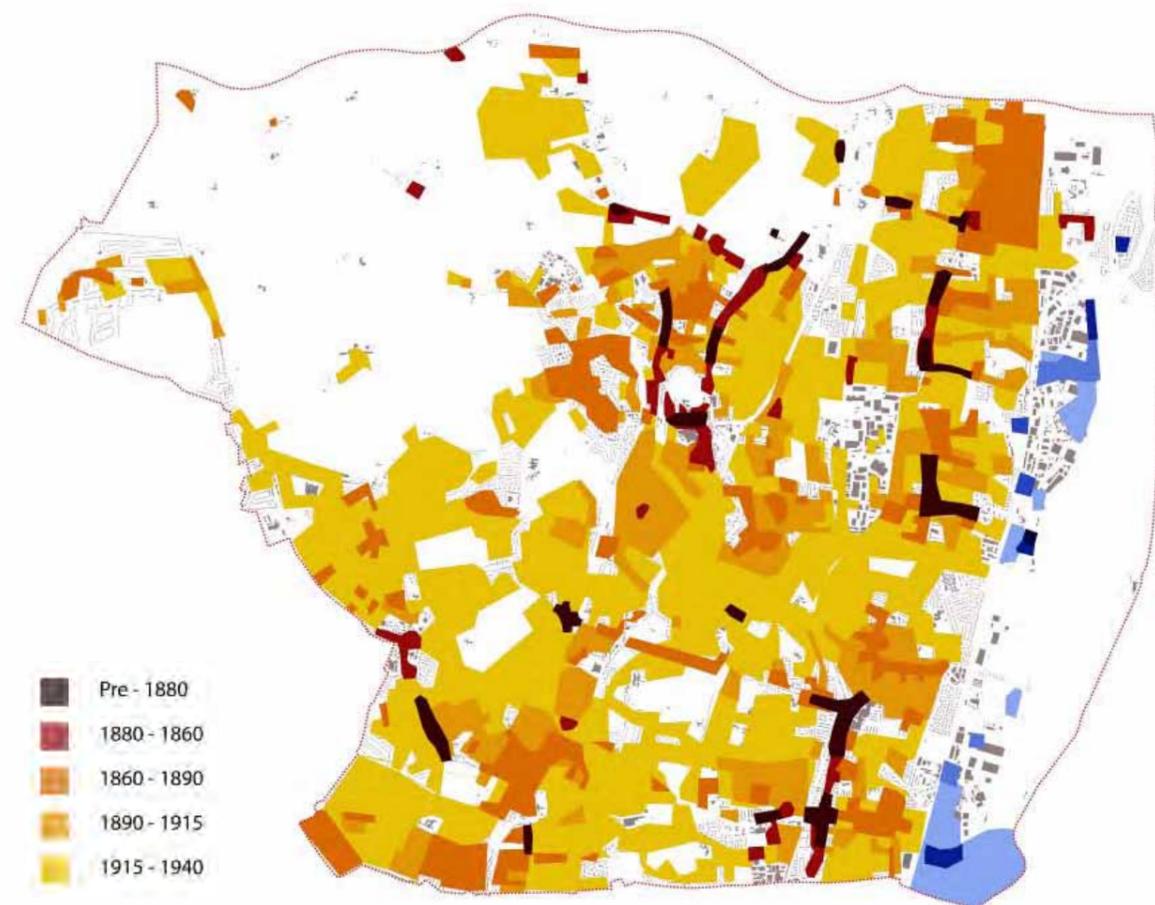
Enfield's Labour council, elected in 1919 with a large majority, was quick to start selecting sites for council houses, with their first estate of semi-detached houses started in 1920 at Lavender Gardens. The Ratepayers Defence Association won control of the council in 1922, and, constrained by government in the rents they could ask, began building cheaper terraced housing. The developments of 1924 at Scotland Green Road and Baker Street are examples of this form. In 1925, semi-detached houses, brick-faced rather than rendered, once again became the norm, as at Bush Hill Park and, in 1927, the Albany estate near Enfield Lock. 1927 also saw houses built by a private developer with

government subsidy on the Westmoor estate at Green Street, Enfield Highway. Edmonton's council was also active from early in the 1920s, building over 200 houses on the Hyde estate by 1925 and at the same time Southgate Council built two estates, at Green Road and east of Green Lanes at Highfield Road.

The main generator of increased speculative development in the borough in the early 1930s was the improvement in transport. The 1920s had seen the development of the major London arterial road network, which remains the basis of the outer London boroughs' radial transport communications system, now linked to the M25. The Great Cambridge Road was laid out in 1923-4, and the North Circular Road in 1931. These roads attracted factories which provided jobs and increased demand for housing. But crucial to the expansion of speculative housing was the Piccadilly line extension to Arnos Grove, Southgate, Oakwood and Cockfosters in 1933, following years of pressure on the railway company to connect Enfield with the underground network. This resulted in the western areas of the borough becoming highly desirable locations and therefore a focus of interest for developers.

Parts of the former County of Middlesex, in north-west London, are archetypes of 'Metroland', the peculiarly English expression of suburban living.

1940



Hyde Estate

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# POSTWAR (1945 -2000)

Around 1,400 houses were destroyed or badly damaged during the Second World War in Edmonton alone. By this time there was little building land left except in the north east, farming land having been mostly taken up for housing in the interwar boom years.

Growth after the end of the Second World War was restricted by the Green Belt and was largely confined to infilling by speculative developers - particularly on former nursery sites in the north eastern areas - and rebuilding by the councils. Major rebuilding projects included a large estate on both sides of the Great Cambridge Road. Tower blocks were the predominant form of development built by Enfield Borough Council in the 1960s; these either replaced older terraces, as happened near Ponders End station and at Bush Hill Park, or were built on open land belonging to the council as at Lavender Hill. Edmonton BC carried out substantial re-housing programmes, replacing terrace housing from the 1870s and 1880s; between 1945 and 1963 the council had completed over 2,600 houses and flats in the borough. A fine example of an Edmonton Council-built estate survives, the Beaconsfield Estate (1951).

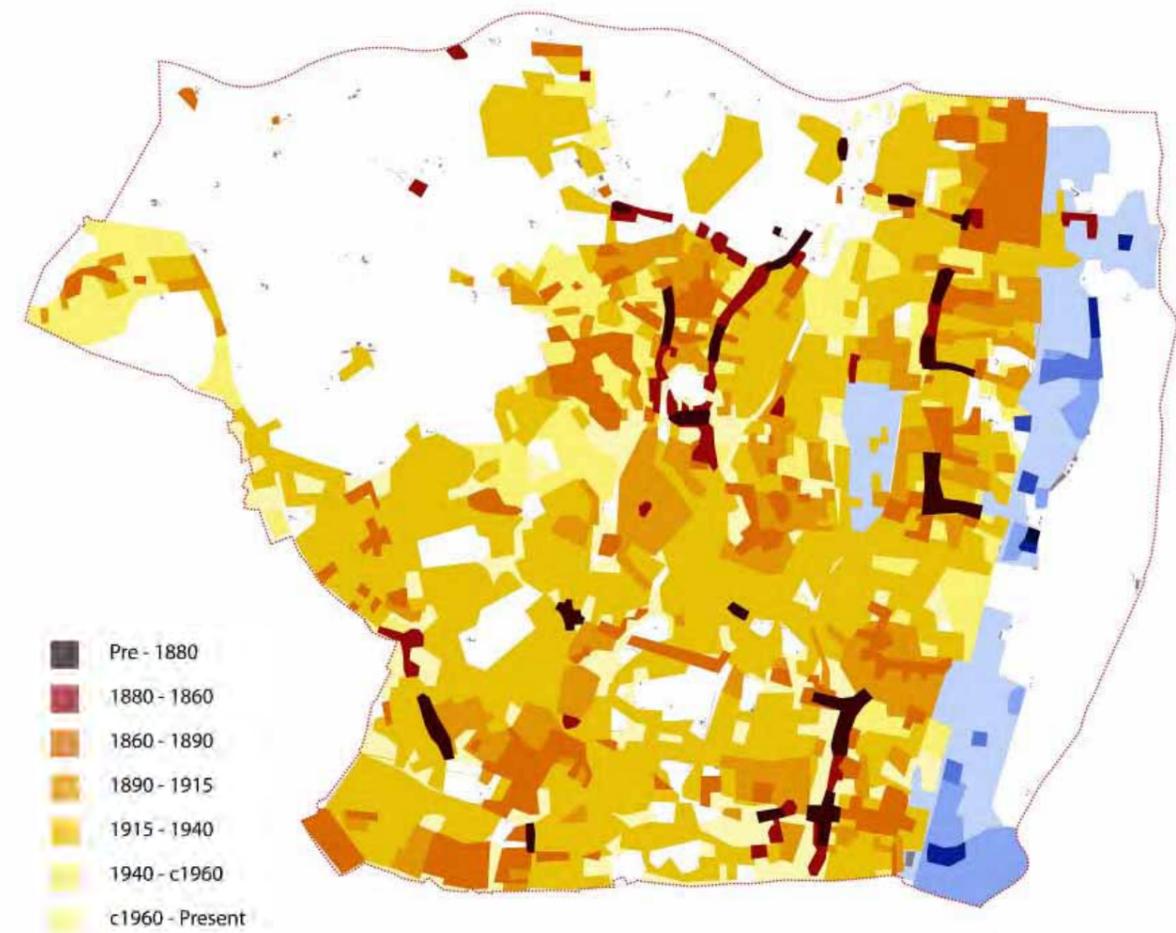
In 1965, a comprehensive mixed-use re-building scheme was agreed at Edmonton Green which was completed in 1974. In the same period, Southgate Council built about 500 flats and houses, the majority as semi-detached houses or small 3 storey blocks rather than tower blocks. Much of New Southgate, south west of Arnos Park, was re-developed between 1950 and 1974.

The decline in the manufacturing industry during the second half of the 20th century as part of a national trend, has seen service industry, warehousing, retail parks and superstores replacing factories; the effect has been particularly noticeable in Enfield because its east west divide has concentrated industry in the east, and the Great Cambridge Road initially had many factories along its length. Enfield Town, Edmonton Green and Southgate are major centres; Enfield Town, as the largest centre and the retail focus of the borough, has experienced major changes to its infrastructure and layout through post-war re-development.

The pressure of increased traffic, demand for car parking, and the limited supply of land put most pressure on Enfield Town and resulted in the illfated 1961 Supplementary Town Map, which proposed a three-lane ring road around the town centre and a traffic-free shopping precinct. Although abandoned after a ministerial decision in 1967, the line of the intended ring road can still be partially traced in the small ad hoc car parks established where land had been purchased for the potential road.

In residential areas, demand for smaller units, and the cost of maintenance of large older houses, had begun in the late 60s and early 70s to result in the demolition of detached houses on large plots and replacement by apartment blocks; this is particularly noticeable at Alderman's Hill and Bowes Park. Concern for the effect of such demolition on its local context had been one of the reasons for the introduction of the Civic Amenities Act 1967, which enabled local planning authorities to designate conservation areas. The defeat of the ring road and the passing of the Act therefore coincided, and Enfield's first conservation areas were designated.

2000



Recent developments in the borough include the substantial new neighbourhood of Enfield Island Village which represents a rare connection between Enfield's residential communities and the River Lee corridor.

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4.

TYPOLLOGY



# URBAN AND LANDSCAPE TYPOLOGIES OF ENFIELD

## Introduction

The classification of urban and landscape typologies provides a useful insight into the variety of characters found across an area. The definition of particular typologies provides a basis for policy making and development management through the identification of key characteristics, strengths and weaknesses, allowing lessons to be learned from past successes and mistakes.

The following section of the study sets out a classification of the various forms of development and landscape found in the borough, using a simple taxonomic methodology to gradually break down the various forms into finer levels of differentiation.

This classification is a bespoke approach which has been developed specifically to reflect the nature and types of landscape and development found in Enfield. The first layer of classification is between areas which are mixed use, business/industry, residential, green space and countryside.

## Mixed urban areas

The mixed use classification is broken down into three broad categories: - centres, big box development and institutions.

**Centres** are the town, district and local centres which provide shops and services. This category has been further subdivided to reflect the broad spread which ranges from the historic centres such as Enfield Town through to the small tertiary centres and linear arrangements of shops found along key routes.

**Institution** development includes civic and business uses such as schools, hospitals and

civic/community buildings. These areas typically have a public function and which sit within a site which as well as having a stronger landscape character than the big box development is also likely to have its own internal circulation between different elements of building.

**Big box** development covers large volume retail and leisure buildings in a predominantly car-based setting. This includes examples such as supermarkets and retail warehouse style outlets and multi-plex cinemas.

## Business and Industry

Business and industrial development primarily covers large and small scale industrial parks across the borough. Large scale industrial areas with warehouses and distribution facilities are included, as well as smaller workshop style units which frequently occur in rail arches. Also included are office and tech parks which are a much more modern addition to Enfield's landscape.

## Residential development

Within the residential category there is a clear distinction between those areas which follow a conventional **perimeter block** layout (i.e. where the fronts of buildings face directly on to the street and the backs are contained within the centre of the street block) and those (typically more modern) areas which have a looser **free form** structure (i.e. where the relationship between building fronts and edges is not defined by street layout), either as cul-de-sacs or more open plan layouts. The perimeter block form typically provides a clear and legible environment with a clear distinction between

public and private space and a good network of streets that makes pedestrian movement easy. By contrast the free form areas tend to lose this clarity of structure, often at the expense of legibility, permeability or both.

The perimeter block classification is then broken down further to reflect the various densities found in the borough, ranging from tight Victorian terraces through to low density, suburban inter-war development.

## Urban green space

The role of green space throughout the borough is an essential part of its character. In many cases the parks were laid out alongside their adjacent residential communities and form the heart of neighbourhoods. This relationship is highlighted in the neighbourhood level characterisation in the next section. For the purposes of the typology characterisation, the green spaces have been grouped into five types: urban parks and gardens, sports pitches allotments, cemeteries and golf courses.

## Rural green space

The landscape typologies which make up Enfield's countryside are then considered. Landscape character types are distinct types of landscape that are broadly homogenous in character. They are generic in nature and can be found in different areas in different parts of the country. Each 'Type' has broadly similar patterns of geology, topography, field patterns, settlement patterns, vegetation, soils and landuse. They are different to the urban typology and have been developed for the rural and undeveloped areas of the borough.

For a London/metropolitan borough, Enfield has an unusually rich and diverse range of landscape types. Most London boroughs have few substantial areas of undeveloped landscape and often that which is present, is poor quality urban fringe land which is poorly managed and lying dormant 'in waiting' for future development. Enfield borough has one of the largest areas of rural landscape in London and much of this is of high quality. The landscape types within the borough are contrasting ranging from the open, low-lying river valley and floodplain of the River Lee in the east to the areas of higher, undulating farmland to the north. Set within these are areas of historic parkland including Enfield Chase, Forty Hall and Whitewebbs Park.

These landscapes are of strategic importance for the borough providing a setting for the built-up areas and playing a key role in providing opportunities for recreation, nature conservation and agricultural activities. They are a tremendous asset for the borough which should be celebrated. The borough's landscape has been divided into four categories: farmland ridges and valleys, rural parklands, nurseries and glasshouses and river valley and floodplain.

## Typology mapping

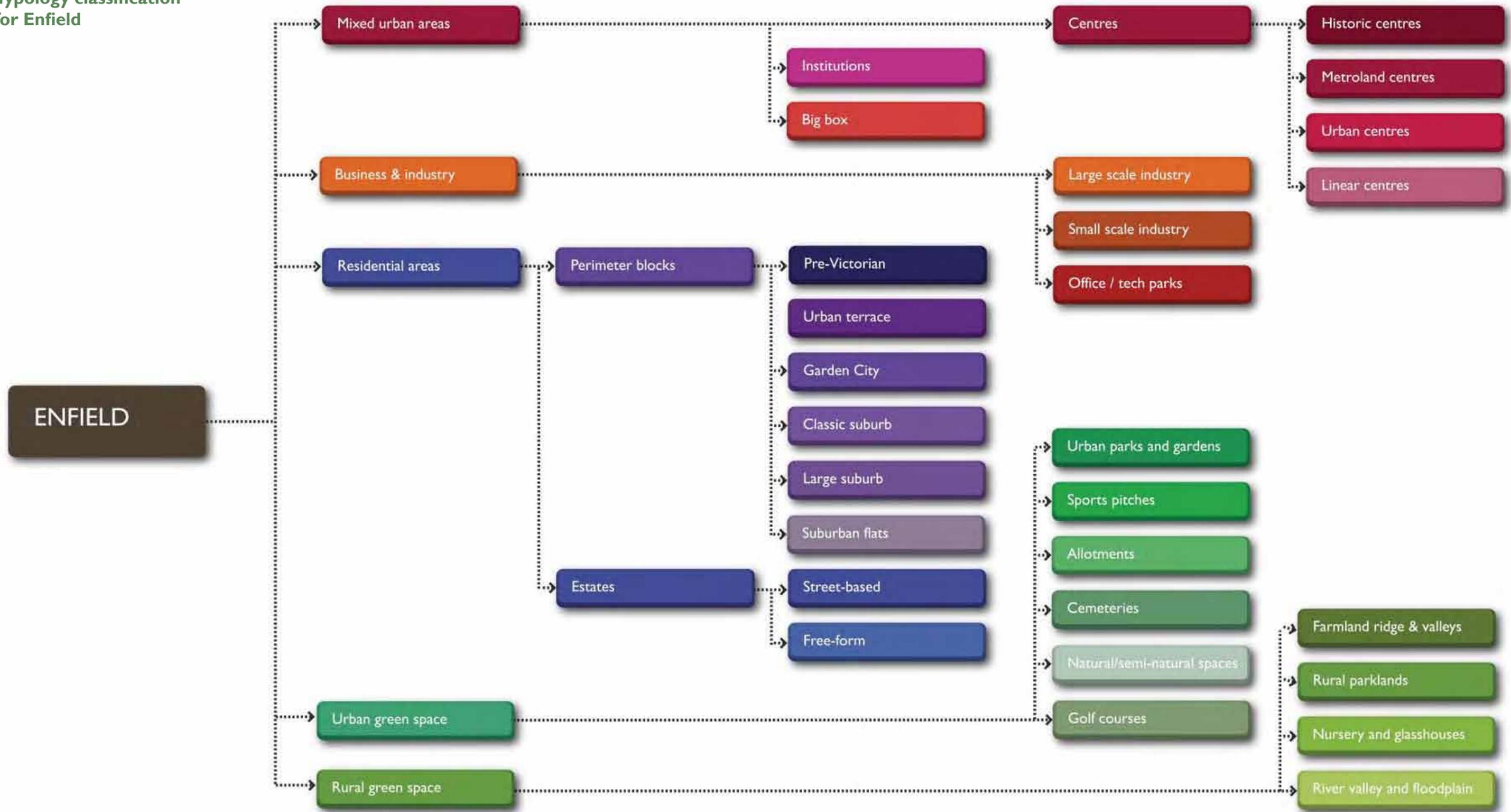
This section of the report provides a description of each of the typologies established in this classification system, including a review of the key features of urban and landscape form and streetscape. This is supported by a selection of photographs designed to portray the key features and character.

Alongside this, each category also features a plan which shows where in the borough the

typology occurs, along with a more detailed extract from the map which provides a greater appreciation of the urban form and block structure. A copy of the complete typology and area mapping is included overleaf.



Typology classification for Enfield



**Plan showing the distribution of landscape and urban typologies across the borough**

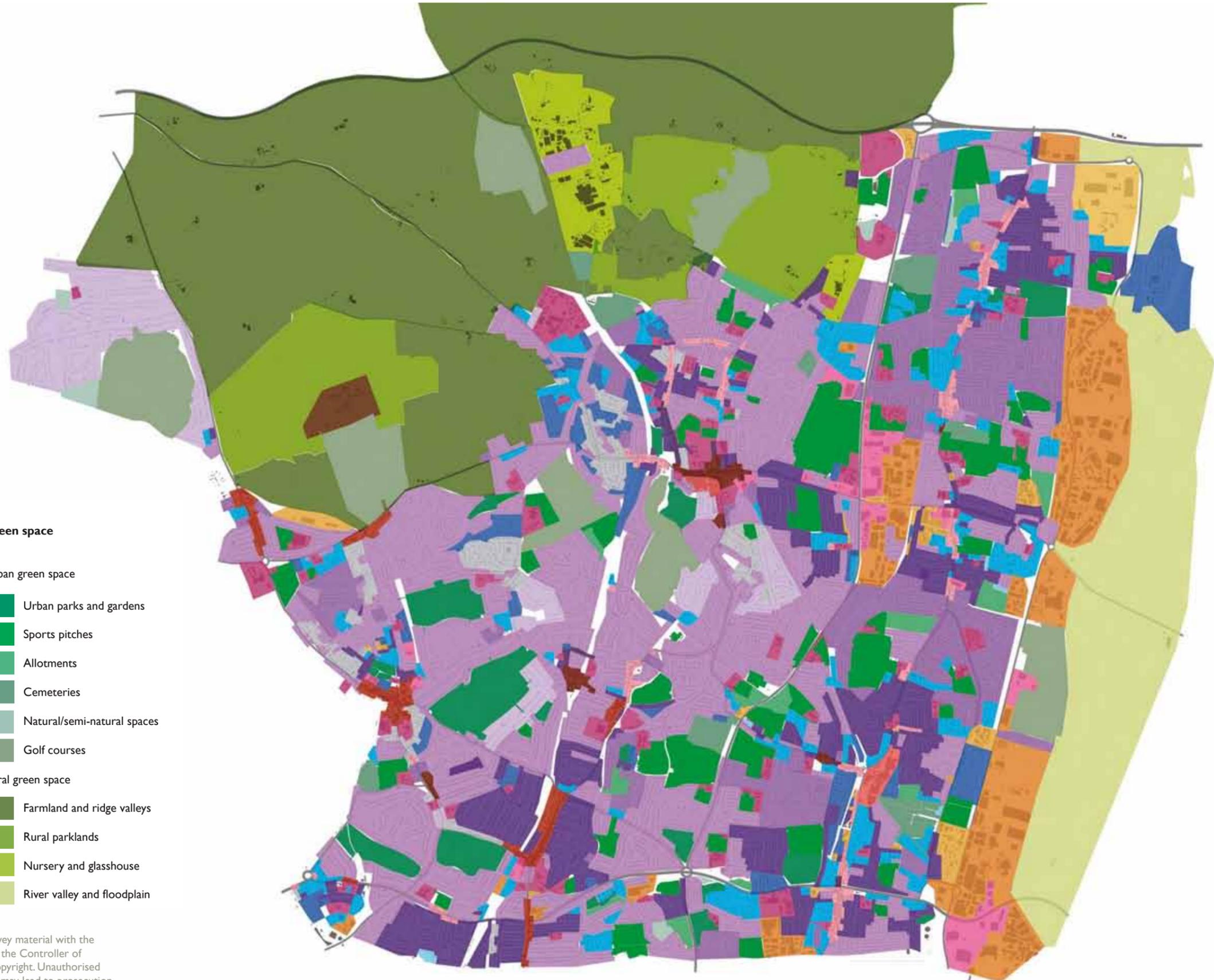
**Characterisation Key**

**Urban Typology**

- Urban centre
- Big-box retail
- Institutions
- Historic centres
- Metroland centres
- Linear centres
- Large scale industry
- Small scale industry
- Office / technology park
- Pre-Victorian residential
- Urban terrace
- Garden city
- Classic suburban
- Large suburban
- Suburban flats
- Street-based estates
- Free-form estates

**Green space**

- Urban green space**
- Urban parks and gardens
- Sports pitches
- Allotments
- Cemeteries
- Natural/semi-natural spaces
- Golf courses
- Rural green space**
- Farmland and ridge valleys
- Rural parklands
- Nursery and glasshouse
- River valley and floodplain



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# MIXED URBAN AREAS - CENTRES - HISTORIC CENTRES

Enfield Town is the main historic centre in terms of typology in the borough. Such centres have grown steadily and have a strong structure at their heart focused around a confluence of routes.

Whilst there is evidence of historic centres across other parts of the borough, the principal settlement of any size before the suburban development of the borough was Enfield Town. The town has its origins as a series of small settlements related to the royal hunting grounds of Enfield Chase but by the middle of the sixteenth century the present shape of the town centre was broadly established, including the parish church, the market place and the high street. More recently, Enfield Town has seen significant development in the form of a modern shopping centre, and it is for this reason that the historic heart of the town centre is defined as 'historic centre', whilst the modern additions to the south are defined as 'urban centre' (see later typology for description).

The historic character of the town is still clearly evident in many of the buildings in the town centre, which have traditional narrow plots and varied scale and style. Further west along Church Street (the main shopping street) the buildings tend to be designed in larger groups and show a robust and confident detailing typical of late Victorian/early Edwardian design. Some of the ground floor units have been amalgamated to create larger shops, but the street still retains a strong rhythm of narrow plots and a sense of other activities taking place above the retail uses.

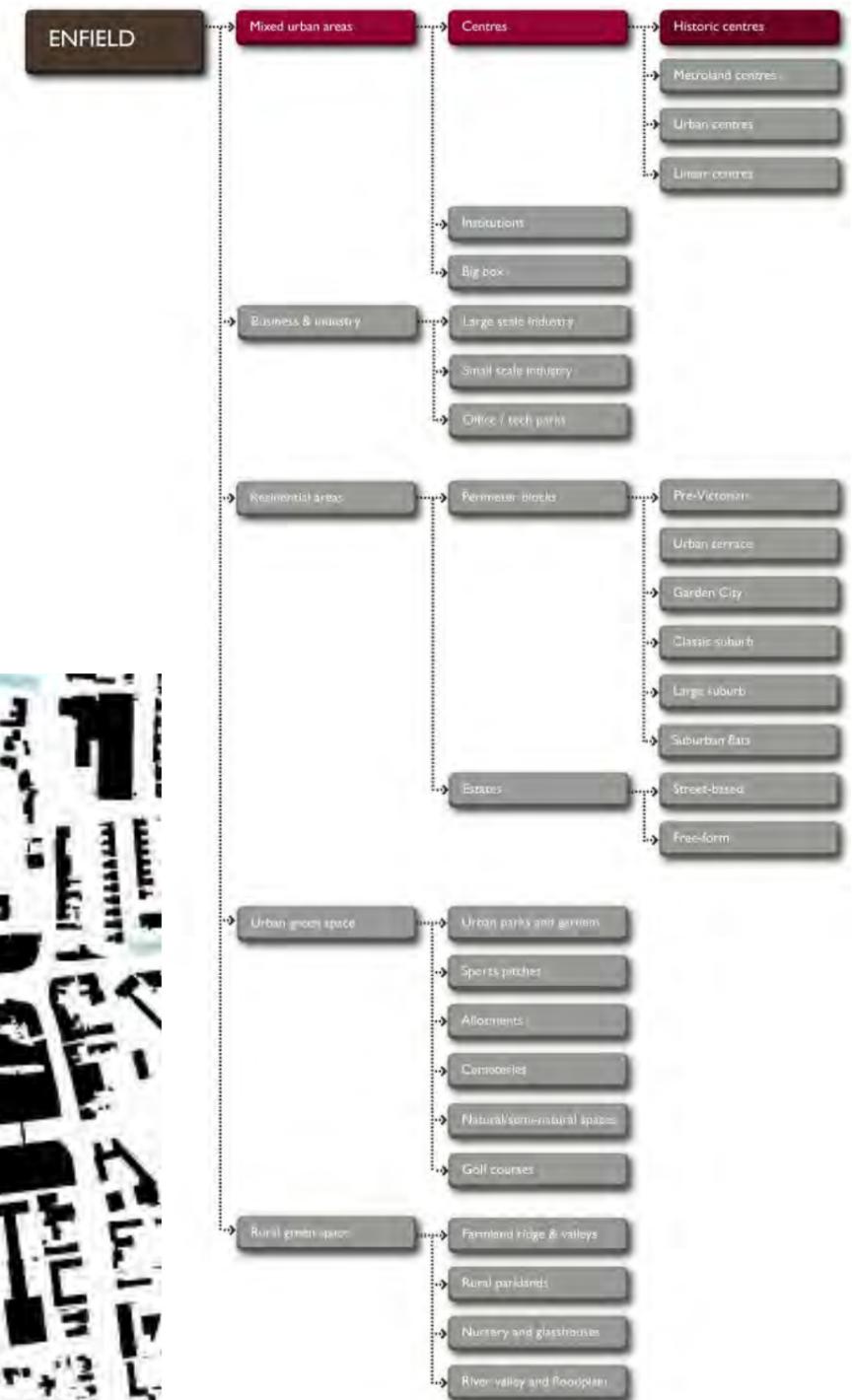
More modern development has been carried out within the centre of the main urban block

to the south of Church Street and includes larger chain stores (this area is defined as 'urban centre' and is described later in this section). The latest phase, completed in 2006 is considerably more attractive than the earlier concrete buildings, but lacks the sense of other uses being layered above the retail space as is found in the more traditional shopping streets.

The blocks are mainly street-based, although some recent retail and car parking development has moved away from this to support larger format units, but this has not detracted from the overriding character. The town centre has strong continuous frontage along a building line which follows the road routes closely.

The town is somewhat dominated by the presence of a gyratory system which means that Church Street is a one-way street with two lanes. This tends to make it less pedestrian friendly than a conventional two-way street. The width of the street is around 15 metres at the narrowest point, widening slightly before it opens out in the large public space at the eastern end. Combined with the relatively tall scale of the buildings, particularly on the southern side, and the straight alignment of the road this can give it a somewhat imposing feel. The road network around Enfield Town station has also been altered as part of the town centre-wide changes and this now means the station is slightly disconnected from the town centre.

Enfield is noted for its attractive parish church set within a pleasant church yard and for the school which is to the north of the church and which has a long and distinguished heritage. However, between them they effectively limit access to the town centre from the north, reducing access to the town for the large areas



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- 1. Enfield Town
- 2. Winchmore Hill
- 3. Southgate Green
- 4. Church Street, Edmonton



Church Street, Enfield Town



Church Street, Enfield Town



Enfield Town streetscape



Enfield Town church



Church Street, Enfield Town



Enfield Town streetscape



Enfield Library award-winning extension

of housing beyond. Similarly, the Town Park and adjoining Bush Hill Park golf club which are close to the southern side of the town centre limit access from the residential areas to the south. This form is likely to have a significant effect on the number of people who feel able to walk to the town centre, and as a result places greater emphasis on the need for good public transport in the town's hinterland to limit the need to drive to the centre.

Enfield is a market town with a traditional market square still at its heart. Whilst the traditional format of having residential uses above retail activities has been lost over history, this form is beginning to return to the town centre. The town centre continues to be a focus for community uses and facilities.

A number of other smaller but clearly identifiable historic centres exist in the rest of the borough:

**Winchmore Hill** is defined by its attractive triangular village green. The green is edged by an attractive mix of buildings, primarily Victorian and two to three storey. The green represents the confluence of a number of routes which cross and run around the edge of the green space.

**Southgate Green** includes the attractive Georgian row of Old Southgate buildings overlooking the green. The green is more expansive and the enclosure more suburban in character than Winchmore Hill.

**Church Street in Edmonton** represents the historic village centre of Lower Edmonton. The cluster of buildings which survive in this centre are focused around All Saints church.

### Streetscape and landscape

The street profile in Enfield Town is generally narrow and lined on both sides with shops. At key locations such as the junction of London Road and Church Street the pavement widens and becomes more generous accommodating a drinking fountain and an ornamental raised planting bed containing shrubs and small trees.

There is a distinct lack of street trees in the historic centres of the borough. In places, hanging baskets provide additional greenery within the streetscape - for example, along the main shopping streets of Church Street and London Road in Enfield town centre.

Streetscape materials are typically macadam roads and pre cast concrete flag pavements. There are stretches where smaller pre cast concrete blocks are laid in a herringbone pattern. The pavements are edged with wide granite kerbs throughout. Street furniture and lighting is mainly late twentieth century and is generally well coordinated with black metal fixtures and fittings including crossing barriers, bins, bollards, bus stops and lighting columns. However, it is notable the impact that the traffic has had on this historic centre with major routes dominating the feel of the town centre, and significant clutter created by road signage.

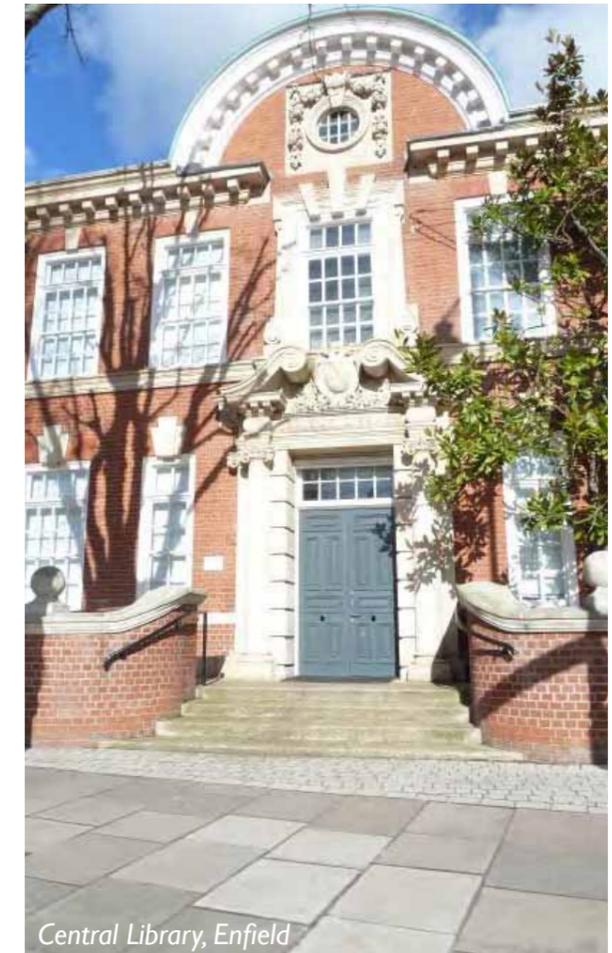
In the other historic centres, the streetscape is commonly dominated by attractive "village greens". In both **Winchmore Hill** and **Southgate Green** a central green is a defining feature of the local character.



Church Street, Enfield



Enfield Town rail station



Central Library, Enfield



Enfield Town drinking fountain



Market Square, Enfield Town



Church Street, Edmonton



The Green, Winchmore Hill



The Green, Winchmore Hill



Southgate Green

### Key issues

- The recent pressure for growth in the historic centres has challenged the historic form of the centres and their ability to accommodate large footprint buildings.
- The floorplates of many of the existing buildings do not provide the optimum commercial footprint due to historic plot sizes and so there is pressure for amalgamation of units which may not sit well with the historic character.
- The growth in vehicle use has caused congestion and meant demand for large scale car parking which the centres are not easily able to absorb.

### Implications

- Growth needs to be accommodated sensitively to ensure new development sits comfortably alongside historic forms - in terms of scale, streetscape and land use.
- The strong historic structure of the town centres should be used as a cue for re-inforcing the centres as attractive environments for pedestrians and cyclists; helping to ensure that the centres' local catchments continue to use the town centres as their primary shopping locations.

# MIXED URBAN AREAS - CENTRES - METROLAND CENTRES

The Metroland centres are those planned and developed as part of the Piccadilly line development in the borough. They have a very strong architectural style and were built out in one main phase in the early part of 20th century.

The Metroland centres in the borough are Arnos Grove, Southgate, Cockfosters and to an extent Oakwood. They have a strong architectural style and visual character which blends the forward looking modernism of the tube stations with quiet neo-georgian proportions similar to that found in garden city centres such as Letchworth and Welwyn. They were purpose built within a relatively short timeframe and as such tend to have a striking cohesiveness. It is particularly noticeable that whilst historic or linear centres found in the borough often pre-date the surrounding suburbs, the Metroland centres tend to be contemporary with their local area.

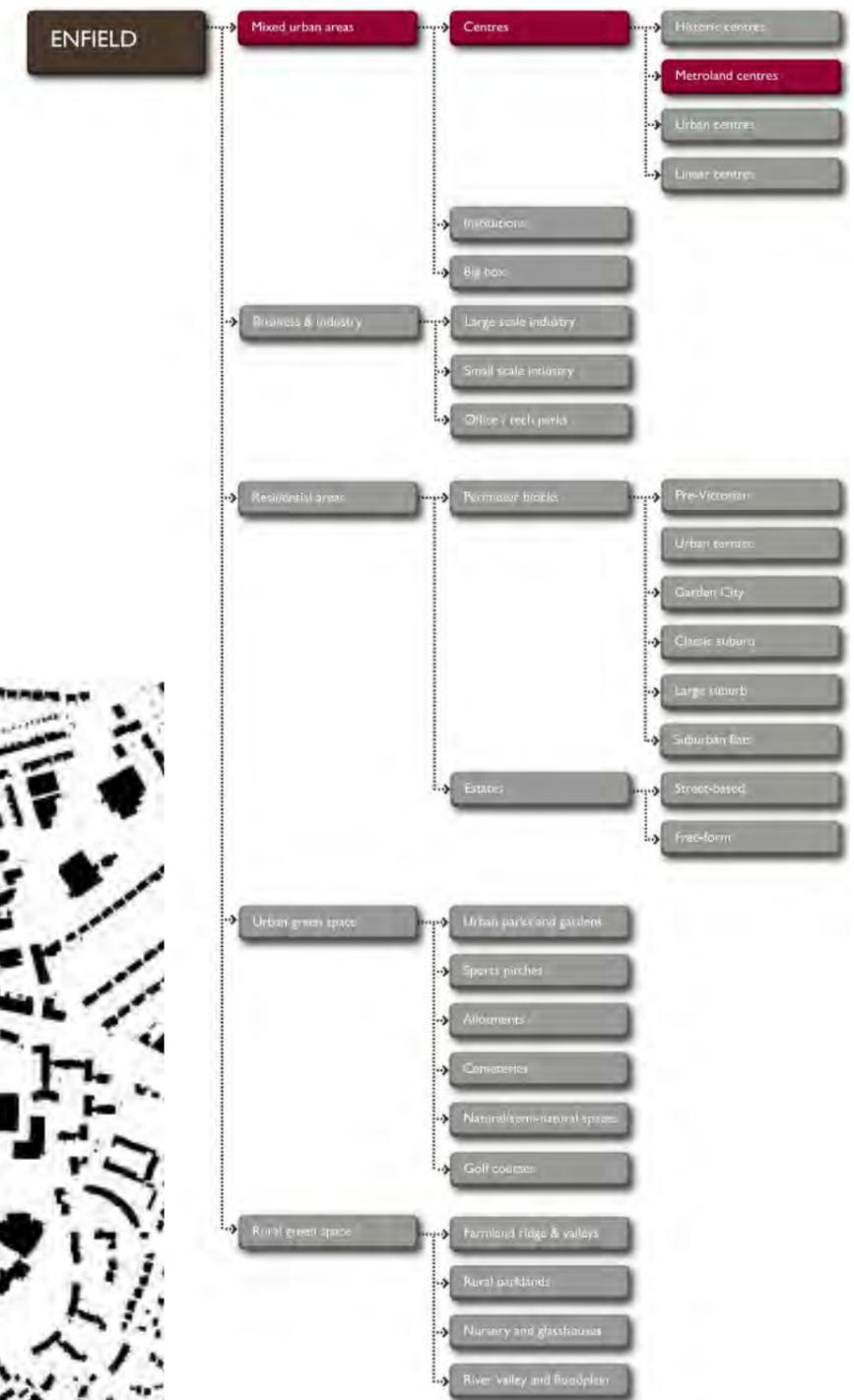
The Piccadilly line stations are the centrepieces and architectural landmarks of the neighbourhoods, with Southgate perhaps the boldest example. As these centres were designed with car use in mind (albeit not with the present levels of car use) some adopt particular features which were not seen previously. Cockfosters is a good example of a wide boulevard treatment where access roads run parallel on either side of the carriageway, giving a very generous open feel and distancing pedestrians from the through-traffic. By contrast, Southgate is more urban, with a street section more akin to a traditional high street. The use of roundabouts to manage junctions is more common in the Metroland centres than elsewhere.

The mix of land uses is accommodated in much the same way as traditional centres in the borough with ground floor retail and residential or office use above. However, a key difference in the Metroland centres is that the residential space above is generally accessed from the rear. This had the benefit of maximising the street frontage for the ground floor uses, but makes access to the upper storeys more problematic with an array of stairways and platforms as well as delivery areas for ground floor uses. By being designed originally as shop units with flats above they have the advantage over many Victorian examples which have been converted from houses and so feature the projecting ground floor element as a later addition. This further adds to the urban feel of the street section in locations like Southgate.

Building style and detailing varies, with a mixture of influences on display as noted above. Materials tend to be a red or brown brick with render and reconstituted stone detailing. These often have a stripped-down Georgian feel in terms of proportions and composition, but also contains elements of Arts and Crafts influence. By virtue of being built at the same time rather than plot-by-plot, many terraces also feature some element of overall composition, often with strong symmetry.

The blocks in Metroland centres are generally deeper than historic centres - reflecting changing retail demands at the time of construction. The blocks also have few breaks, with wide continuous fronts sometimes inhibiting permeability.

Some centres in other parts of the borough feature buildings or groups which bear similar features to the Metroland type. For example Palmers Green, Winchmore Hill and Bowes



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- 1. Cockfosters
- 2. Oakwood
- 3. Southgate
- 4. Arnos Grove
- 5. Winchmore Hill
- 6. Palmers Green
- 7. Bowes Park



Southgate



Southgate



Arnos Grove



Cockfosters



Oakwood station



Arnos Grove station



Palmers Green



Cockfosters

Park feature the sense of composition and symmetry noted above. However, these examples are small group or individual building examples within centres of other typologies, most frequently of 'linear centre' typology because of their distinct character and origins.

### Streetscape and landscape

The Metroland centres of Southgate, Arnos Grove, Cockfosters and Oakwood differ in terms of their streetscape. Cockfosters has the widest and grandest street profile incorporating a central carriageway for through traffic, grass verges with tree planting on both sides and an additional carriageway on both sides for local traffic and parking. The other centres have narrower profiles. Oakwood for example, comprises a classic, single-sided parade of shops, set back from the main road behind a grass

verge with mature lime trees and a parking layby. Southgate, in contrast comprises several busy thoroughfares lined with commercial units on both sides.

The pavements in Southgate vary in width along their length (ranging between approximately three and seven metres) due to the irregular street frontage with buildings stepping back and jutting out. In the other centres, pavements are of a more consistent width and are generally wide, providing generous space for shoppers and pedestrians. In addition, laybys and bus stops are accommodated along the length of most of the street.



Rear service yard and flat access, Southgate



Winchmore Hill



Southgate Circus transport interchange



*New development has not always respected the prevailing pattern of building - note the very low floor to ceiling heights on the new development*

**Key issues**

- Some of the formats and shop unit sizes established in the Metroland centres are proving difficult to let in the current era, meaning vacancies are increasingly appearing.
- New development needs to be sensitively designed to respect the existing context - there are a number of examples where building lines and key architectural principles embodied in the Metroland approach have not been respected and this is damaging the overall character.
- The layout of access to residential properties above shops causes a disrupted streetscene and safety issues behind the main street.
- The streetscape of some of the Metroland centres includes relatively little greenery, which, whilst a legacy of the original planning concept and street layout, may become problematic in the face of climate change.

**Implications**

- The architectural composition of the main streets need to be appreciated when new additions are made – building line, storey heights, vertical and horizontal articulation need to be respected.
- The scope for sensitive additional greenery to be added, such as street trees, could be explored.
- The re-use of existing buildings is a priority and should be encouraged above any new build solutions – new uses for existing vacant units should be explored.
- New development should seek to include access to upper floor accommodation from the main street frontage.

# MIXED URBAN AREAS - CENTRES - URBAN CENTRES

Urban centres are those which have seen significant re-organisation of their structure and make-up as a result of growth and intensification.

Urban centres are those which break out of the typical street-based historic model of fine grain plots and small street-based shops into a place which is significantly larger and with more distinctly segregated uses.

The principal urban centre in the borough is Edmonton Green. It is a town centre that has seen major re-organisation and redevelopment over several decades, moving from being one of the many linear centres along the Hertford Road to being a substantial pedestrianised shopping centre with residential towers, all bypassing the old road.

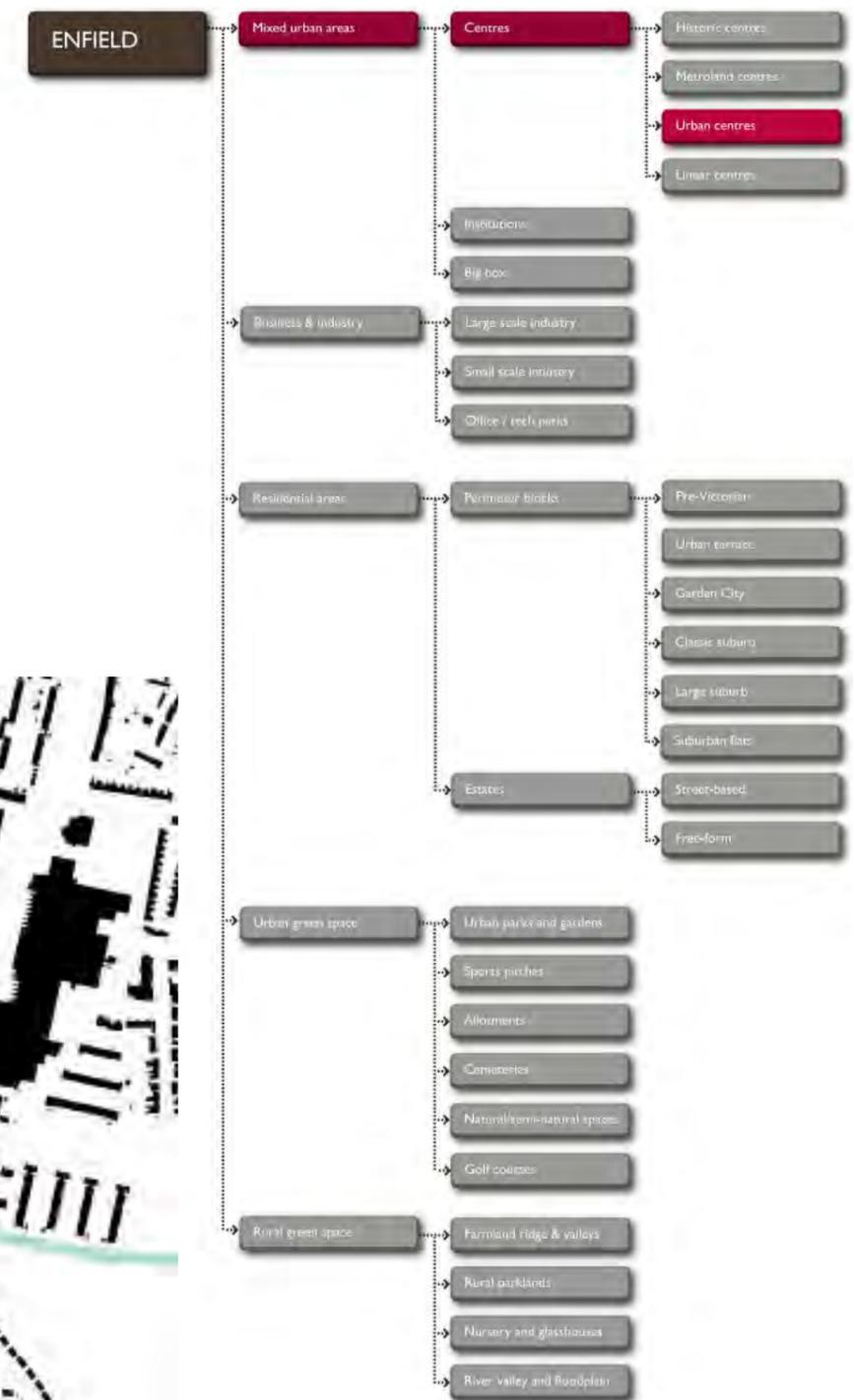
A further location which exhibits some of the same characteristics is the area including the Palace Gardens and Palace Exchange shopping centres on the southern side of Enfield town centre. As with Edmonton Green, these feature pedestrianised areas away from the historic fabric of the town where a larger scale retail use dominates in place of the more conventional fine grain mix of uses. However, unlike Edmonton Green, the centres are without the tall residential towers.

Centres such as this are essentially inward-looking, their main aim is to provide an attractive, safe environment away from the perceived negative impact of traffic. They also aim to avoid the messiness and friction of conflict between different user groups by creating single-use areas.

Firstly, the inward aspect of the shops means that roads around both Edmonton Green and Enfield centres feel rather barren. Cecil Road in Enfield is defined on its northern side by rear elevations and service yards, although this is softened by generous planting. Plevna Road in Edmonton is significantly worse, featuring very open service yards and blank elevations. Both streets therefore present a significant barrier to pedestrians approaching the town centre.

The dominance of retail use within the town centre to the exclusion or segregation of other uses may make these centres easier from a management point of view. However, it does mean that they feel barren and unwelcoming outside of shopping hours, contrary to our ideals of town centres which have a vibrant and safe character. The residential towers in Edmonton Green are so removed from the street that they are unable to provide the human scale and sense of life and activity which would make the centre feel welcoming outside of shopping hours.

More recent developments in both Enfield and Edmonton Green have improved the nature of the centres, with new-build flats overlooking public space and ground floor active uses in Edmonton Green and better integration of the major shopping area in Enfield through the development of the Palace Exchange shopping centre.



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- 1. Edmonton Green
- 2. Enfield Town (south side)



Edmonton Green



Edmonton Green internal shopping "street"



Plevna Road, Edmonton Green



Edmonton Green bus station

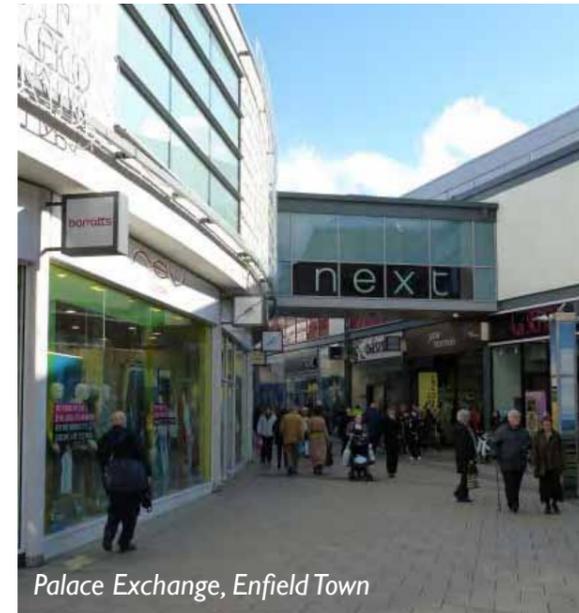
### Streetscape and landscape

In the urban centre of Edmonton Green a number of styles converge. At its heart is a contemporary shopping precinct. The area is set back from the main road. Edmonton Green is a key transport interchange and is heavily dominated by traffic and road infrastructure and is otherwise an unfriendly pedestrian environment.

Moving westwards along Church Street, this area assumes the characteristics of a traditional linear shopping street. The street profile is generally narrow and lined on both sides with shops.

Streetscape materials are typically tarmac roads and concrete slab pavements. The pavements are edged with wide granite kerbs throughout. Street furniture and lighting is mainly late twentieth century and is generally well coordinated with black metal fixtures and fittings including crossing barriers, bins, bollards and lighting columns.

There are very few street trees in the area resulting in a hard, urban character.



Palace Exchange, Enfield Town



Recent residential development, Edmonton Green



Edmonton Green



Cecil Road, Enfield Town



Covered market, Edmonton Green



Palace Exchange shopping centre, Enfield Town

### Key issues

- Severance between the new and older parts of Edmonton Green town centre is significant, and there is a poor quality environment at heart of the centre in the covered walkway.
- The more recent Enfield shopping centre development demonstrates how larger format retail can be more successfully integrated with an historic context.
- Urban centres are very car-focused environments which are at odds with their high accessibility and urban location.
- Urban centres are more flexible in accommodating large retail footprints and other uses which can be difficult in finer grain and more historic centres.

### Implications

- The lessons of comprehensive redevelopment in the urban centres need to be learned and mistakes not repeated elsewhere in the borough.
- Edmonton Green represents a key opportunity where physical regeneration can mend the town centre and re-connect it with its catchment and setting.
- Edmonton Green's role as a retail centre should take into account its ability to accommodate larger footprints, but this should not be to the further detriment of the streetscape.
- A balance needs to be struck on car parking in order to achieve a better street layout and more frontage but whilst maintaining the viability of the centre.

# MIXED URBAN AREAS - CENTRES - LINEAR CENTRES

Linear centres can vary in size from single retail parades in residential areas to major centres established along the Hertford Road. They include a near-continuous string of shops which line the most significant historic routes in the borough.

Linear centres are the legacy of key routes which have been important for many years. By far the most distinctive and significant is the A1010 Hertford Road. This is a centuries-old route linking the City of London to Hertfordshire and Cambridge. The constant flow of people and goods along a route has a natural draw – it is by definition accessible, but passing trade also represents a good business opportunity. The town centres now seen along these roads are the results of many years of organic intensification and in some cases there are elements which substantially pre-date their surrounding suburbs, unlike the Metroland centres which tend to be of a similar age to their context.

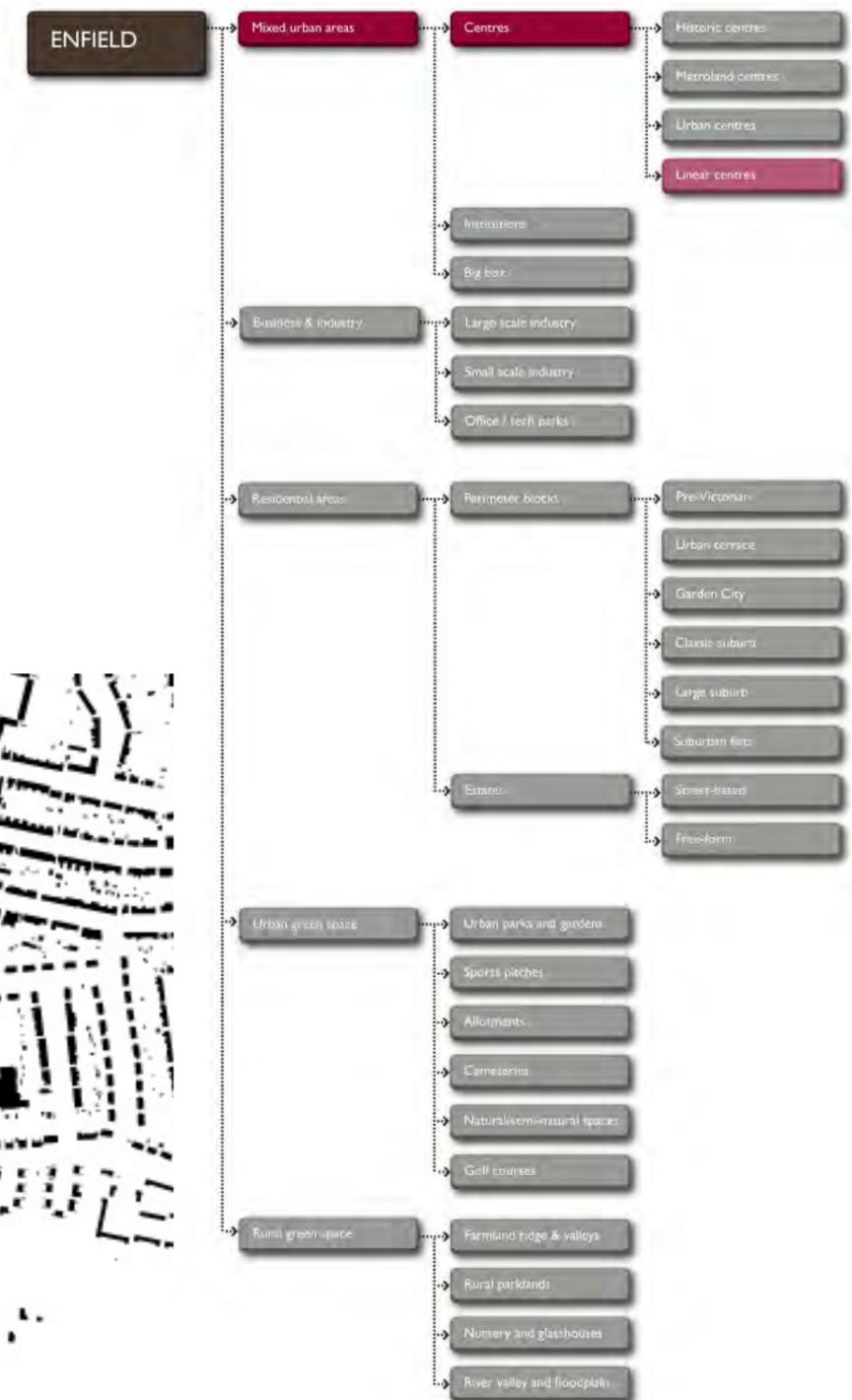
The buildings in linear centres also lack the cohesiveness of the more mannered Metroland centres. Whilst some centres such as Enfield Highway have elements which were clearly built as part of interwar redevelopment and so have elements which feature cohesive design, most of the centres feature a variety of building types and periods. This gives considerable variety in scale, materials and details, often within close proximity.

Linear centres typically have a distinct focal point such as a principal junction around which the main uses in the centre are focused. Here, one sees the most intensive patterns of use, with taller buildings and sometimes narrower

street sections. As one moves away from the centre it is common for the mix of uses to bleed out for some way along the route, often appearing to merge in with the next centre. Some more distinct examples such as Enfield Highway benefit from greater delineation, and from the centre it is possible to see large trees in either direction, clearly hinting at more open space and a change in environment.

The mix of older buildings with later twentieth century development in a typical linear centre can introduce significant varieties in scale and land use. Inns and pubs are more common than in the later Metroland centres and remain as important corner buildings or significant presence in the groups of buildings. It is also much more common to see Victorian buildings which probably started life as houses and in being converted to shops had a single storey forward extension added, taking up what would have been the front garden. It is still very common to see the process through which this would have gradually come about, with many local shops still using a semi permanent awning and sides to create a sheltered display area for goods.

Linear centres vary significantly in their cross section. Whilst most are reasonably generous, some were widened in parts as a result of inter-war developments (such as Enfield Highway) which now features an access and parking lane in large parts where there is 1920s development but narrows considerably in the southern section which retains the original Victorian buildings.



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Enfield Highway Library (Hertford Road)



Enfield Highway (Hertford Road)



Enfield Highway (Hertford Road)



St. James's Church, Enfield Highway (Hertford Road)

### Streetscape and landscape

Linear centres are typically busy roads, with a wide street profile c. 10-12 metres wide and pavements of c.3 - 4 metres. These linear centres generally feature rows of shops on one or both sides of the street. Occasionally larger warehouse style commercial units, pubs and garages punctuate the scene.

Vegetation within the linear centres is minimal. Street trees are sparse, unevenly distributed and vary in terms of maturity, species and size. In some locations, mature trees in adjacent green spaces, for example, St. James Churchyard and Durants Park make an important contribution to the character of the streetscape.

Streetscape materials are typically macadam roads with a wide granite kerb and pavements surfaced in pre-cast concrete slabs or concrete. On-street parking occurs and there are some lay bys and designated road markings for this. Crossing points are frequently provided in the form of pedestrian lights or zebra crossings. Traffic islands and crossing barriers are also common. Street furniture and lighting is mainly late twentieth century standard highway fittings. The strong presence of pedestrian barriers act as separation between pedestrian and vehicular movement and have a negative visual impact on the street scene.



Fore Street, Edmonton (Hertford Road)



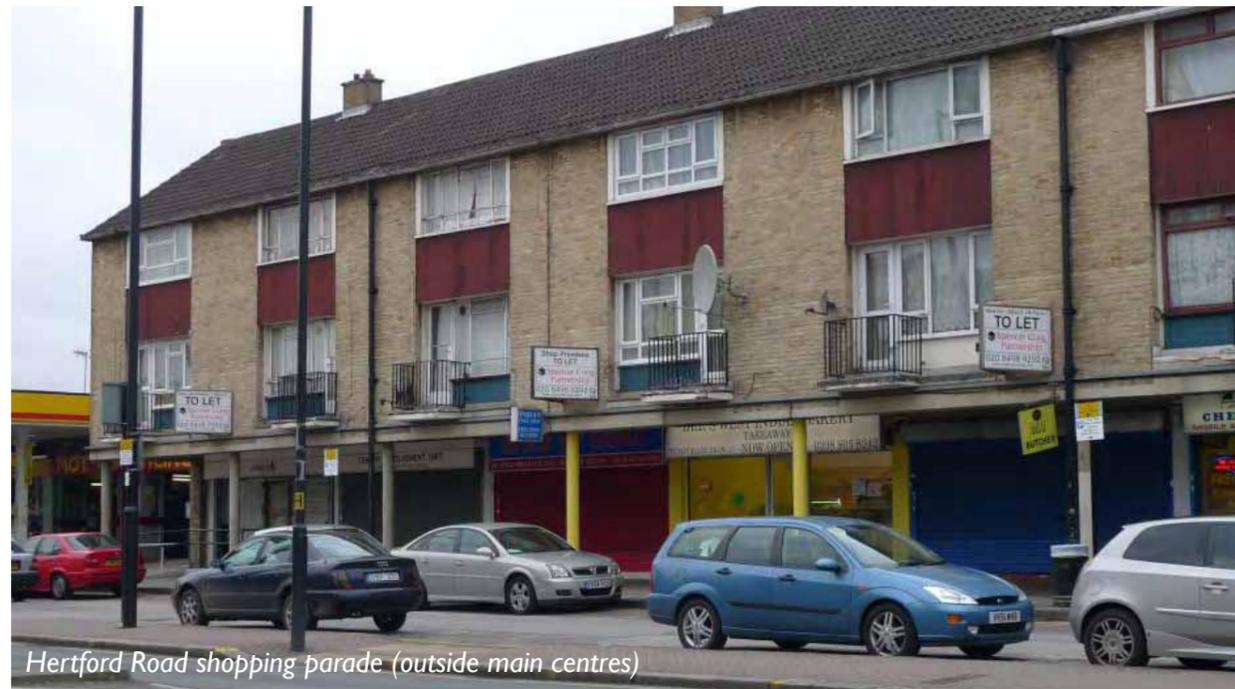
Enfield Wash (Hertford Road)



Fore Street, Edmonton (Hertford Road)



Hertford Road shopping parade (outside main centres)



Hertford Road shopping parade (outside main centres)

### Key issues

- Along the Hertford Road some of the linear centres have stretched to such a point that they are merging into each other with the result that the definition of each centre is weakened.
- The current recession has seen the closure of some of the retail units and businesses within linear centres in the borough with resulting vacancy impacting on the local neighbourhood and street scene.
- Some of the retail activity, such as signs and hoardings, masks interesting historic buildings which are under-appreciated as a result.

### Implications

- The historic and still evident pattern of street trees marking the spaces between the centres should be protected and reinforced where possible to support the identity and environmental quality of linear centres.
- Where centres have stretched beyond the spatial extent to which they are sustainable, opportunities to constrain and concentrate the core retail frontage should be considered, with a view to ensuring a lively and viable core centre.
- The quality of shopfronts can be variable within single centres and opportunities to establish a benchmark level would have a beneficial impact on local character, the potential for a shopfront design guide should be considered.
- Consideration could be given to the evaluation and protection of the better elements of historic fabric.

# MIXED URBAN AREAS - INSTITUTIONS

Institutions are typically characterised by a collection of buildings, often within the middle of a site, and areas of open space which may include playing fields.

Institutions such as schools, colleges and hospitals play an important role in Enfield's local communities, both in terms of the services and activities they offer, but also in terms of their role as landmarks and the effect they have on the network of streets and spaces around them.

With the exception of a handful of recently built schools, most of the institutional buildings are the result of an accretion over time, growing gradually to respond to increasing or changing usage. Whilst they may have imposing and possibly historic central elements, they are likely to have a campus of other elements around them.

A major distinguishing feature of an institution within this campus format is that it tends to have its own internal circulation, often with streets, pathways and quasi public spaces. However, as access points are limited (often for security purposes) these do not form part of the normal street network.

Where institutions sit within large green space (such as Middlesex University) this is not necessarily a problem. However, where a large site is located within the centre of an otherwise permeable urban area it can create a barrier to movement (Enfield Grammar School perhaps being a noticeable example). Smaller urban sites which can integrate with the prevailing block structure (such as primary schools) provide less of a barrier to movement, although they do break the continuity and activity of the street frontage. In the best examples, these

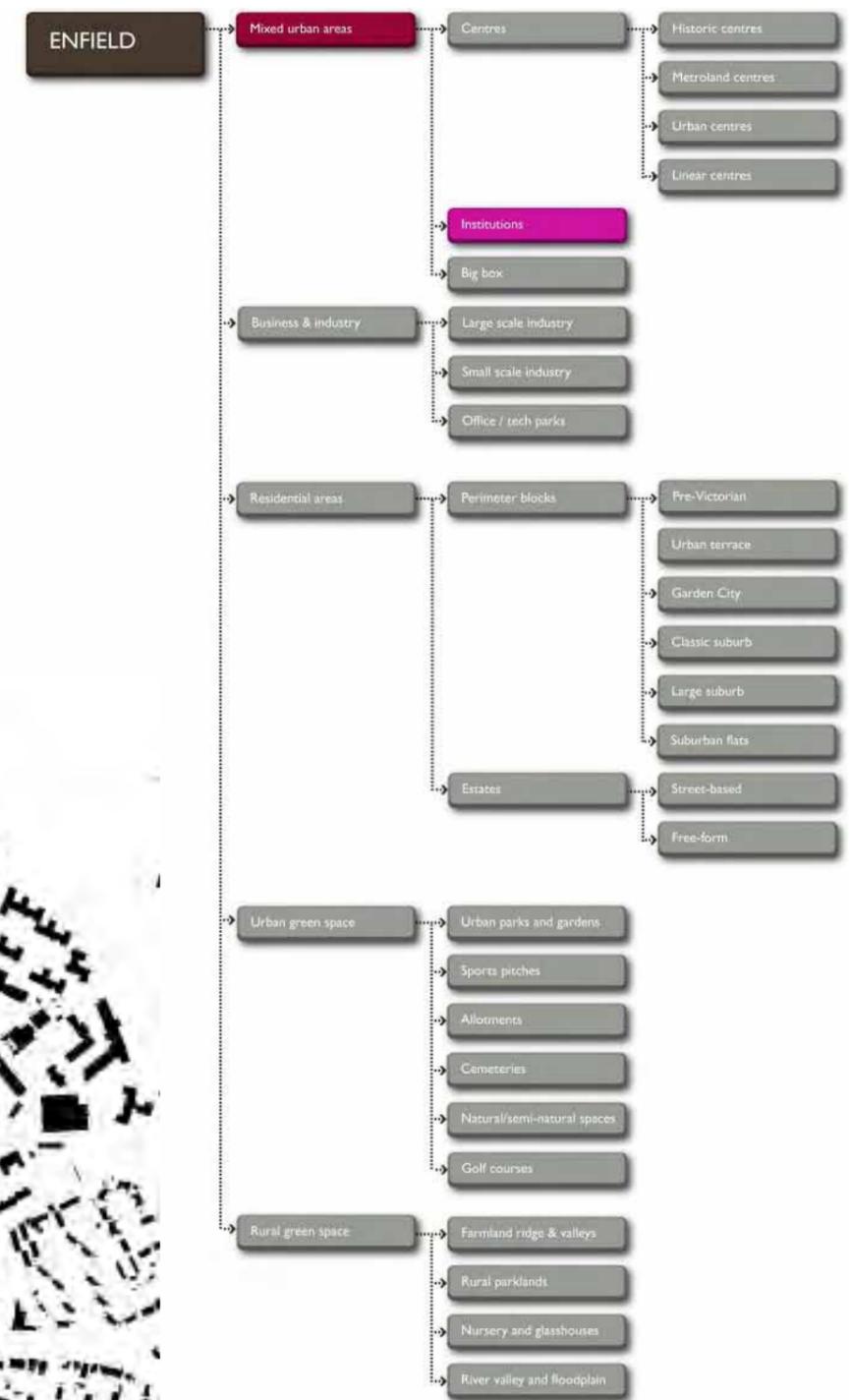
public buildings have an important positive role in the street scene.

The nature of institutions, with their internal circulation and accretion of varied buildings often means that with the exception of a principal frontage (perhaps an original Victorian or Edwardian building) they tend not to relate well to the street. Most also include areas of open space which can act to distance buildings from the public. In the case of schools this can be play areas or fields. In the case of hospitals it is more likely to be parking or incidental green space.

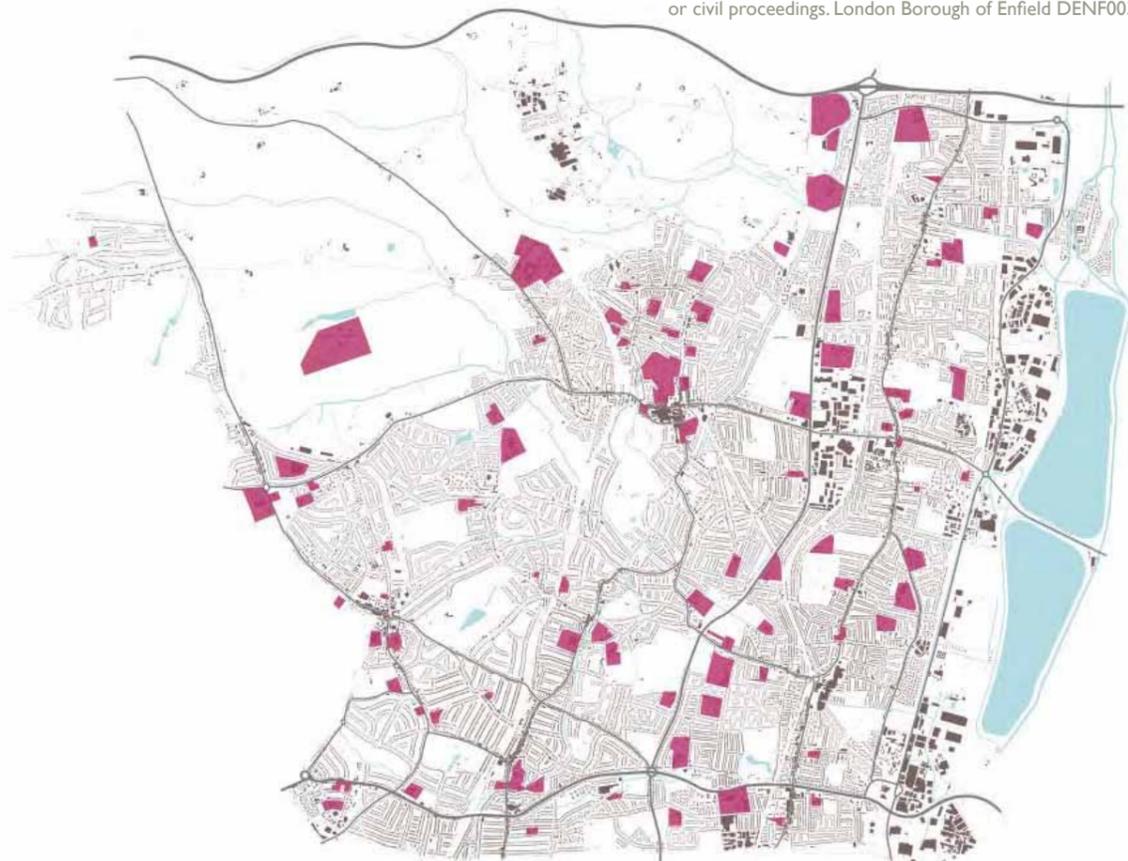
Highlands Hospital is an interesting example of a former institution which, once closed, has been adapted to create a new residential environment, for the most part with some success. In large part this is due to the inherent robustness and quality of the original buildings which has justified conservation area designation, but it does demonstrate ways in which existing buildings can be incorporated and re-used very successfully to retain a sense of history and identity.

## Streetscape and landscape

The institutions of Middlesex University (Trent Park campus) and Chase Farm Hospital have attractive parkland settings. Both have large open sites with extensive areas of mown grass and mixed trees scattered throughout. The university campus is situated within the formal landscaped grounds of Trent Park mansion and the attractive landscapes convey a sense of prestige and grandeur to the campus. In both institutions, buildings are typically set back within broad grassy areas and internal roads are



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typically sinuous and flowing with a macadam surface. Car parks are generally located away from the main buildings in tree-lined car parks. This minimises the impact of cars in these environments. The main entrance to Middlesex University Trent Park campus (Snake Lane) has a formal driveway lined with mature oak trees.

Both of the institutions are framed by an attractive backdrop of mature trees. Middlesex University in particular is bounded by dense bands of mature woodland of the surrounding Trent Park. Closer to the centre of the campus, clumps of trees are dispersed within the grounds and a wide variety of species are present. Individual cedars and groups of evergreens are common features particularly close to the main buildings. Ornamental planting is also incorporated in a series of planting beds which contain a variety of annuals, shrubs, roses and herbaceous perennials adding significant colour accents to the site. The grounds are generally well maintained.

### Key issues

- Institutions are generally high security and therefore have little permeability in comparison to the areas in which they are set.
- Many institutions in the borough are important local landmarks and community resources, making them significant local buildings.
- A number of institutions are approaching the point where substantial refurbishment is needed. In some cases the historic structures are no longer appropriate for the uses they house and therefore re-location of the institutional operations is being considered. This would have a major impact on local character and raise important questions for the legacy and/or re-use of the sites.

### Implications

- It will become increasingly urgent to manage the future of institutional sites across the borough in a sensitive manner with respect to character.
- Innovative approaches will be needed to match future institutional needs with the protection and enhancement of local character on these sites.



Enfield Chase Hospital



Gladys Aylward School



Southgate College

# MIXED URBAN AREAS - BIG BOX

Big box development describes retail and leisure areas which feature large buildings and which are predominantly car-based in terms of access and movement.

Big box retail has become an almost inevitable aspect of modern life, both a consequence of and a catalyst for our continuing reliance on cars for everyday shopping. Large supermarkets and DIY stores have been a feature of this type of building, but increasingly this retail format has also been adopted by chains which were previously considered to be high-street based, including clothing, footwear, sports and furniture stores.

A further component of these areas is the growing trend to see leisure uses included within established out of town retail areas, perhaps reflecting the increasing importance of retail as one of our principal leisure activities and hence its natural integration with more conventional leisure uses such as restaurants and cinemas.

The defining features of big box development are very simple. Firstly, the buildings are very large, far out of scale with the town centre stores they compete with and usually with generous services areas to the rear. They tend to be simple in design terms, mainly conforming to the description of a “decorated shed”. Secondly, they sit at the back of large car parks, sometimes forming a group around a large shared car park. Finally, to work commercially, the whole enterprise needs to be highly visible. This places a great premium on the external branding and signage of the buildings, but also in finding high visibility locations on main roads. In Enfield this manifests itself in two principal

areas – the Great Cambridge Road around Southbury and also in the south east corner of the borough where Ikea, Tesco, Wicks, Next and other stores stand in full view of the North Circular Road.

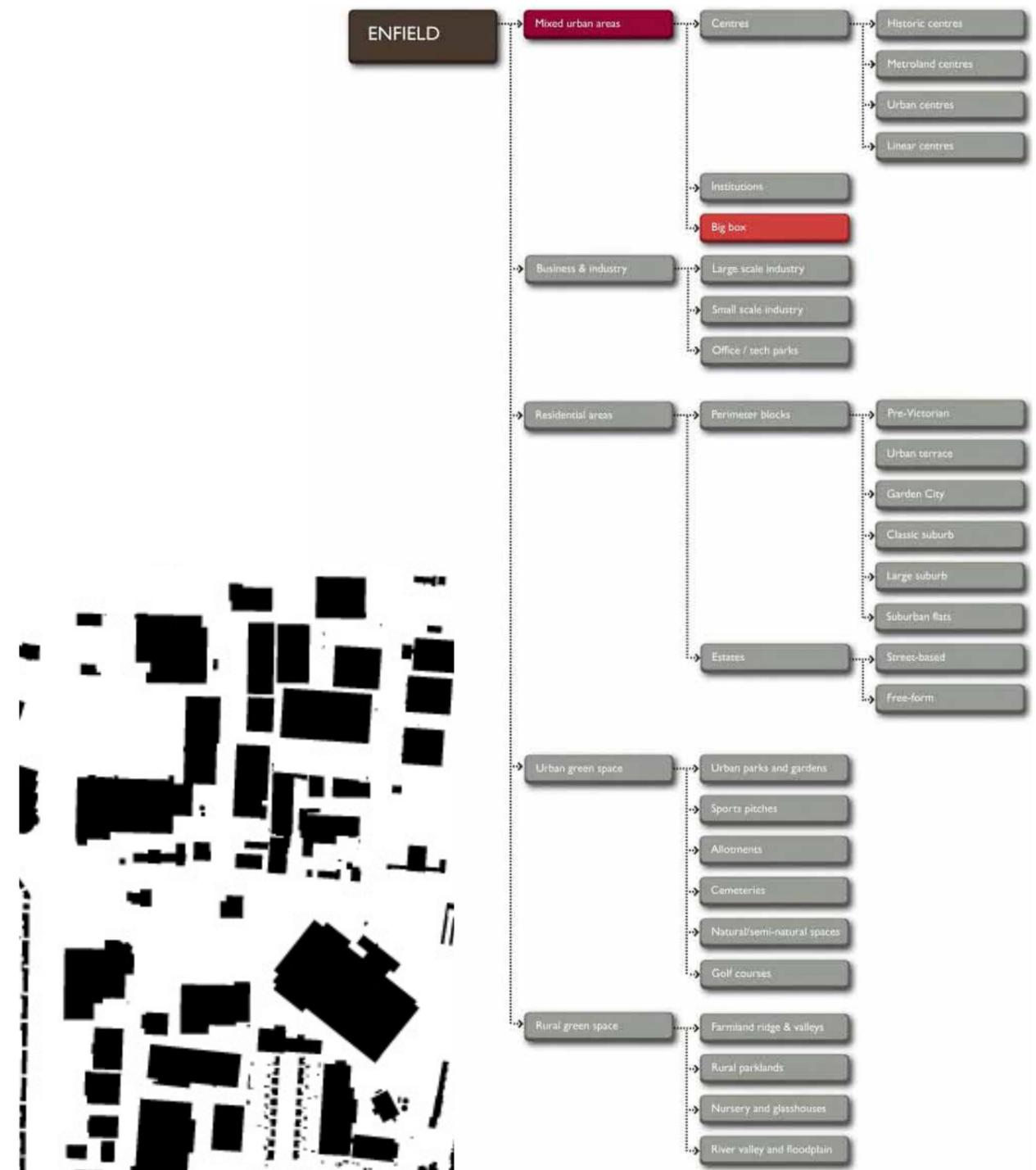
There is very little architectural articulation to these buildings which have few windows or doors and these are generally limited to the public entrance which often includes a large glazed area. The stacking of products and equipment against the internal walls means windows into the building from outside are problematic in terms of operational needs. These buildings rarely have any character or contextual link to the local area in which they sit. Generally the style of building is very simple and is interchangeable with such buildings across the country.

The commercial strength of the retail sector compared to industry has meant that in recent times there has been pressure on industrial areas in more prominent locations to be turned over to retail use – as has happened in Southbury and around Ikea.

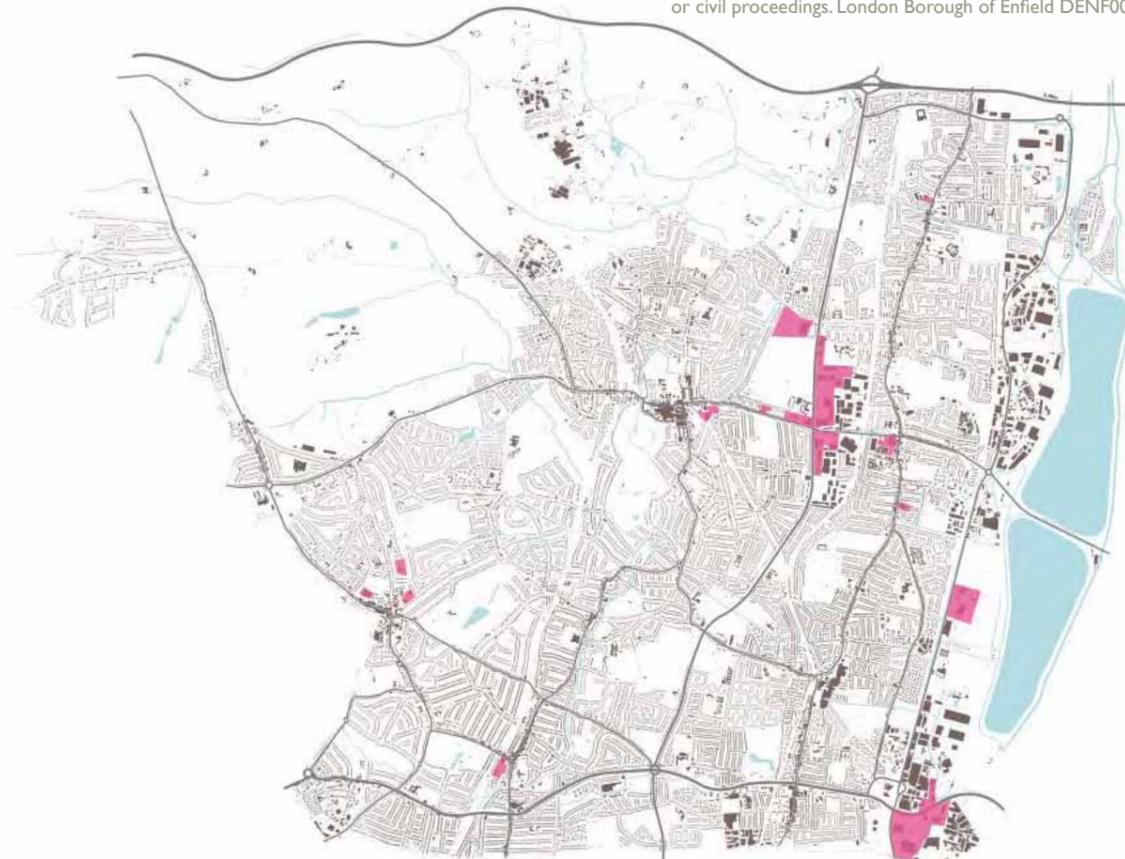
## Streetscape and landscape

The big box areas are characterized by large expanses of hard-surfaced parking areas with wide roads and little vegetation. Roads and pavements are typically macadam with standard concrete kerbs. Within the retail estates, the circulatory roads often consist of pre cast concrete block paving. A combination of metal fencing and bollards forms the perimeter to these areas.

Vegetation within the retail areas is generally sparse. Some of the car parks have planting



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comprising young ornamental trees set within the parking areas and a mix of low maintenance evergreen shrub species. However, establishment rates of these are slow and canopies are small so the percentage of tree cover is very low. They therefore do little to alleviate the hard, urban character of the area. The open areas are typically well-maintained car parks including some small green elements such as closely mown grass, clipped evergreen shrub areas, as well as litter-free paved areas.

Much of the streetscape and landscape is in private ownership but the boundary between public and private ownership is normally undefined. Wayfinding in areas of this typology can be problematic, particularly for pedestrians. Signage is usually limited to shop and brand names on building facades

### Key issues

- The big box typology rarely takes any design cue from the local context and thus large areas of amorphous character can be established.
- The relationship between buildings and the street is generally poor and means the definition of streets is low.
- The permeability of big box retail and leisure areas is usually low and therefore they can act as a significant barrier to pedestrian linkages.
- Large retail units are increasingly emerging in former industrial areas changing the nature of these areas and drawing in more car-born custom.

### Implications

- There is a need to restrict any further spread of big box typologies outside those areas where they are already present.
- The Great Cambridge Road is a focus for much of the big box activity in the borough and this could potentially be positively embraced as a centre for such activities.
- The presence of big box forms in town centres in the borough needs to be sensitively managed, with all efforts to match the character of the town centre – in terms of scale, permeability, access and style.



Great Cambridge Road retail area



Meridian Way retail area

# BUSINESS AND INDUSTRY - LARGE SCALE INDUSTRY

Large scale industrial areas are characterised by large buildings set within significant areas of hard standing with wide streets and entrances feeding each site.

Enfield has a long standing industrial legacy focused around the Lee Valley. Some remnants of more historic industrial buildings remain, but for the most part these have been replaced as industries and processes have changed. Today most of the industrial activities in the borough are housed in large scale purpose-built units, dating from the latter half of the 20th century.

The large-scale industry typology includes much of the band of industrial activity alongside the Lee Valley, including Brimsdown and Meridian industrial parks. These areas have relatively little identifiable block structure and the streets function mainly as a series of cul-de-sacs or small loops off feeder routes. The buildings themselves are typically set within extensive areas of hard standing and tarmac with large scale service areas. The areas have a very 'grey' character with little vegetation and only a small palette of materials and colours used for the buildings.

Whilst industrial parks are often seen as focussed areas of single use, they have increasingly been invaded by retail and leisure uses as previously noted, but also infiltrated by other uses such as self storage facilities, trade counter retailers and cash and carry uses which serve the general public as well as leisure uses such as indoor karting tracks.

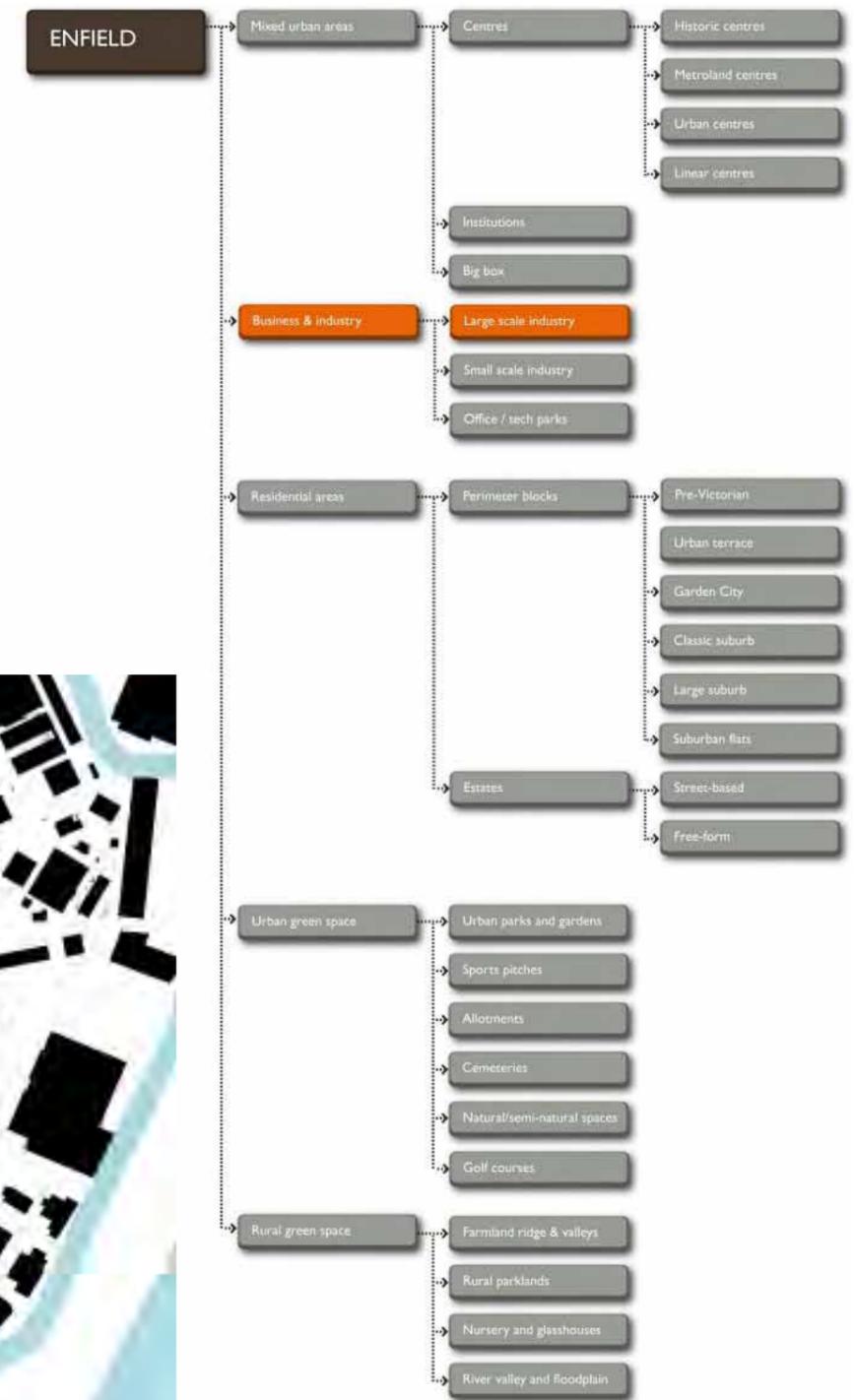
The industrial areas on the eastern side of the borough are notable in that the road through the area (Meridian Way) is also a major public thoroughfare, effectively providing an alternative

north-south route on the eastern side adjacent to the Lee Valley. This makes the industrial character of the area, with large plain buildings and a functional environment all the more significant as for many it is the first impression they have of Enfield.

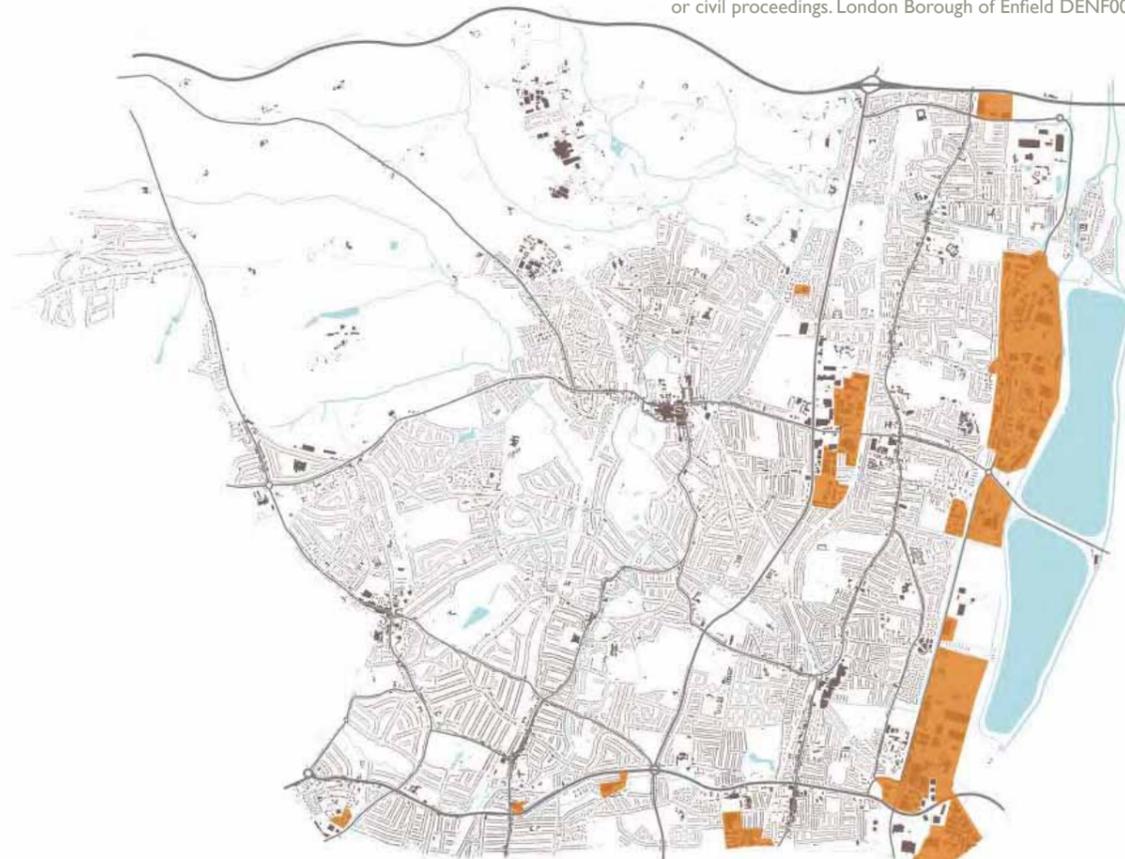
## Streetscape and landscape

These areas are characterized by a dense linear sprawl of car parks and large box units which are situated between the A1055 and the Lea Navigation. They lack clear structure both in terms of built form and landscape and are unrefined with bleak environs. Large units are surrounded by car parks and service yards. Most comprise macadam but some of the newer blocks are situated amongst parking and circulation areas surfaced in block paving.

Vegetation is sparse with very few large trees. Mossops Creek in Brimsdown is an exception to this where large mature trees around the creek provide a valuable pocket of substantial vegetation within the industrial area (recently developed as a pocket park). Cars and HGVs dominate, and although pavements and some cycle routes are accommodated, these routes are generally unattractive for pedestrians or cyclists. Roads are typically macadam with concrete kerbs and are well lit with standard highway lighting. Bollards either in concrete or metal often surround car parks. There is a large amount of palisade and mesh fencing with frequent bill board advertisements and signs which create a bland and poor quality environment.



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### Key issues

- Large industrial areas are typically impenetrable to pedestrian or cycle routes, and therefore create substantial barriers to movement.
- The changing nature of industry means these areas are constantly adapting and changing format.
- The band of large industrial activities alongside the Lee Valley has a strong historical legacy and is an important part of the local character.
- Some of the large industrial areas are being infiltrated by big box retail and leisure activities which are having a negative impact on the integrity of the wider industrial areas.
- The visual impact of large scale industrial buildings and car parks can often be negative and needs sensitive management.

### Implications

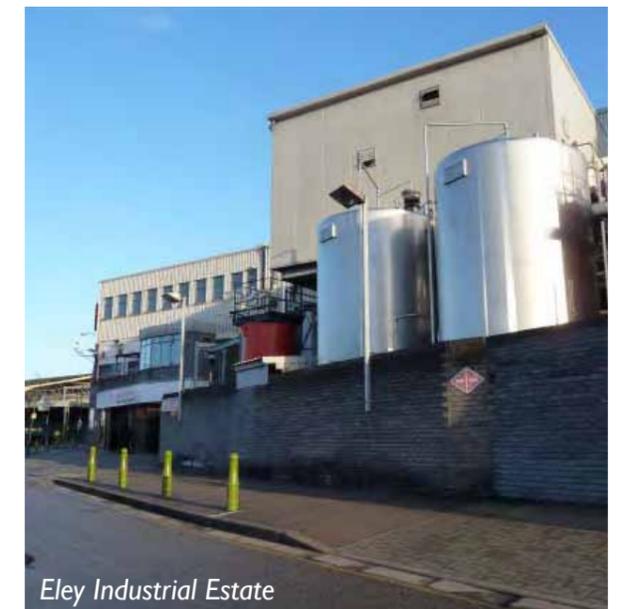
- Supporting greater access to the Lee Valley will raise difficult questions as to how the bridge between residential areas and the Lee Valley across the industrial areas can be achieved; this will require innovative thinking to avoid the fragmentation of industrial areas.
- The protection and enhancement of existing industrial areas to support their ongoing viability and sustainability is required to combat short and medium term pressure for large retail development in these areas.



Brimsgdown industrial area



Bestway Business Park, Ardra Road



Eley Industrial Estate

# BUSINESS AND INDUSTRY - SMALL SCALE INDUSTRY

Small scale industrial areas are characterised by medium scale historic or re-used buildings which operate as multiple workshops and are generally set out in a grid structure related to their surroundings.

Around the edges of the large scale industrial areas and elsewhere in pockets in the borough some remnants of smaller scale industry are present. These areas are often more street-based in character with blocks fronting on to the street to support their presence with side roads providing servicing.

The blocks are smaller scale and often older than the large scale industrial typology. They often comprise a 'front of house' office building behind which lies an industrial unit containing larger industrial processes.

Many of the blocks house a number of different companies and therefore have multiple entrances of one single communal reception area. The more workshop style activities these areas house lead to a much greater need for natural light in the buildings themselves, and therefore a much greater proportion of facades are glazed.

As with larger industrial areas, other uses are creeping in to small scale industrial areas. These include large evangelical churches, such as on Queensway, which bring a quite different dynamic and pattern of use to the area.

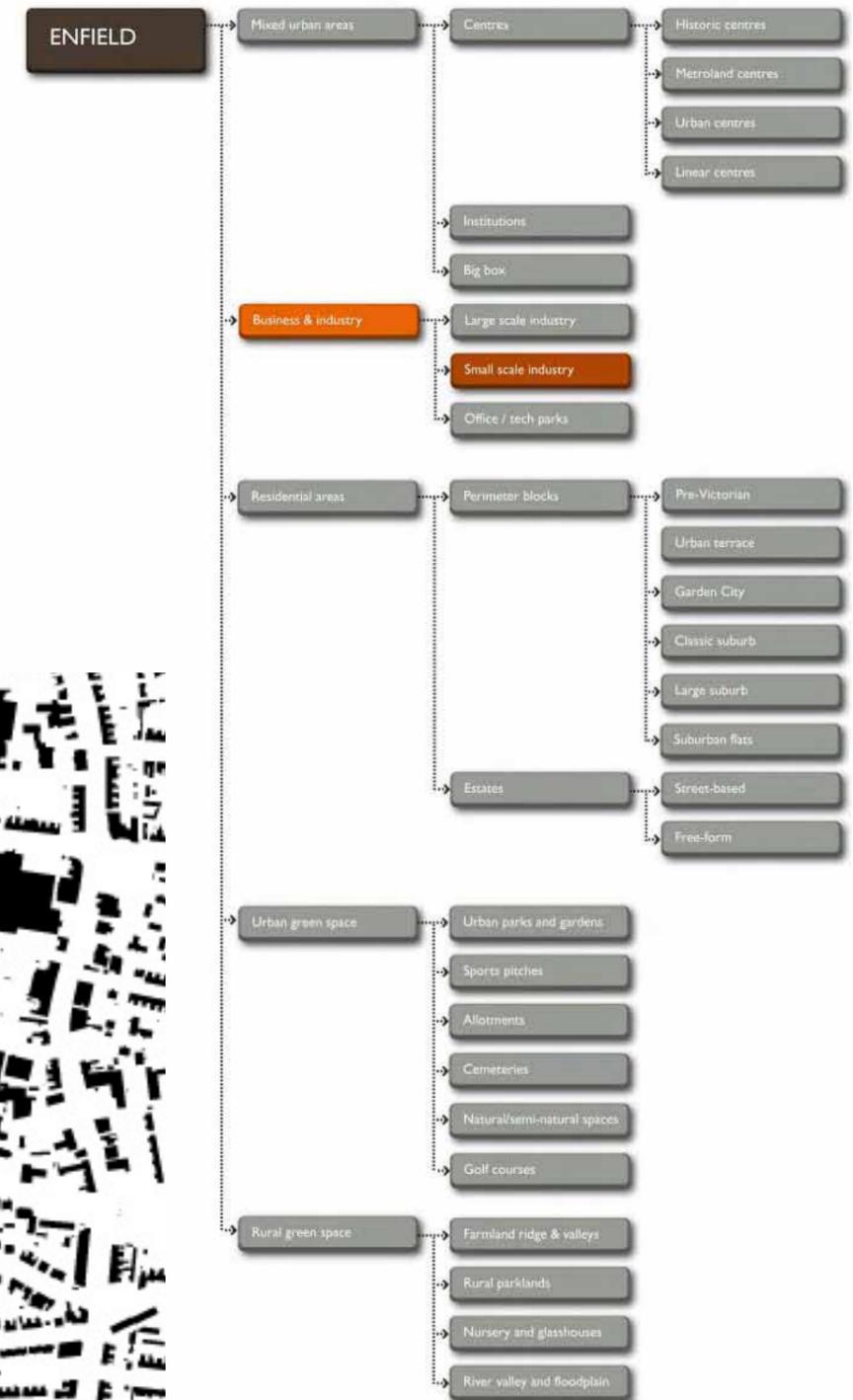
The relatively fine grain of these areas, together with the way in which the buildings front onto the street in a more coherent way, means that it is possible to integrate small scale industrial uses with residential or other development such as office use.

## Streetscape and landscape

Buildings in this typology front directly onto the street but are slightly set back. The built form is uniform in style and format lending a sense of consistency to the street. The building frontages are punctuated by occasional service yards, access gates and small car parks.

The street is dominated by on street car parking and in many instances vehicles are also parked immediately in front of the buildings in a designated block paved parking strip. Standard highway lighting ensures this area is well lit.

A 2.5m macadam pavement is typically situated between the parking zone and the road, which is edged with wide granite kerbs. However, many of the pavements are in poor condition. There is limited vegetation present. Occasional, unkempt shrubs which are randomly grouped sit within some building plots.



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- Key issues**
- The small industrial areas are vital to retaining jobs in local areas in the borough and therefore any changes of use need to be resisted where they continue to serve local employment needs.
  - The quality of streetscape in and around smaller industrial areas has declined in quality over past decades.

- Implications**
- Existing small scale industrial areas should be protected and promoted in the borough.
  - Where opportunities arise to enhance the street environments alongside small scale industrial activities, for example through tree planting, they should be explored.



*New uses such as evangelical churches present a new dynamic and management pressures in industrial areas, such as on Queensway*



*Small scale industrial area on Queensway*

# BUSINESS AND INDUSTRY - OFFICE / TECH PARKS

Modern street-based layout and forms characterise the most recent office and tech parks.

Modern office or technology parks are quite different from the large scale industry and the smaller-scale industry/ business areas. They have some of the same physical attributes as the other types, including very large buildings and servicing areas. However, this is mixed with office space, business-orientated hotels and other compatible uses

In Enfield the only substantial example of this typology is the Innova Science Park near Freezy Water. Here a prominent main entrance leads into a network of routes around which a series of large scale modern buildings are arranged. A new academy school is a key component in the plan, and helps to form a buffer or transition between the business park and the residential redevelopment in the adjoining area.

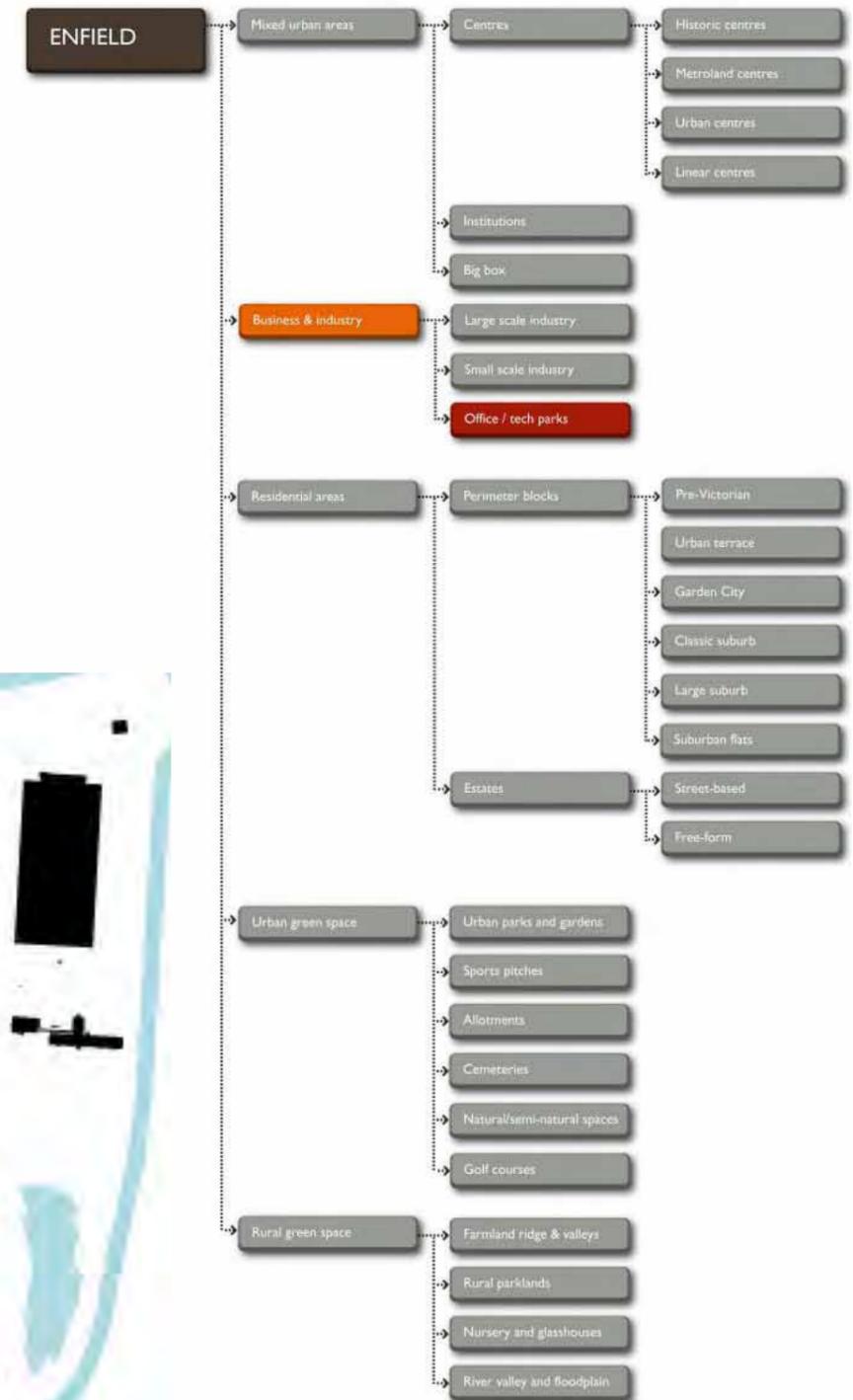
The buildings housing office and hotel type uses tend to be well glazed, whilst production or logistics uses are housed in more solid buildings with comparatively little fenestration.

## Streetscape and landscape

The Innova Park is characterized by a generous, open landscape setting with views out to the adjacent grassland and tree belts. It has an attractive setting, yet the development appears isolated and self contained. It is screened by a dense hedgerow along its eastern edge and is not visible from beyond the complex itself.

There is one main entrance and a road network created around small roundabouts planted with shrubs and linear linking roads. The pavements feature grass verges between the pavement and the road and largely comprise macadam with some stretches of block paving. In parts, designated cycle paths feature in red macadam. All roads are macadam with a standard highways concrete kerb.

Each unit is clearly defined and lined with neat hedge planting, shrubs and trees. Car parking is screened by planting and generally situated to the rear of the units.



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### Key issues

- There is a potential issue with these areas developing as insular places with relatively little permeability from outside.
- Innova Park currently has relatively poor links to public transport nodes.

### Implications

- With the development of community uses to the south of Innova Park the opportunity to secure additional links into the area will be available.
- Opportunities to support links across from Innova Park to the Lee Valley corridor should also be encouraged.



Offices, Innova Science Park



Innova Way, Innova Science Park

# RESIDENTIAL - PERIMETER BLOCKS - PRE-VICTORIAN

Part of the pre-Victorian legacy of the borough is found in all areas, but mainly around key historic centres and along major historic routes.

Up to the end of the nineteenth century Enfield was sparsely populated, with a series of villages and small hamlets. This pre-urban development (essentially pre-Victorian) survives in fragments across the borough and shows the pattern of historic settlements which have now been subsumed within the urban area.

Bulls Cross is one example where such a historic cluster exists. Around the Pied Bull public house are a small group of houses which pre-date the urban growth to the east. The houses are a mix of larger detached houses (such as the farm house and the pub itself) and terraces of small cottages of a very modest scale. Further south, around Forty Hall, larger and more distinguished properties appear, demonstrating a more sophisticated and affluent character. A further well-known example is Gentlemen's Row and Chase side heading north out of Enfield Town. Here a wide variety of building types and scales come together to form a very pleasing composition which retains a tangible village feel. Other examples which will be well known are the group of Georgian buildings at Southgate Green, the row of attractive town houses at Fore Street, just north of the North Circular in Edmonton and the group of buildings opposite the Civic Centre in Edmonton.

What is striking about much development from this period is that whilst these buildings must have stood in the middle of fields when originally built they are regarded now as having a very urban character. Many have short front

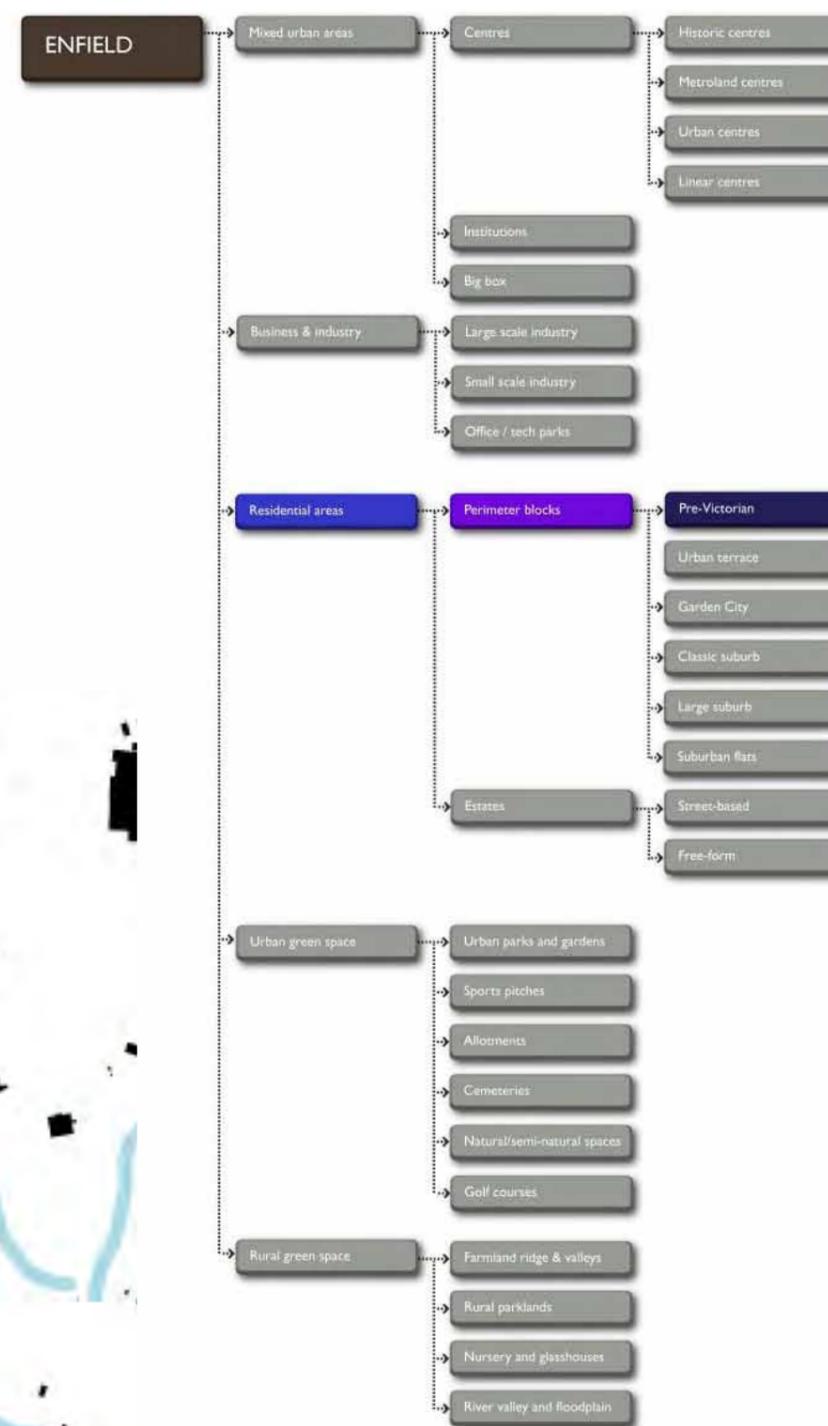
gardens or open directly onto the pavement and are terraced with some three storey examples, making them far more urban than many later suburban housing which was to follow.

In some of the existing town centres, particularly those along the Hertford Road, remnants of Georgian development are visible above the shop fronts. This underlines the long and important history of this route and these settlements.

## Streetscape and landscape

Within these linear edge settlements properties are varied in style and set back from the road. The building curtilages are defined by low brick walls and/ or fences. White picket fences are a common feature here. Front gardens are highly visible and form an attractive edge to the road.

These dwellings are typically situated along rural roads which are macadam and densely edged with trees and vegetation on both sides. This provides a strong sense of enclosure. Narrow tarmac pavements of around a metre wide with wide granite kerbs line both sides of the road. Houses can also be hard up against the back of the footpath, close to the road, reflecting an older village pattern.



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- 1. Bulls Cross
- 2. Forty Hill
- 3. Gentleman's Row, Enfield
- 4. Silver Street, Enfield
- 5. Southgate Green
- 6. Church Street, Edmonton

**Key issues**

- Many dwellings which fall into this category already benefit from some form of heritage protection and so change to them can be resisted.
- They are also seen as some of the most attractive and loved buildings.
- Development from the pre-Victorian period provides important clues as to the historic vernacular of the area rather than the later imported styles of the more modern suburbs which give the borough much of its character today

**Implications**

- These buildings need continued protection and enhancement.
- Recognising and reinforcing the role that many of the historic building play in defining the character of the borough, being along key historic routes and so highly visible.



Door detail, Georgian building, Southgate Green



Georgian housing, Bulls Cross



Pre-Victorian housing, Bulls Cross



Pre-Victorian housing, Bulls Cross



Georgian building, Church Street, Edmonton

# RESIDENTIAL - PERIMETER BLOCKS - URBAN TERRACE

Urban areas which fit the typology of urban terrace perimeter blocks are most likely to be Victorian and Edwardian terraces. By their nature they tend to be tightly arranged, regular rows of houses with on-street parking.

The urban terrace block is synonymous with Victorian and Edwardian development, of which there is a significant amount in the borough. Early phases of Victorian development in the eastern side of the borough provided dense areas of relatively small houses for factory workers in the Lee Valley, as can be seen around Enfield Lock. In the south and eastern parts of the borough such as Palmers Green and Bowes Park there are also Victorian terraces. These developments are more likely to relate to the railway stations in the area which allowed people to commute to work and in turn triggered a demand for larger and more elaborate houses.

Terraced development is characterised by a strong grid block structure. This form of perimeter development, with houses facing onto a street and gardens backing on to each other creates a permeable and legible network of streets which feel relatively safe and pleasant.

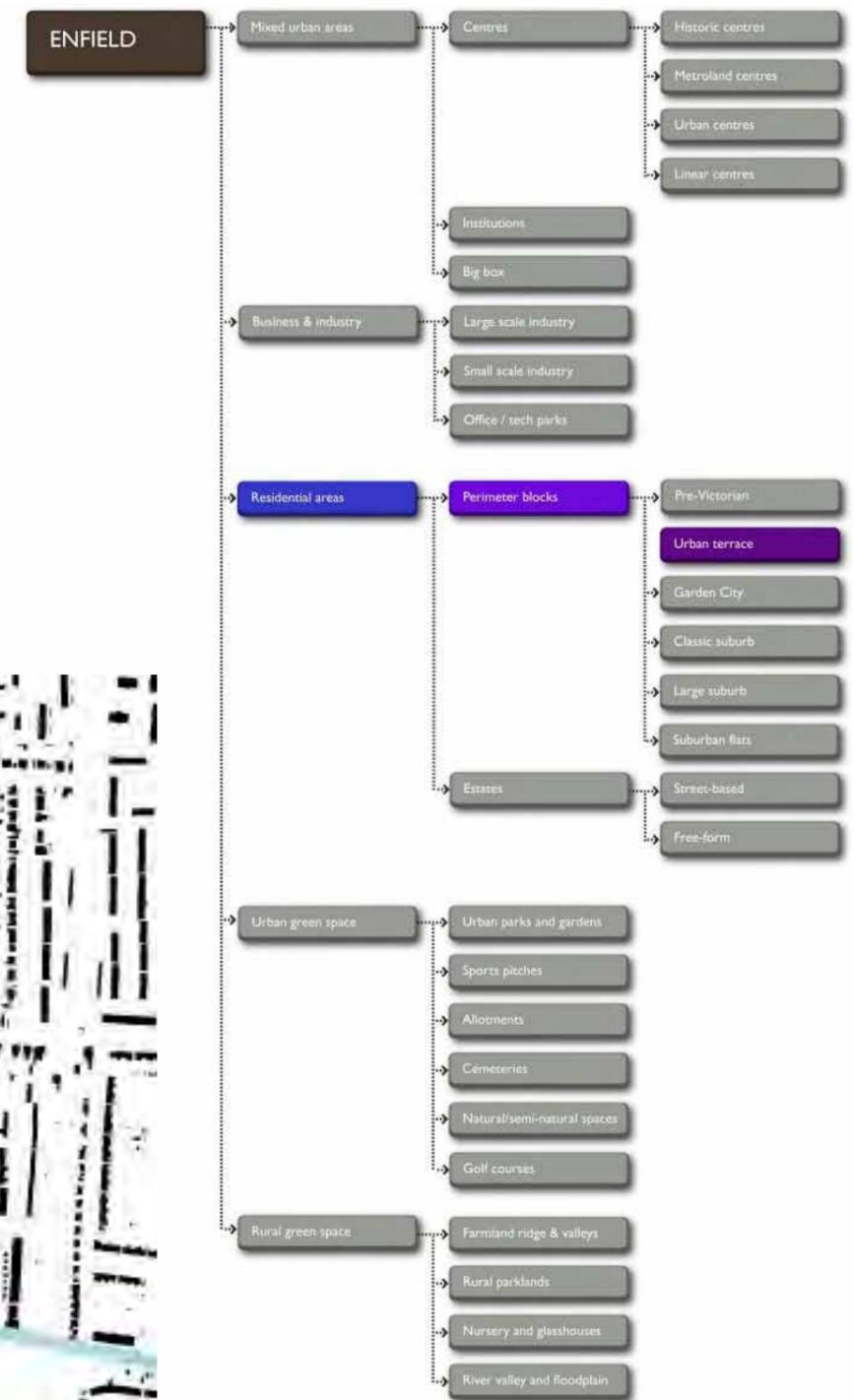
The building line is continuous, often the full length of the street. The terraces are built in a regular design in significant groups, although there is still likely to be some variation along the street.

Although plot widths are likely to be consistent within a terrace, giving a strong rhythm, they can vary considerably from area to area, being as narrow as four metres on some early Victorian houses but much wider on Edwardian terraces in more affluent areas. This repeating

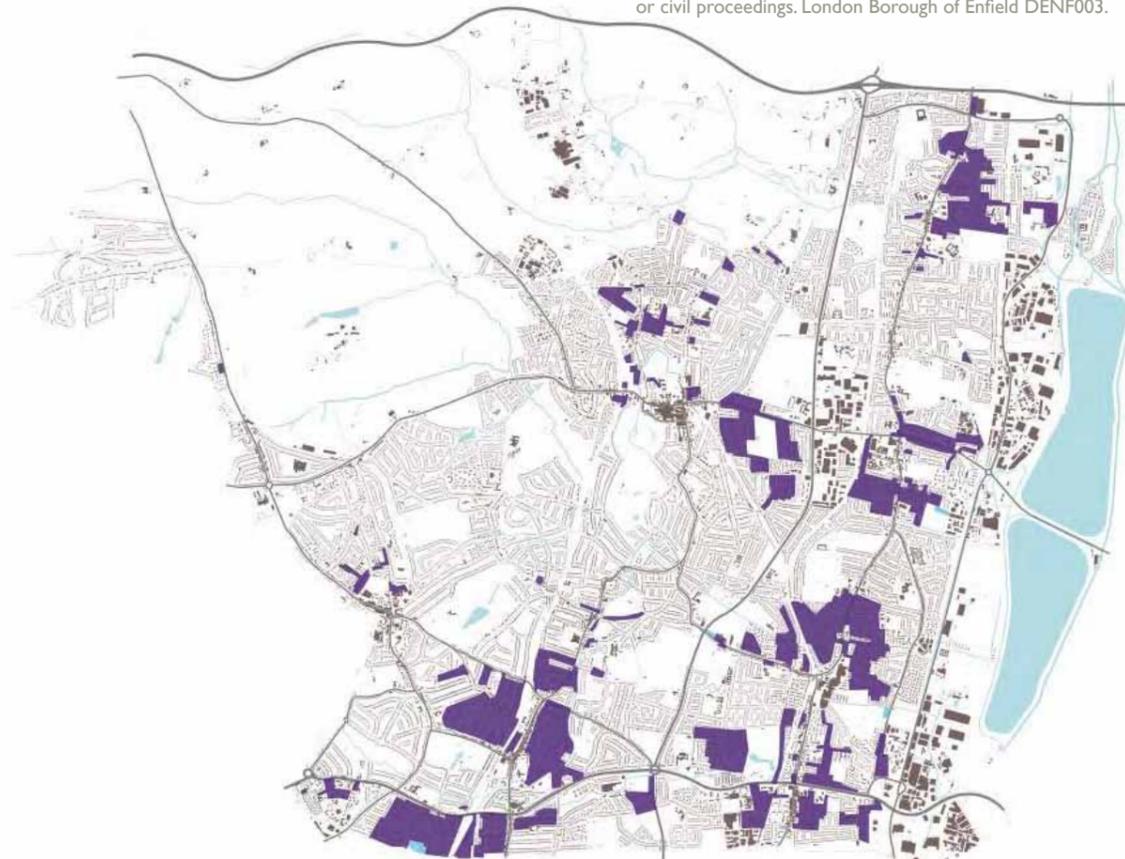
plot width ensures a high frequency of front doors, with a strong rhythm and relationship to the street. The buildings tend to have a deep plan in order to provide sufficient accommodation, creating the well recognised L-shape configuration which is so common to this period.

The buildings commonly have bay windows – some just at ground level but often two storeys high. Both Victorian and Edwardian buildings are likely to feature details such as gables above the bay. However, Edwardian buildings are generally much more decorative, with elaborate timber work such as pierced barge-boards and porches. Building height is predominantly two storeys but in more urban areas three storeys are found. It is also common to see loft conversions.

Parking in streets of urban terraces is a common problem as these areas were largely designed before private car ownership on any scale. In most areas, front gardens for Victorian terraces are not deep enough to accommodate car parking and so cars remain parked on the street, creating a natural limit of around one car per dwelling. Later Edwardian terraced development and some Victorian examples feature deeper front gardens, many of which have been converted to provide off street car parking.



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*Despite the diversity of facade treatments this Victorian terraced street maintains its strong composition*



*Victorian terraced street in north of borough*



*Original brick facades on Victorian housing in north east of borough*

### Streetscape and landscape

These areas are characterised by a series of short consecutive parallel streets with narrow street profiles. Terraced brick properties line both sides of these streets. Properties are set back from the road behind shallow gardens which, for the first time in the Victorian era became an important part of the urban home environment. These shallow front gardens are varied in their current form. The Victorian properties generally have shallower front gardens which feature hard standing and some shrubs. The Edwardian properties typically have slightly deeper gardens and many have been converted to areas of hard standing and used as car parking. Some, however, remain as garden areas comprising grass and ornamental planting.

Low walls generally define the boundaries of these properties, both Victorian and Edwardian.

The streets have narrow pavements with concrete flags and wide granite kerbs and on street parking is a dominant feature. In many of these streets speed bumps have been introduced to calm traffic.

Small street trees are common in some of these streets (many of which are varieties of ornamental cherries). They provide valuable visual interest to the street and provide shade and benefits to the local wildlife.



*Ornate Edwardian terraced street*



*Simple Victorian terraced street*



*Front gardens converted to parking areas along Victorian terraced street*



Victorian terraced street



Inter-war terraced street in north of borough

### Key issues

- In many Victorian streets the pressure for parking spaces has led to the loss of front gardens, and boundary walls and soft landscaping.
- Some streets have lost their street trees which has affected the visual quality of the areas.
- The exercise of Permitted Development rights, free of any design quality assessment, has led to incremental erosion of the character and quality of (sub)urban areas.
- The original architectural detailing and features of many properties has been lost, including the loss of original windows and doors, the rendering of facades, and the changing of roof tiles.
- The clutter of aerials, satellite dishes and rubbish bins often disrupts the streetscene to the detriment of the quality of the environment.

### Implications

- There is a need for more positive policy controls to restrict front garden parking, restrict the width of openings in front walls and encourage the retention / addition of new planting as well as the use of permeable surfaces.
- There is a need to respond to the piecemeal change and alterations, such as satellite dishes and replacement windows and doors, that detract from the overall coherence of urban terraces. Informal local guidance could be considered to highlight the detrimental impact to homeowners.
- The strength of the urban terrace form lies in the block pattern and good legibility and permeability. Any new development adjoining or within such an area should integrate and continue the pattern rather than creating new forms.
- Although the buildings are vulnerable to change as noted above, the overall form is robust and remains successful in urban terms.

# RESIDENTIAL - PERIMETER BLOCKS - GARDEN CITY

High quality suburban housing delivered by the public sector during the inter-war period with a strong compositional form and emphasis on green environments.

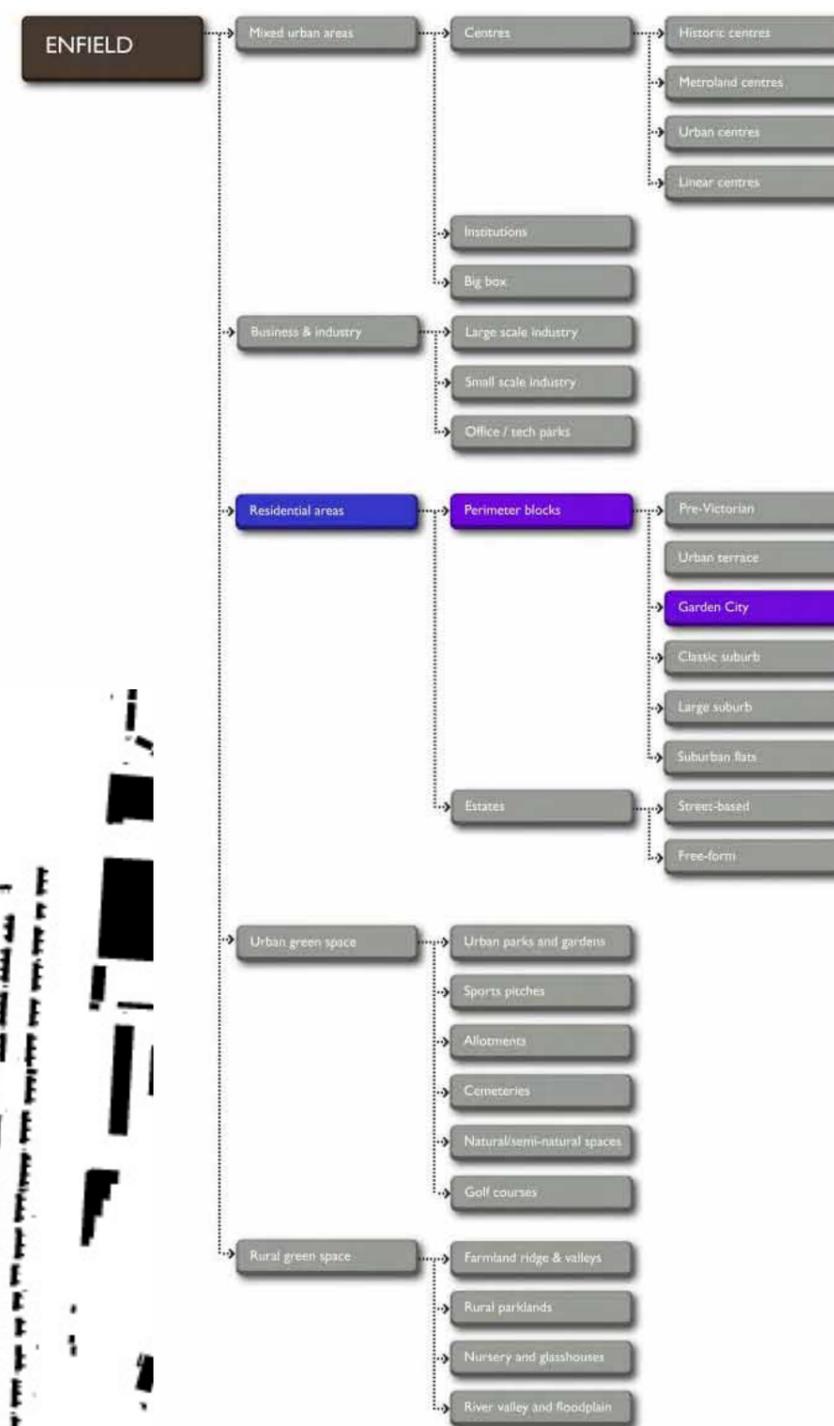
A number of areas of the borough have been developed in what might loosely be described as the Garden City style. These developments reflect the fashion of the age, initiated by schemes such as Letchworth and Welwyn Garden Cities for lower density planned settlements and they brought with them a very different architectural language to the earlier Victorian terrace typology.

The plan form of garden city areas bears many similarities with the contemporary classic suburbs. They tend to be generous perimeter block forms, sometimes with a small cul-de-sac in the centre of the block. The Hyde Estate in Edmonton is a fine example of the layout form, and as well as featuring a block structure of this type also includes incidental green spaces within the layout, in the manner of a village green.

Where the classic suburbs were generally built by private developers and speak of individuality through their design, the garden city areas are mainly the result of public sector development and are more likely to express a communal ideal through their architecture and layout. This often has a grander, formal structure, subsuming individual buildings within the overall composition. Whilst this can create a very cohesive identity and structure, it does make areas vulnerable to change over time. Where houses are now owned rather than rented, extensive customisation can break the overall composition of a building group.

The buildings themselves tend to be relatively simple with modest detailing. This is partly a function of their aim to reflect a traditional cottage style but is also driven by the effect of modest budgets which limited the hand of designers. Over time in the inter-war period this limiting factor became greater, resulting in buildings which are very plain, and it was not until the resurgence in public housing in the post war period that we see more decorative design such as the Beaconsfield Estate. The garden city style of development was taken on by many local authorities and has many poor imitators. For this reason it is often identified as the 'council house' type, overlooking its many positive qualities.

Unlike the classic suburbs, which at least expected some levels of car ownership, public sector housing in the garden city style made very little allowance for the car. As a consequence layouts of streets and spaces as well as front gardens have been considerably adapted over time to meet demand for parking. This has often resulted in loss of verges, reductions in green areas and conversion of front gardens to hard standing.



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Central green within Garden City style estate



Hipped roof four unit composition of Garden City style housing in north east of the borough



Altered four unit composition of Garden City style housing in north east of the borough

### Streetscape and landscape

Houses in large plots are laid out around generous green areas, which form a focal point in the urban grain and are a particular characteristic of the garden city areas. These green areas comprise mown grass areas with trees placed singly to punctuate the spaces. They are often surrounded by low green railings or bow top fencing and are surrounded or crossed by narrow roads which accommodate parking. In some instances these green spaces have been reduced by the creation of car parking areas.

Narrow roads are common throughout and often they lack any road markings. Pavements frequently accommodate car parking in designated zones. Streetscape materials are typically macadam roads with a concrete kerb and pavements surfaced in pre-cast concrete slabs or macadam. Street furniture and lighting is mainly late twentieth century standard highway fittings.

Privet hedges are a common feature as are low timber fences which form property boundaries. Front gardens are varied and some still contain grass with some peripheral shrub planting, many front gardens however, have been paved over to accommodate off street parking. Street trees feature intermittently with Lime trees being particularly common.



*Well preserved example of semi-detached unit in Garden City style*



*Garden City style terrace*



*Long block Garden City style composition*



*Cul-de-sac Garden City style development*

**Key issues**

- Some examples in the borough have become degraded and are poorly maintained which has had a corresponding impact on the character of these neighbourhoods.
- Some neighbourhoods have experienced significant alterations to buildings and plots such as window replacement, hip to gable roof changes, satellite dishes, loss of chimney stacks and the loss of front gardens, which has undermined the composition of the design and the overall quality of the neighbourhood.
- Large areas of green space at the heart of some of the estates are fenced off and under-utilised by local residents.
- Many of the common areas including green spaces are also poorly maintained.

**Implications**

- There is a need to protect the best surviving examples of Garden City design in the borough and this could be achieved through the designation of Areas of Distinctive Quality, with a view to ensuring a benchmark level of maintenance and local pride.
- Those areas where the typology is poorly maintained and have experienced a large number of alterations which cumulatively have detracted from the inherent quality of the neighbourhoods need to be addressed and the character retrieved, this could be facilitated through local action alongside advice from the Council or housing management agreements with owners.
- The employment of the perimeter block model provides a further illustration of the qualities of the perimeter block form and how it might be applied to future development.



*Facade alterations such as rendering and the addition of satellite dishes can degrade the composition*

# RESIDENTIAL - PERIMETER BLOCKS - CLASSIC SUBURB

High quality and archetypal suburbs which have a distinct style and architectural quality with generous streetscapes and a clear overall composition.

The borough is blessed with large areas of attractive suburban neighbourhoods. Many of these were developed by private developers in the inter-war (and post-war) period and are considered desirable places to live in the borough.

These classic suburbs represent high quality housing built primarily in the western half of the borough, many associated with the improved commuter access established by the development of the Piccadilly line. The streetscapes are generous and have a strong green quality. In some of the best examples, generously planted verges create an attractive boundary between the roadway and the pavement. The houses are generally detached or semi-detached and are set back from the street with attractive front gardens and parking areas.

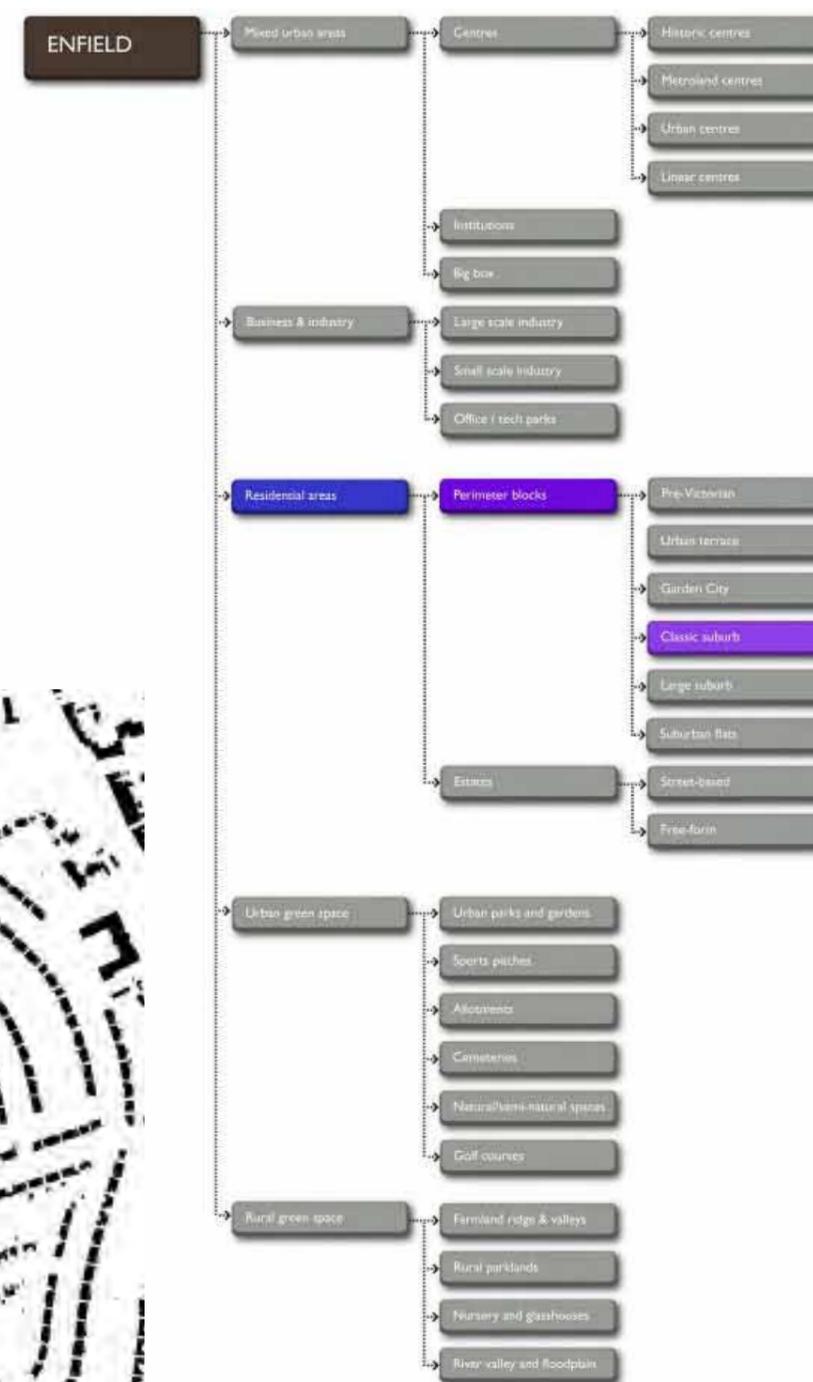
The architecture of the classic suburbs is distinctive and is a key factor in their overall character. There are strong common features which ensure the neighbourhoods are visually cohesive, with enough variety and individual touches to achieve an attractive level of diversity.

The classic inter-war suburbs are influenced by the garden city movement, both in terms of urban form but also in the style and detailing of buildings. Whilst the network of streets follows a perimeter block form established by Victorian and Edwardian development, the blocks are looser in form and generally larger. The key addition is the inclusion of small cul-

de-sacs in the centre of some blocks. These were first established as a permissible form in Parker and Unwin's proposals enshrined in the Hampstead Garden Suburb Act of 1906 which overturned earlier 1875 legislation prohibiting their use. Those typical in Enfield's inter-war suburbs follow the same model of small cul-de-sac within perimeter block and so are quite different from the later post-war suburban development commonly associated with cul-de-sacs today.

Houses in the classic suburb group vary substantially, but there are a number of recurring design features. The quintessential element is a pair of semi-detached houses with a low pitch hipped roof. The front is faced in red brick and render, with perhaps tile hanging covering a large curved bay window. The roof-line is broken by a large gable above the bay window whilst the roof has a large central chimney stack. The proportions of the house are more horizontal than vertical, emphasised by the wide proportions of the bay window and a generous overhang to the roof. The front door and perhaps some elements of the windows such as the fanlights may feature stained glass.

As with most housing in the borough, parking has a visual impact on the streetscene and on many private plots. However, unlike the preceding Victorian and Edwardian housing, the interwar suburbs were at least built in the knowledge that car ownership was increasingly common and so many incorporated driveways and garages as original features. A large number of properties have since lost gardens to parking or had existing parking areas extended, resulting in the gradual loss of greenery and of boundary definition.



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*Planted verges edge streets*



*Semi-detached example in west of borough*



*Detached example with large curved bay*



*Planted verges between street and pedestrian pavement*



*Classic suburb street composition*



*Alteration can detract from character*



*Individual corner building*

This type of house has come to be synonymous with suburban development, and as with Victorian terraces is common across the country. However, the extension of the Picadilly Line and the subsequent suburbs including Oakwood and Cockfosters contain particularly good examples of the type.

### Streetscape and landscape

The urban grain in the classic suburban areas is characterized by a series of sweeping crescents with properties set in deep plots. The large properties are set well back from the road. This creates a wide street profile.

A key characteristic of these areas is that the pavements are often separated from the road by verges which are either grassed or planted with shrubs. There is a lack of uniformity in this planting. Street trees are accommodated in these verges with a range of ornamental species (including a large number of evergreen trees). Front gardens are typically neatly planted gardens with ornamental shrubs and herbaceous planting. These elements contribute significantly to the green, leafy character of the area. Gardens are frequently framed by low brick walls.

Pavements are typically surfaced in concrete flag paving and edged with wide, low granite kerbs. Roads are macadam and largely lack road markings.



*Bay with replacement windows*



*Front parking areas and boundary treatment*



*Good example of classic suburb typology in west of borough*



*Detached examples set back from the street with wide verges*



*Ornate detached examples in west of borough*

### Key issues

- The affluence of these neighbourhoods has seen a trend of greater personalisation of homes and an increasing number of additions to the facades of buildings including satellite dishes – whilst many are temporary there is a need to avoid the degradation of the visual quality of the neighbourhoods at the expense of fashion.
- The strong symmetry of the semi-detached houses, and particularly the roof line is vulnerable to the effects of change, particularly where the silhouette is broken by converting the hipped roof to a gable as can often be achieved under permitted development.
- Large extensions and side extensions reduce the space between houses and changes the street character and character of individual houses.
- The maintenance of street greenery and verge vegetation may become increasingly costly in the future and there is a danger these key features might be sacrificed.

### Implications

- Suburbs may benefit from further recognition of their merits, partly so that they can be afforded greater protection when considering appropriate modifications and improvements.
- Suburbs are generally lower density and so relatively car based. Consideration should be given to how to improve sustainability of the classic interwar suburbs through addressing the historic building stock and reducing reliance on the car, through opportunities for densification and new public transport routes.

# RESIDENTIAL - PERIMETER BLOCKS - LARGE SUBURB

Generous suburban housing with large plot areas and individual design.

Enfield has a few areas in which the pattern of suburban housing is extremely generous, with large plots and substantial houses. This has been classified as Large Suburb to distinguish it from the smaller scale classic suburb.

Some development of this type, Hadley Wood being the foremost example, has been built-out along planned streets. Other areas are linear and essentially are a form of ribbon development along historic routes (such as Cockfosters Road). In both cases, but particularly with the ribbon development they are both very low density and retain an almost rural character.

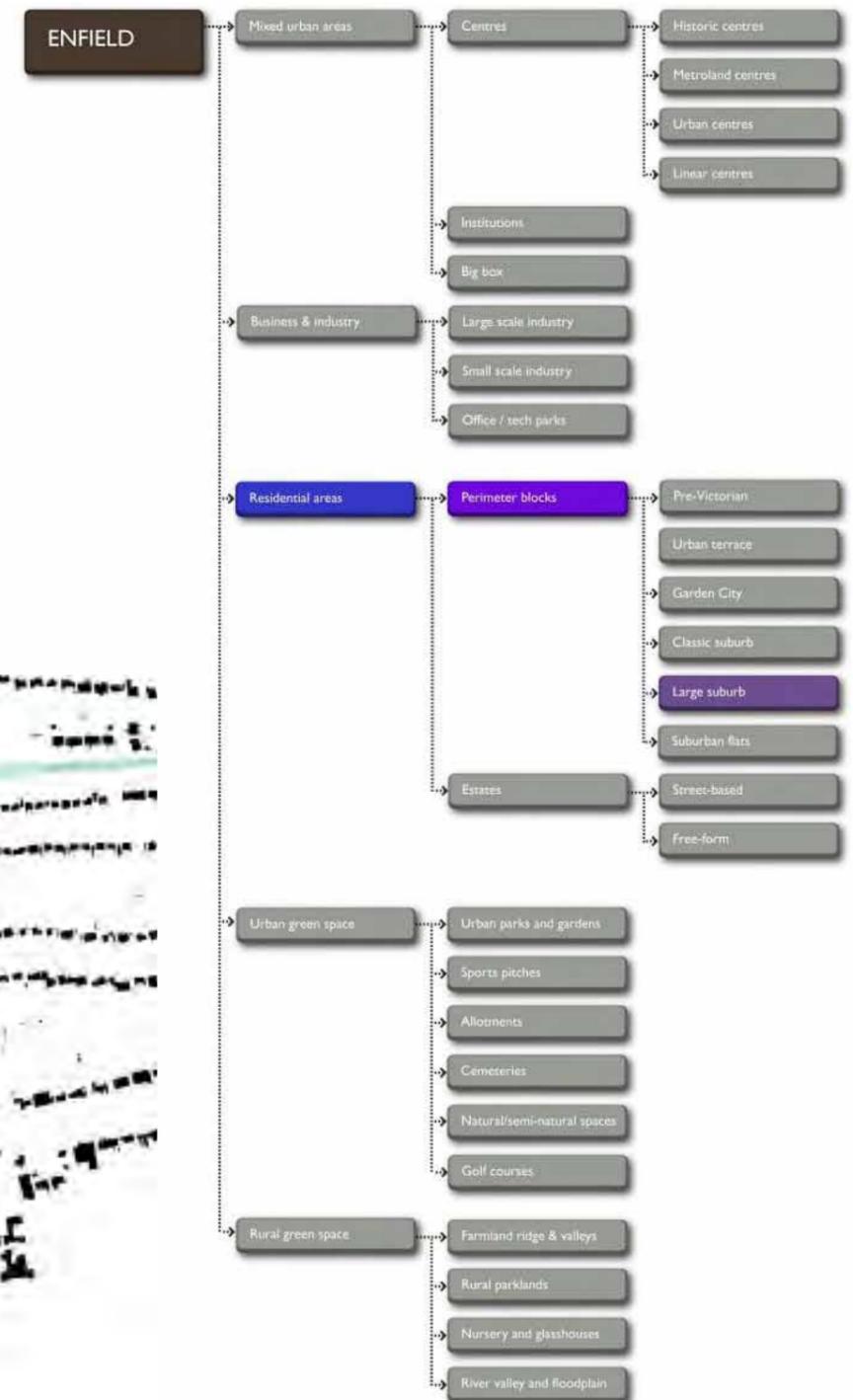
Houses in this type tend to be set well back from the road within a large plot. They are typically large and redevelopment with increasingly large and lavish buildings is a hallmark of the most affluent areas. Privacy and security is a notable concern with strong boundaries and gates now common although these are not typically original.

Density in these areas tends to be extremely low. Depending on the individual plot size density can fall to as low as four or five dwellings per hectare. There is extreme architectural variety within this category, ranging from understated, if large, interwar houses through to large modern houses to suit a variety of tastes. The common theme in the more modern houses is generally exuberance rather than restraint.

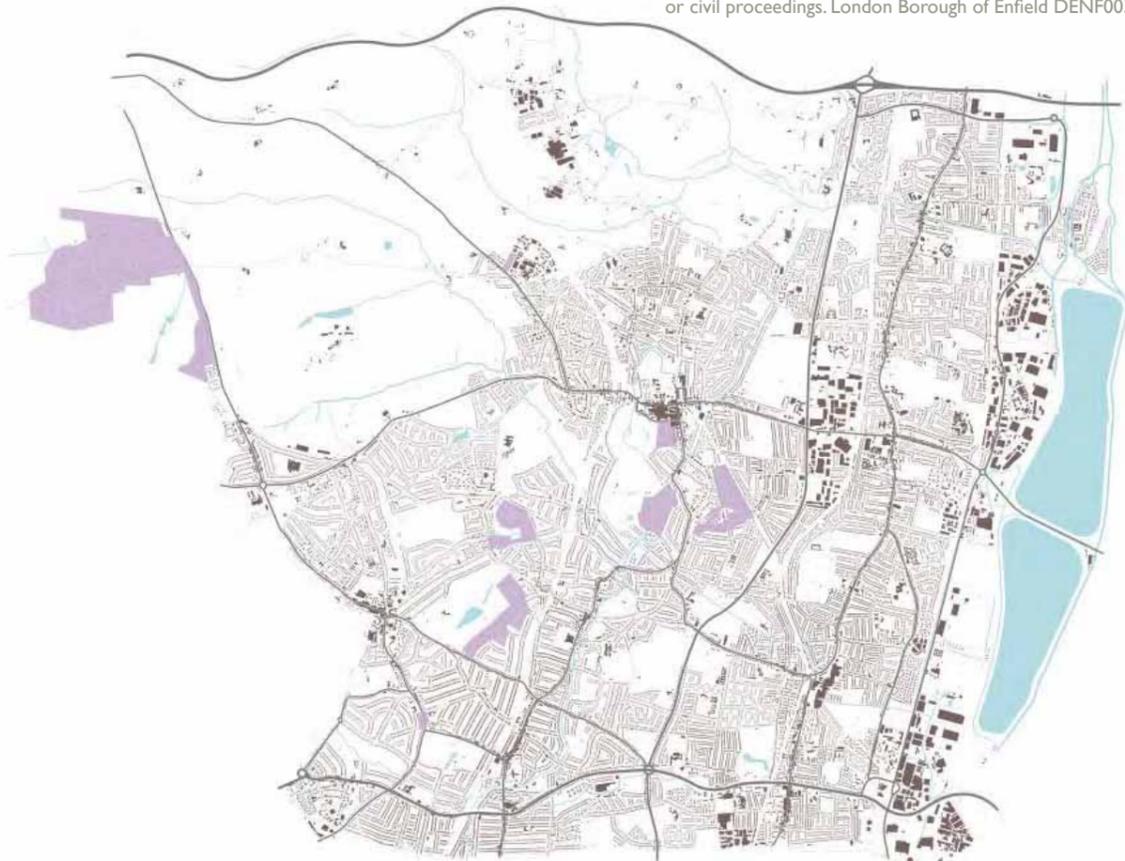
As noted in the following section on suburban flats there is increasing pressure to build flats

in place of private houses in areas such as this. Whilst this has a positive effect in increasing the intensity of use it can affect the perceived character of neighbourhoods.

Very low density areas both favour and require the car. The sparseness of the population is not able to sustain local shops and facilities in easy walking distance, whilst the plots are easily able to accommodate generous parking provision. Pedestrians can be poorly provided for, with a footway on one side of the road only or very narrow provision, as found on Waggon Road in Hadley Wood.



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*Large and varied detached homes in Hadley Wood*



*Older examples in Hadley Wood*

### Streetscape and landscape

The large suburb areas are characterized by large, detached properties with extensive, manicured front gardens comprising expanses of neatly mown grass, clumps of ornamental shrub planting and driveways. On-street parking is minimal. Often, gardens flow right to the edge of the pavement with no physical demarcation and providing an open, attractive setting to the front of properties. Low brick walls and clipped hedges are also common features.

Pavements comprise narrow macadam strips which are complemented by grass verges containing large mature trees. These are predominantly Horse chestnuts with some Limes. Low granite kerbs edge the road with occasional concrete kerbs in some areas. Evergreen shrubs and small trees are common in front gardens. These areas have a strong, dense green and leafy character.

The introduction of front railings and gates to plots for security is having a significant impact on street character, divorcing the relationship between the houses and the street



*Individual styling of each property creates significant diversity along each street*



*Security gates detach many of the buildings from the street*

#### Key issues

- Very low density development, inherently car based and unsustainable.
- Ongoing redevelopment of larger plots to create larger houses and meet demands for particular tastes.
- In some cases remaining open plots of land are being developed as blocks of flats and this is shifting the nature of the street and pressures upon it.
- A key issue for this typology is the degradation of the street to plot relationship – many of the plots have enhanced the front boundary to increase security to such an extent that the plot is no longer visible to the street.
- Large extensions to buildings as well as the redevelopment of plots are taking built development closer to property boundaries.

#### Implications

- The key issue for the large suburbs will be how to effectively manage change when there is considerable pressure for larger houses and also for flatted development/retirement homes which are perceived to change the character.
- As with the classic suburbs, the low density of the area presents a long term issue in terms of sustainability.

# RESIDENTIAL - PERIMETER BLOCKS - SUBURBAN FLATS

The introduction of small flatted units into areas characterised by the large suburb typology has seen a shift in the character of these areas.

Whilst the large suburbs are regarded as very attractive and desirable places to live, their exclusive price tag puts the large houses out of most people's reach. However, over the years a number of sites have been redeveloped to provide either flats or retirement homes, providing a greater range of housing choice.

Development of this kind can frequently be seen on busier roads where the traffic experienced on these roads can make them less attractive locations for large houses. Often, developers also aim to amalgamate plots to create larger areas for development, breaking up the character of the original plot structure.

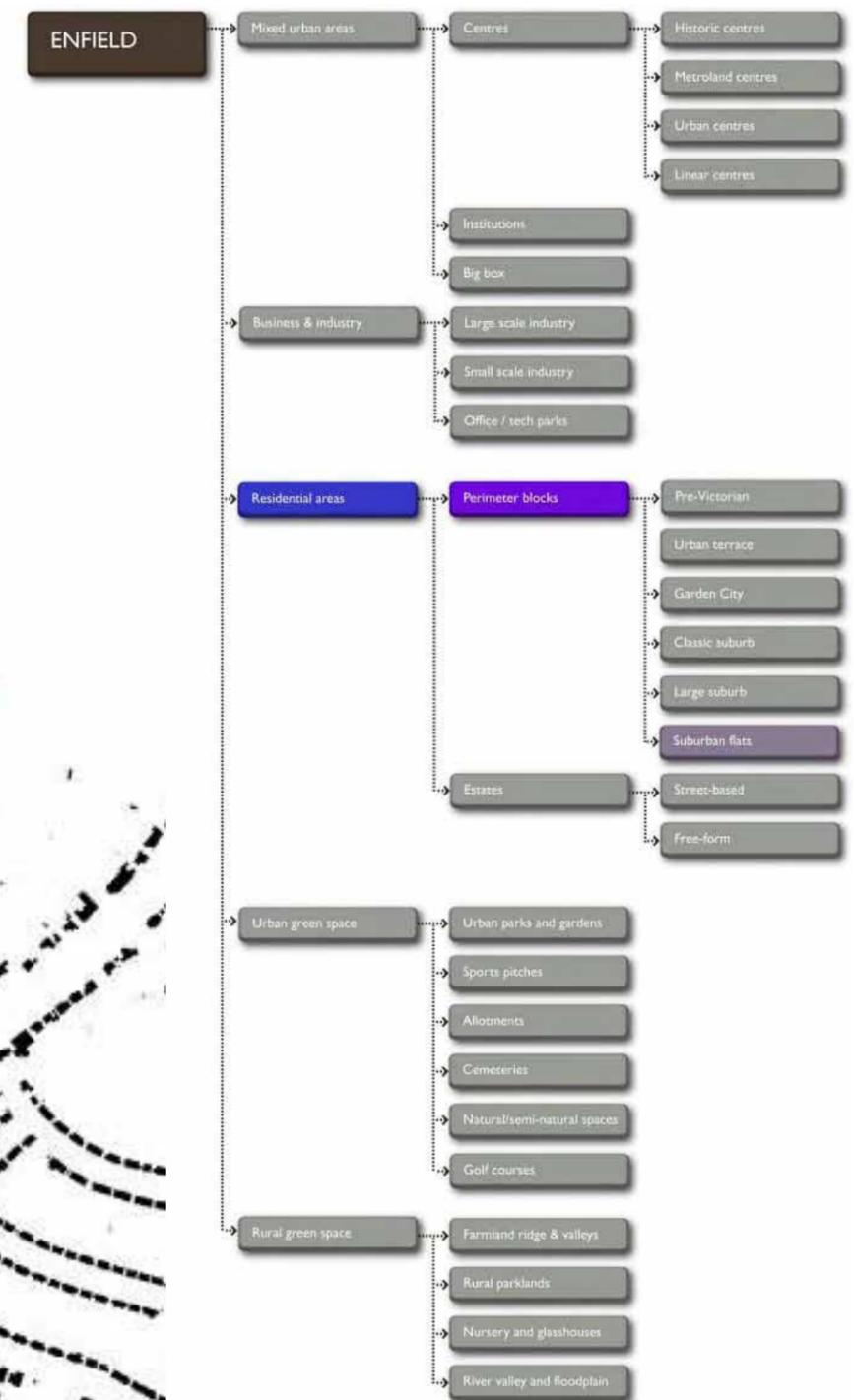
Suburban flats of this kind can bear a superficial resemblance to free-form development, particularly on plan where they read as pavilion buildings in undefined space. However, they are still essentially plot-based and surrounded by private land (albeit shared by a number of flats). This is unlike free form development where the land around the flats is public realm and can provide a high degree of pedestrian permeability (see later section for details).

Development of this kind has been common for some time, but experienced a significant growth in the 1960s. It is noted that they can provide welcome intensification of otherwise very low density areas which makes better use of land. However, this development type is commonly perceived to present a number of issues.

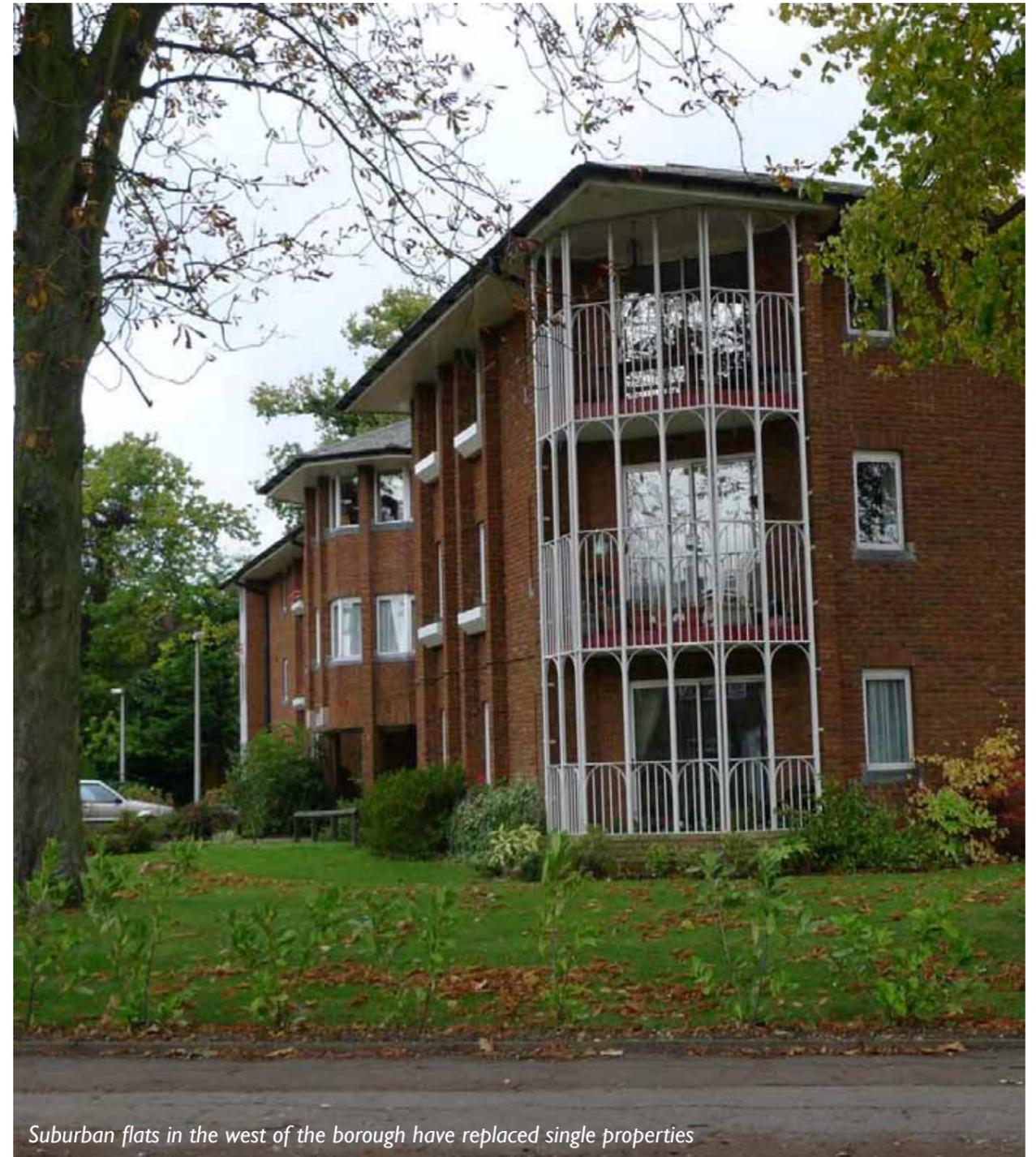
Firstly, new buildings can be significantly out of scale with other buildings in the area, often being considerably bulkier and taller than their neighbours. This can be particularly noticeable where plots have been amalgamated as new development can have a more horizontal character. The impact of this is most strongly felt in areas where there is a clear prevailing character and/or plot structure which can be diminished through insensitive development. However, less structured areas which exhibit significant variation from plot to plot are not so vulnerable to this form of development.

Secondly, where flats are developed in place of large houses they are likely to generate significantly greater parking requirements. This can result in large areas of surface parking which can impact on either the street scene or on the gardens of surrounding properties. However, in higher value areas it is also increasingly common to see undercroft or underground parking. As a further consequence of plot amalgamation and larger number of car movements, the number of driveways may decrease, but the scale of usage on each significantly increases.

Whilst planning guidance may support appropriate intensification of an otherwise low density area, residents often feel that the development of flats will change the character of a neighbourhood.



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*Suburban flats in the west of the borough have replaced single properties*

### Streetscape and landscape

Suburban flats are typically low rise, low density, small blocks of flats set back from the street. They sit within grassed areas, amongst clusters of mature trees. Neat, mown grass islands with pedestrian paths and some small ornamental plants surround the buildings. There is normally some car parking to the front of the blocks, facing the street and further parking is often accommodated on the access road and in rows of garages to the rear. The main road is lined with hedge planting, a variety of species feature including a number of large, mature trees, which creates a leafy suburban feel.

Streetscape materials for both roads and pavements typically consist of a combination of macadam and concrete with a traditional granite kerb.



*Densification of areas through redevelopment as suburban flats*



*Modern example of suburban flats and the current trend*



*Well detailed example of suburban flats typology*



*Larger development sites have provided an opportunity for extensive use of the typology as at Highlands*

### Key issues

- Suburban flats are often seen as an unwelcome change in an overriding local character and context.
- The increased demand for parking generated by these developments is frequently a concern.
- This typology is a recognised way of increasing residential density in accessible areas but many examples to date have shown that little response to local context is often achieved - this is an issue that needs significant improvement if this form of development is not to continue to have a detrimental effect.

### Implications

- There is a need for clear guidelines for this sort of development in order to ensure that a more contextual approach is adopted in future.
- Design guidance is needed to steer this type of development to ensure that buildings make a positive addition to the streetscape and maintain the prevailing urban grain of plot divisions and building entrances.
- This form of development could be particularly appropriate in areas with good access to transport nodes and services provided the issues of urban form and architectural character can be addressed.

# RESIDENTIAL - ESTATES - STREET-BASED

Residential estates established around a street-based layout, with houses and flats having front doors onto the street.

Much of the development in recent years, particularly on larger sites, is street based. Buildings are designed to face onto streets, but it is common for streets to be laid out with feeder roads and cul-de-sacs rather than as conventional perimeter blocks. This gives reasonable clarity to the public realm, but less permeability than one would expect for example in an area of Victorian terraced streets.

There are few examples in Enfield of the classic low density post-war suburb which is so widely seen outside London. Most of the areas which would have lent themselves to this kind of development were built out in the inter-war period or are now protected by Green Belt legislation. However, there are a number of areas which were designed and built out during the later parts of the twentieth century which follow this approach, but which were built on previously used land and in more urban locations. As a consequence they tend to have a more consciously urban character.

The development known as Enfield Island Village in the north eastern corner of the borough makes an interesting case study, and contains many of the features common to this type of development.

The main western element of the development features mainly three and four storey buildings, a mixture of flats and houses. The key feature is the dominance of the car in the streetscape. Many of the townhouses feature garages at ground floor level, often with a parking space within a short garden. Other groups of flats

and houses are effectively based around generous public realm which is principally there to provide adequate parking. Some of these areas are gated for additional privacy/security.

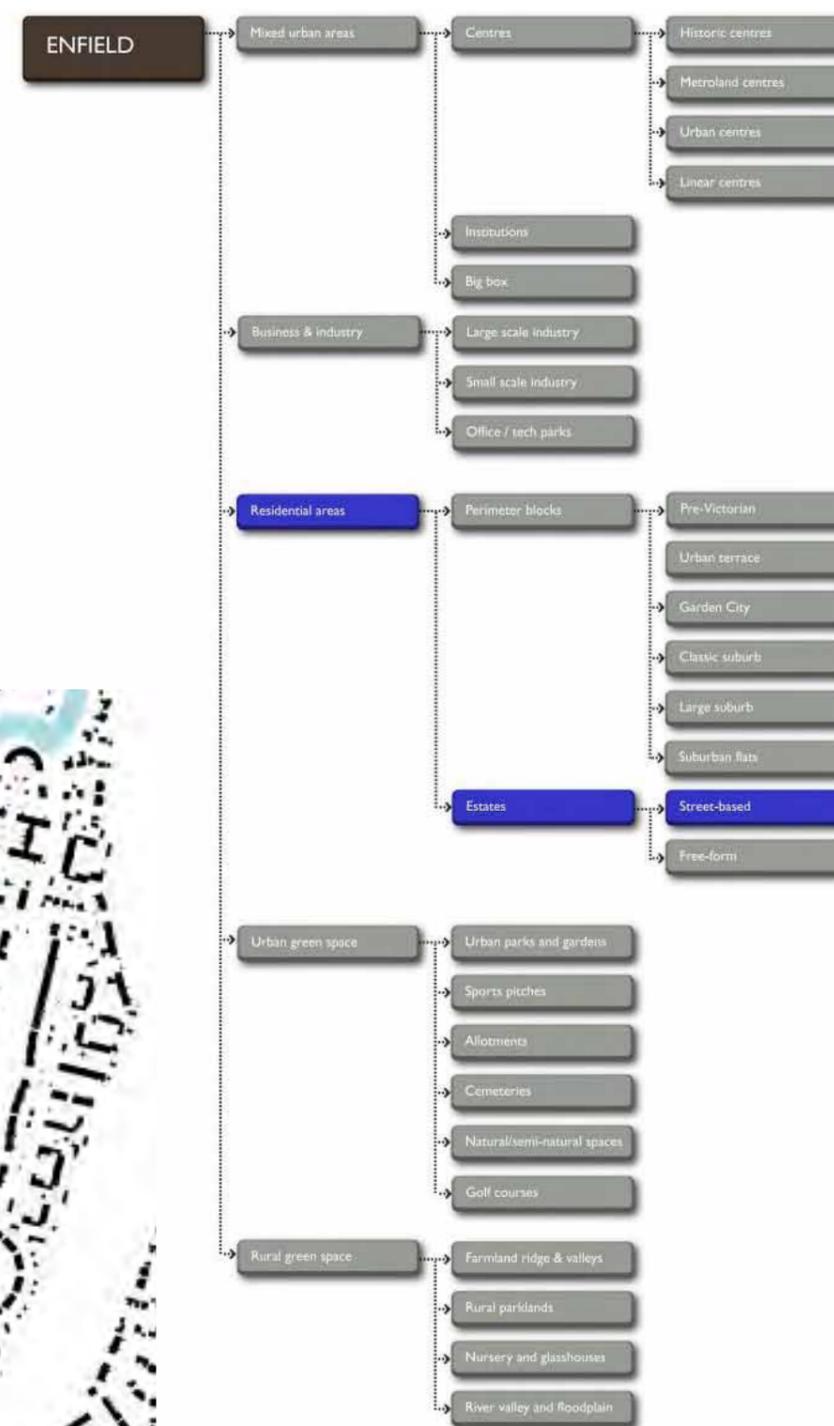
Further away from the heart of the development, there is a greater use of more conventional modern suburban housing, although still retaining elements of formal layout which gives a clearer structure than a the typical winding cul-de-sac. However, the effect is that the street scene is dominated by parked cars.

The buildings in these areas are generally simply designed and cheaply built, most often working to a limited range of standard house types with minimal variations in material and details to add interest. Whilst the origins of this approach to development lie in the inter-war housing boom and mass suburban development the approach to design and quality of materials lacks the same quality and subtlety.

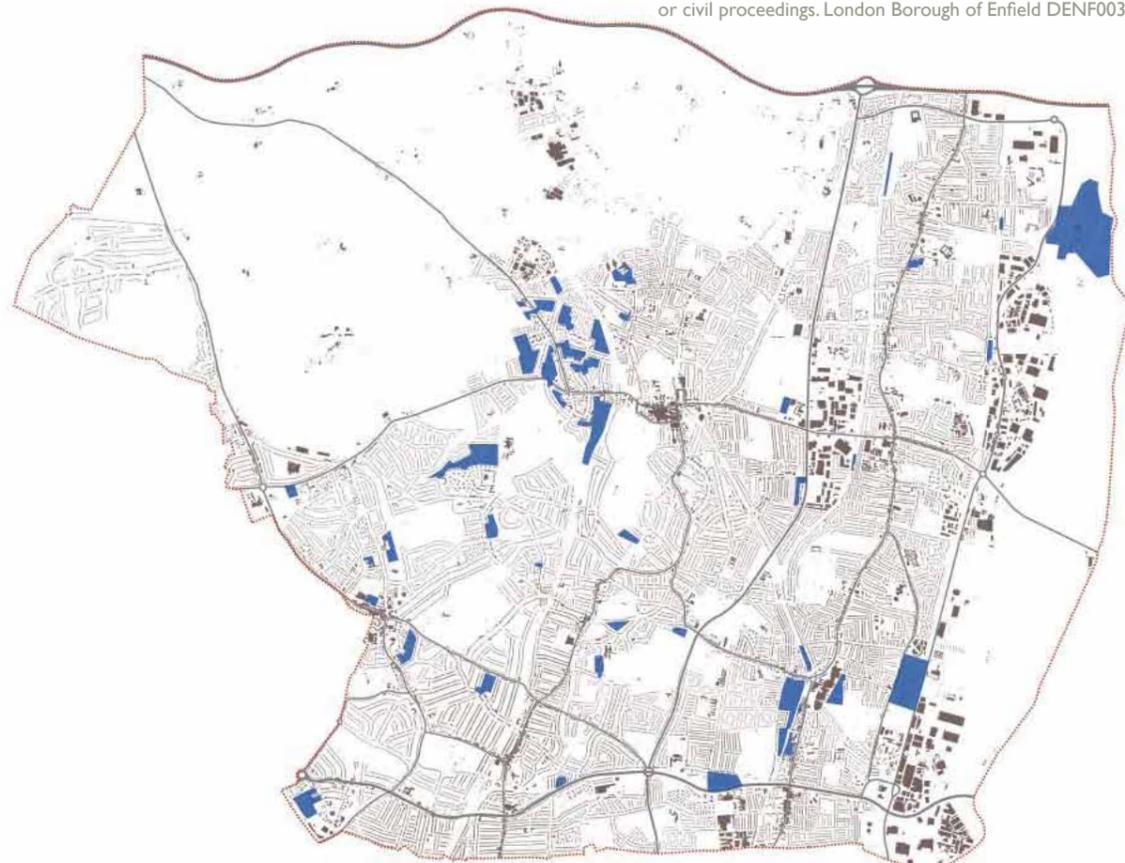
In some cases in this typology the developments created take the form of gated communities, where access is restricted with security gates. As a rule this is a trend to be avoided.

## Streetscape and landscape

This typology is characterised by dense groups of residential blocks and a network of minor



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*Modern street-based estate style development at Enfield Island Village*



*Some approaches have included the creation of 'gated communities'*

roads. Car parking is provided in collective car parks which are integrated throughout the development. The residential blocks in Enfield Island Village are orientated around courtyard style car parking areas with a periphery of grass and/ or shrub planting. These areas of car parking create large expanses of hard standing. In addition, some on street parking bays are also incorporated. Swathes of green and trees are interspersed within the developments and help to balance the areas of hard standing. Opportunities for gardens are limited. The Lytchet Way estate provides narrow front and back gardens for ground floor properties surrounded by low wooden fences. Enfield Island Village however, is largely characterized by open, communal lawns which surround the properties.

Macadam is a dominant streetscape material for both roads and pavements on the older Lytchet Way estate, whereas the newer Enfield Island Village comprises large amounts of concrete block paving in a herring bone pattern with some macadam pavements and macadam roads. Grass verges alongside pavements are a common feature. A consistent palette of street furniture is used throughout each estate.



*Apartment block with street-based access*



*Terraced housing examples within street-based estate*



*Street-based parking solutions*

### Key issues

- This form of housing is often dominated by highways, both in terms of road layout and parking provision. This has a significant impact on perceptions of the public realm and the amount of private space which is sacrificed to achieve parking standards within a given density.
- The design and build quality of the buildings is generally relatively basic and is often very generic in terms of the referencing back to the earlier forms.
- Whilst the individual buildings are often reasonably successful at defining street frontage, the block structure is not as legible as more traditional rectilinear blocks which inhibits legibility.

### Implications

- These areas are relatively modern and so are unlikely to change significantly in the short to medium term. However, they can provide lessons which inform future development.
- More flexible approaches to parking standards could greatly reduce the amount of space given over to hard standing in the public realm.
- Buildings should have a more identifiable character which fit in with the local area in terms of overall design, massing and materials.

# RESIDENTIAL - ESTATES - FREE-FORM

Flats and houses usually set within communal green space, creating a permeable layout.

Free form or open plan housing is most commonly associated with post-war public sector housing and whilst there are some interwar examples, most date from the 1950s and 1960s. They were conceived as a response to the negative perceptions of the terraced housing they sometimes replaced and which many residents were keen to leave behind. This change was achieved by moving away from the classic relationship between buildings and street and also by including generous amounts of green space and tree planting.

Many of the free form estates in Enfield, and particularly those in the more urban areas feature flats or maisonettes rather than individual houses. The resulting four or six storey blocks are then also mixed with taller towers as part of the overall composition, giving a relatively high overall density.

Whilst the overall initial impression can be appealing, particularly where buildings have been carefully detailed as with the Beaconsfield Estate in Edmonton, there are a number of issues which commonly affect the estates.

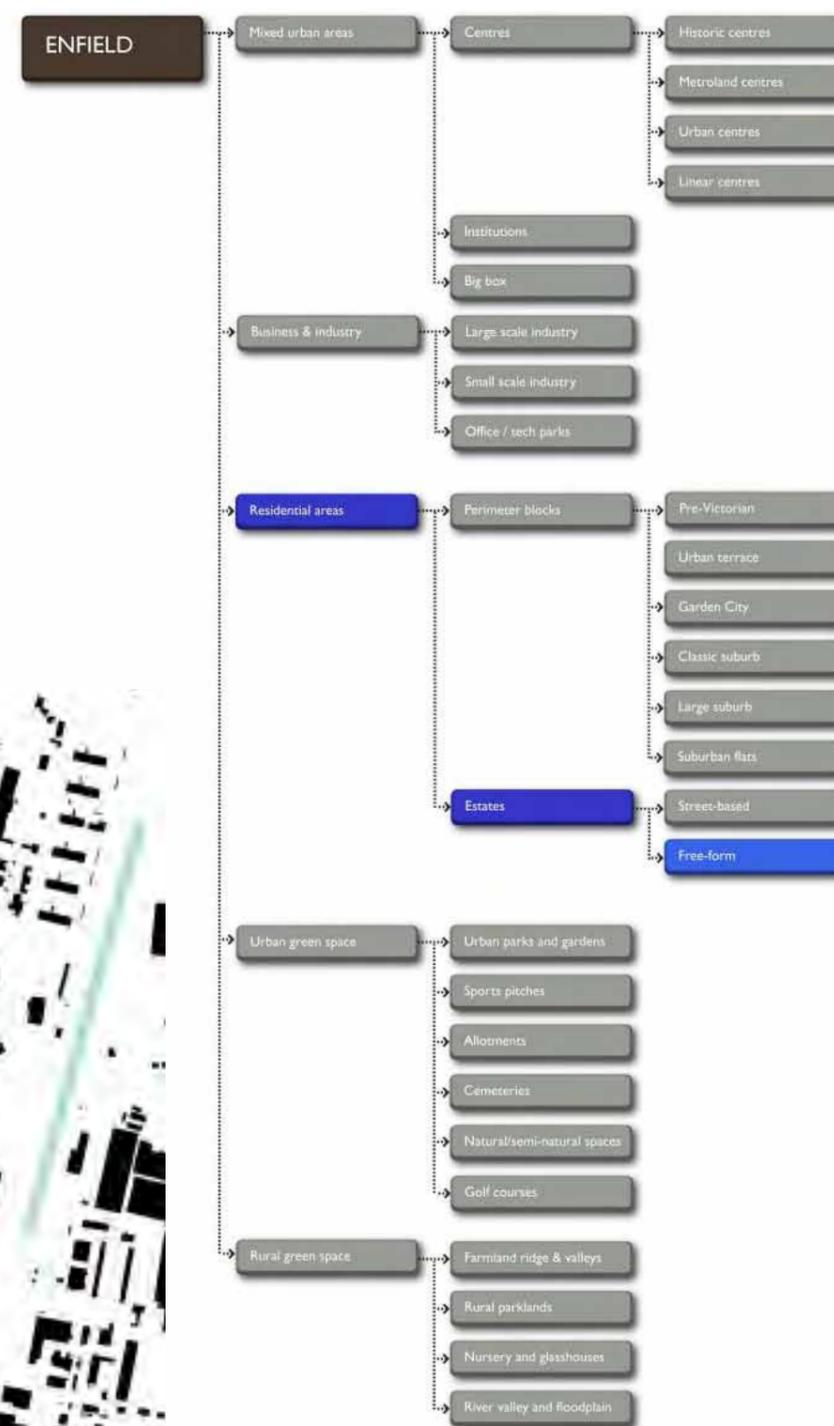
Firstly, although the buildings are surrounded by green space, this does not provide effective green space for private leisure in the manner of a garden. It is mainly there for visual benefit and is not particularly suitable for children to play in, particularly unsupervised. The lack of gardens at ground floor level for many flats of this kind also means that there is little buffer between the public and private space which may make some residents feel vulnerable. As a consequence of the lack of gardens and classic

perimeter block structure, there exists a poor definition between fronts and backs of buildings and combined with an overly permeable layout this can make an area confusing to move around.

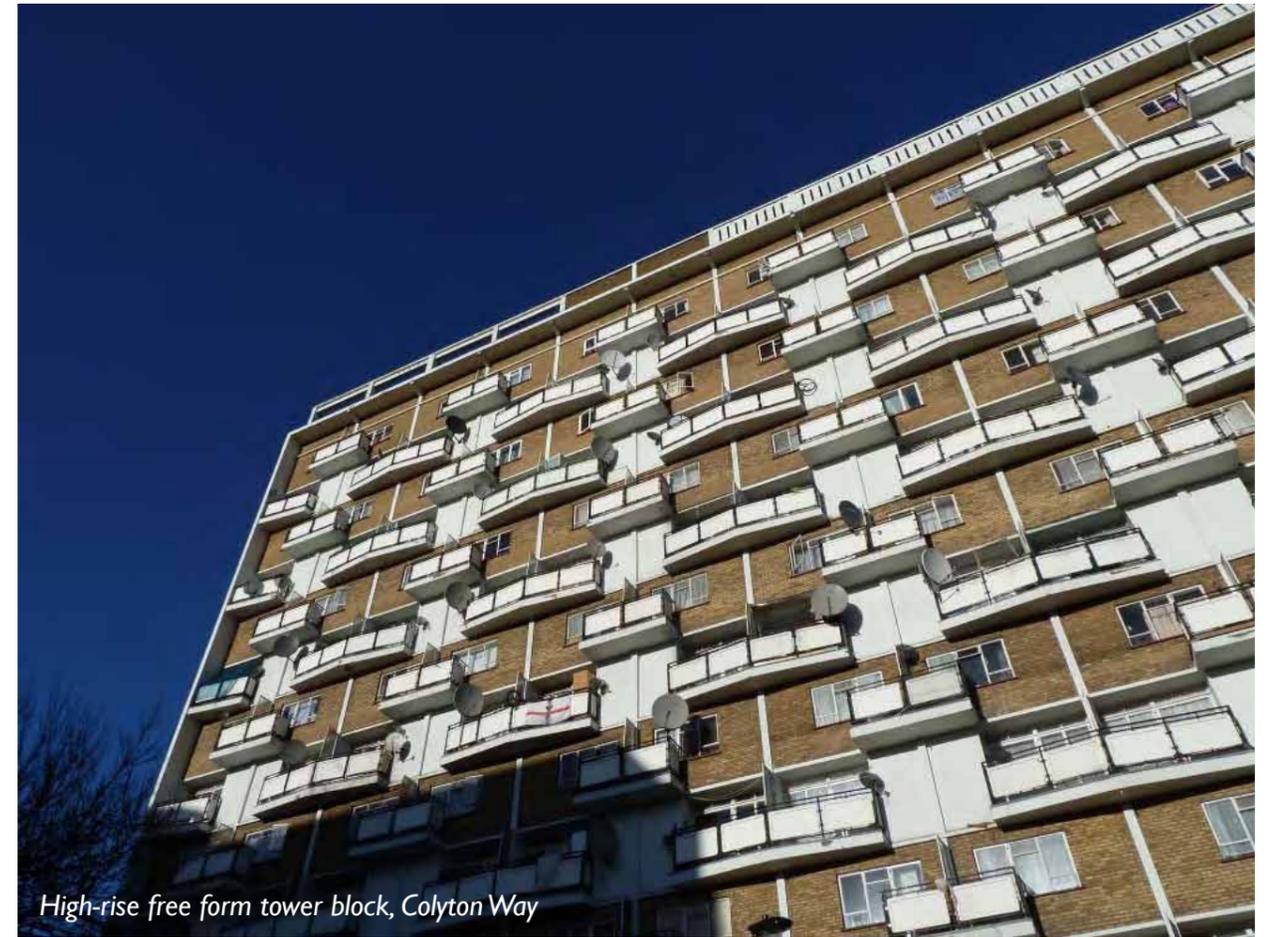
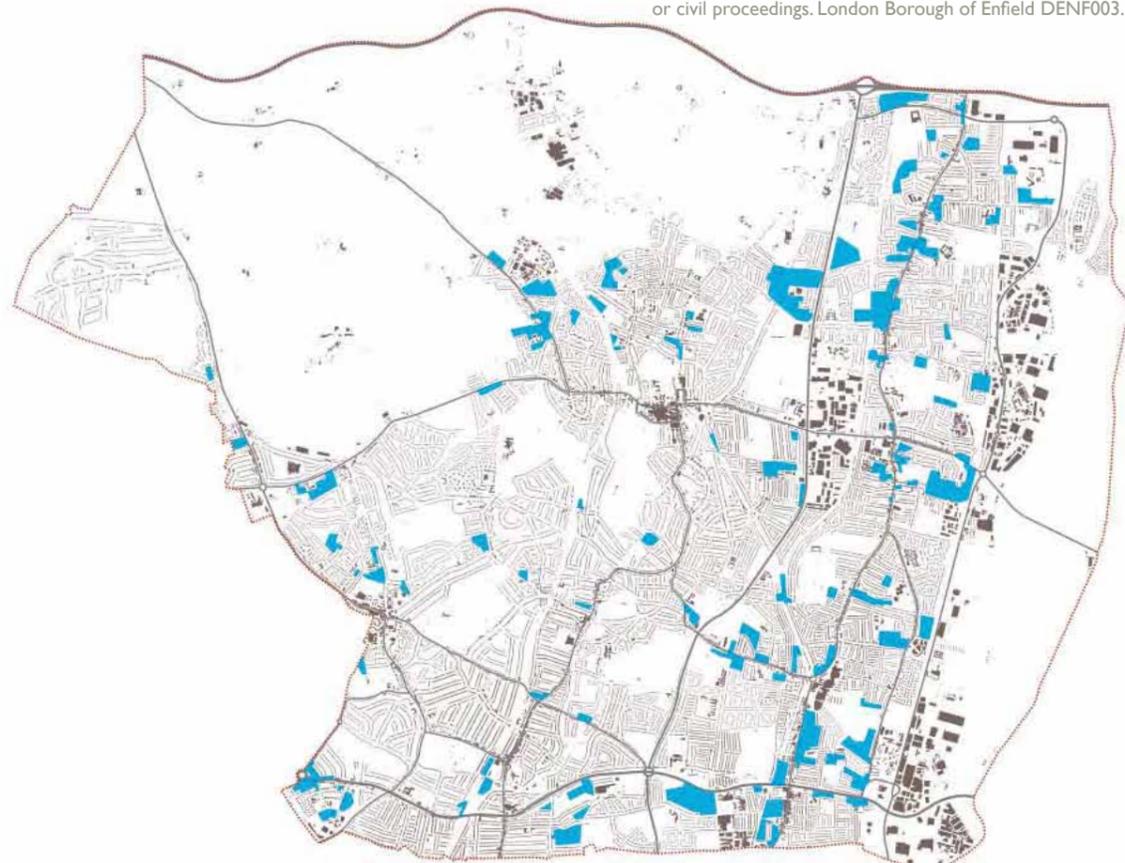
Secondly, whereas an ordinary terraced street has front doors on both sides every few metres, the incorporation of deck access means that many buildings have a significantly diminished relationship with the street outside. This reduces the sense of activity and passive surveillance, making it feel less safe. This is particularly noticeable with towers, which sometimes only have one point of access and so have little positive influence over the space around them.

Finally, estates are significantly affected by car parking. In the case of early post war examples, little car parking was originally provided and this has been added over subsequent years, mainly through loss of green space and on-street parking on the local roads. Some later housing took account of the likely levels of car ownership and as a consequence is dominated by tarmac and in one or two examples (such as Cedar Road in the north of the borough) there are decked car parks which present their own security risk as well as creating a weak form of urban development.

Despite these issues, there are a few examples of good practice. The Beaconsfield Estate, for example, includes a number of extremely well detailed and carefully planned buildings with excellent examples of metal work and other details in the 'Festival of Britain' style. These merit genuine consideration for conservation area protection before too many of their original features are lost. Other plainer and



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*High-rise free form tower block, Colyton Way*



*Green space and parking at ground level, Colyton Way*

more cheaply detailed buildings may not be sufficiently attractive to overcome the shortcomings identified above and so may be more obvious candidates for redevelopment in the long run.

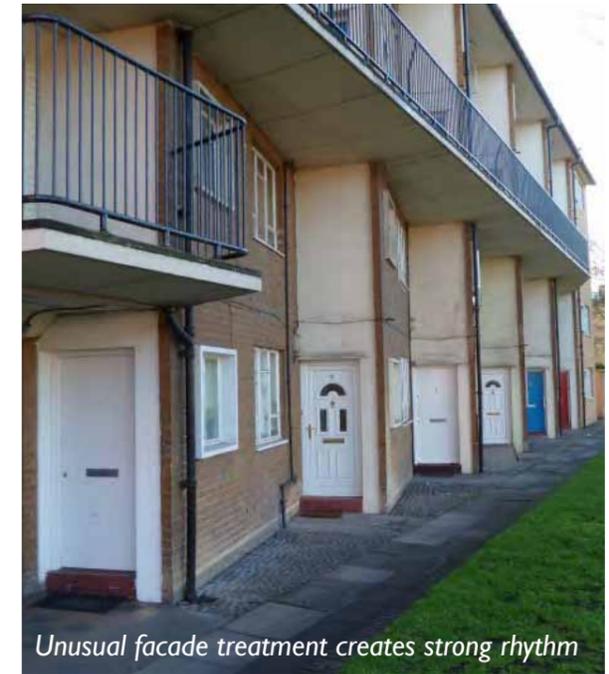
### Streetscape and landscape

These areas are defined by large, high rise tower blocks which have no direct relationship with the street scene. Limited linear stretches of car parking are situated between the tower blocks. These parking areas are set back from the road and separated by an area of paving and mown grass. This creates a sense of rhythm to the street. Low brick walls and planters filled with shrubs demarcate the extents of the car park. This limits the impact of the car park by adding a sense of green to the street. In addition, street trees make an important contribution. Some of these trees are mature and fine specimens.

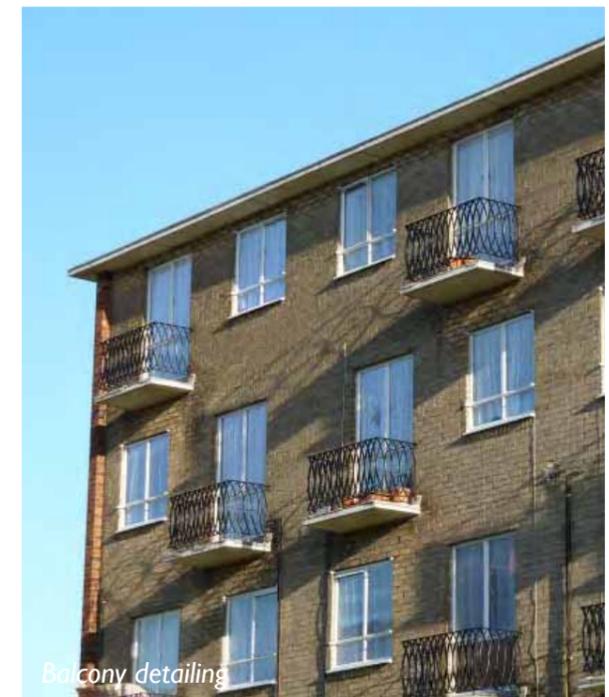
In terms of streetscape materials, concrete bollards which line the edge of the pavements are a consistent feature in this area. Roads are typically macadam, with concrete parking bays and low, wide granite kerbs edge the road and the pavements are largely concrete flag paving with some macadam strips.



*Innovative detailing supports screened storage and attractive entrance*



*Unusual facade treatment creates strong rhythm*



*Balcony detailing*



*Unusual facade treatment creates strong character*



*Low rise blocks with integrated balconies, Beaconsfield Estate*



*Balcony design and detailing creates attractive rhythm at Beaconsfield Estate*

### Key issues

- These estates provide a high degree of permeability with a poor relationship between public and private realm. This poor definition of urban form leads to perceptions of poor safety and security.
- The integration of car parking in the public realm has had a negative effect on the quality of green space around the buildings.
- Individual buildings lack private amenity space and shared amenity space is often not suited to children's play.
- The visual appearance of these buildings is often eroded by lax housing management regimes which have allowed satellite dishes, replacement windows and balcony clutter to develop which detracts from the quality of the facades.

### Implications

- Some examples of free form estates are well designed and detailed, with the Beaconsfield Estate being perhaps the best example. This may benefit from greater conservation protection before any further significant loss of original fabric occurs.
- In some instances it may be possible to establish a more conventional building/street/private space relationship through the creation of defined private gardens for ground floor flats facilitated through tighter housing management.

# URBAN GREEN SPACE - URBAN PARKS AND GARDENS

## Green space introduction

The following sections outline the green space and landscape typologies found in the borough. These green spaces have an important and close relationship with the built typologies already described. At a borough-wide level the interplay between parks and local neighbourhoods is strong and is evident throughout the borough due to the even distribution of green space. The interface between the wider, and more rural, elements of landscape and the built typologies along the urban fringe is also important and varies in strength and quality. These aspects are explored throughout the following sections.

Enfield is well endowed with green space and has a range of urban parks and gardens which help define Enfield as one of the greenest London boroughs. Public parks are the most abundant form of open space provision in the borough and are particularly valued by the borough's residents.

The main urban parks in the borough are:

- Grovelands Park
- Oakwood Park
- Pymmes Park
- Arnos Park
- Broomfield Park
- Albany Park
- Town Park
- Durants Park
- Jubilee Park

The borough also has several larger country parks which are different in character and are addressed elsewhere in the report.

## Distribution

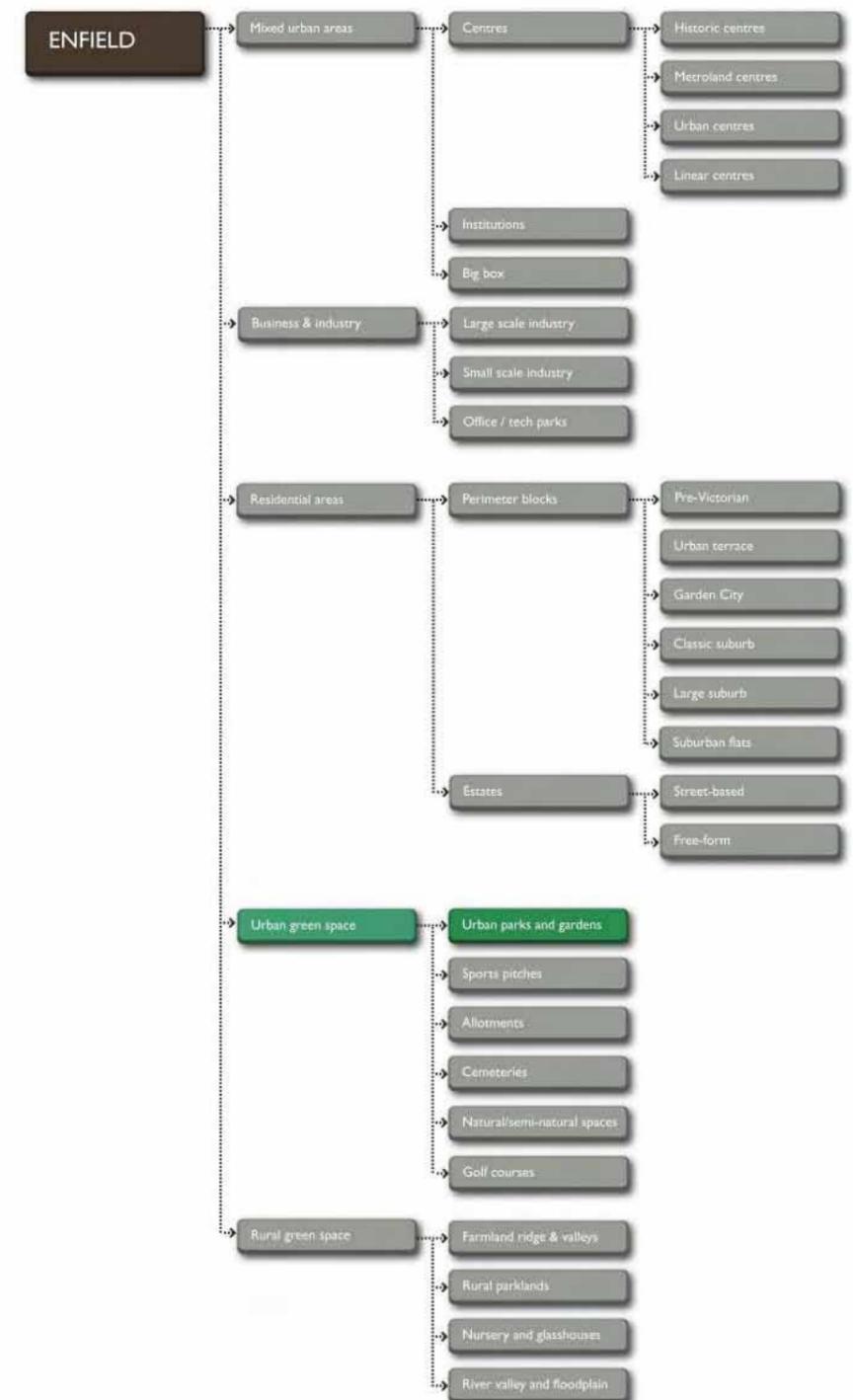
Urban parks and gardens are distributed throughout the borough. However, the areas with best provision are mainly located in the south, west and central parts of the borough. Larger district parks can be found in the south west whilst in the south east and north east, a collection of smaller green spaces and pocket parks are more common.

The Borough's Parks and Open Space Strategy adopted in March 2010 identified Haselbury, Upper Edmonton and Edmonton Green as the areas with the best provision of public parks in the borough. Areas with a deficiency in terms of accessible parks and gardens were identified as, the northern part of Cockfosters ward, (specifically the eastern part of Hadley Wood), which is more than 800m from a public park. Large parts of eastern Highlands as well as large parts of central Grange are also outside of the 800m catchment area for a public park.

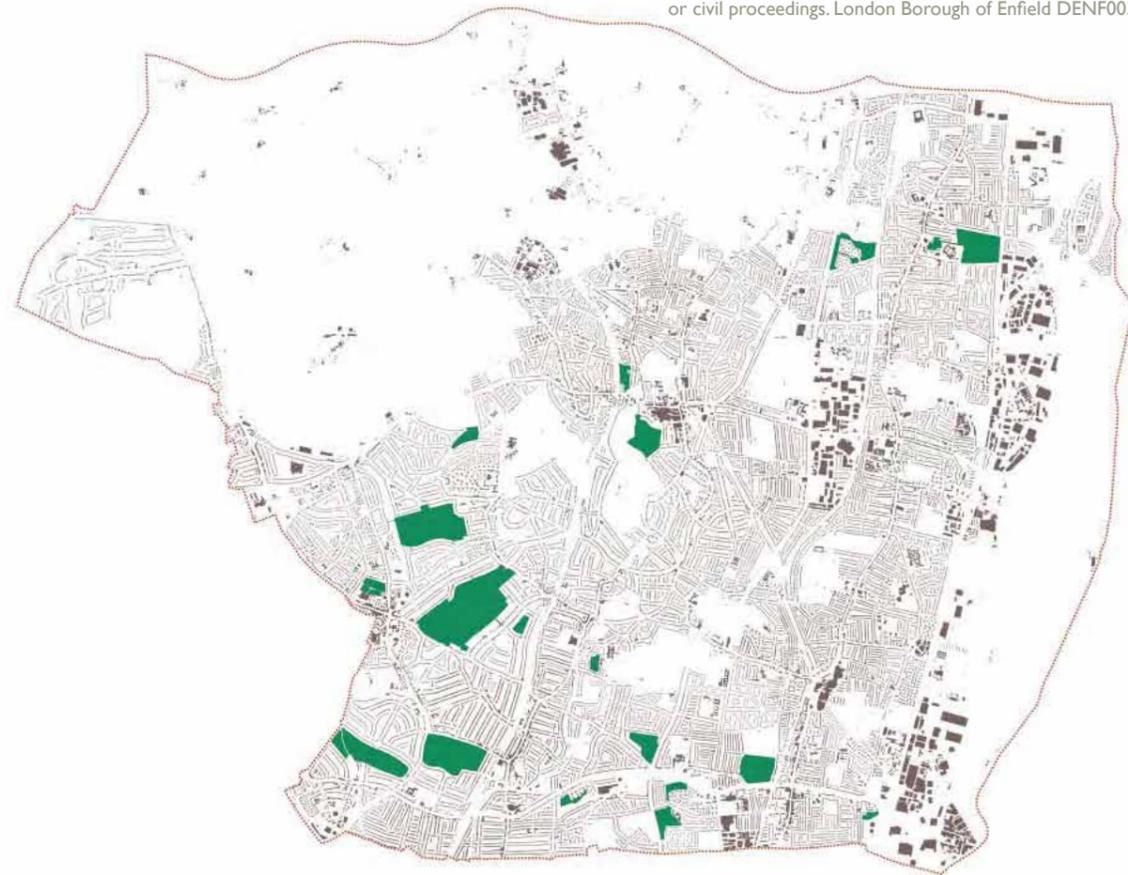
## Key characteristics

The majority of the borough's parks and gardens are well maintained and a significant number have been awarded Green Flags - a national benchmark for the best green spaces in the country. (Parks and gardens in receipt of this award in 2010/11 include Pymmes Park, Jubilee Park, Grovelands Park, Oakwood Park and Town Park).

The borough's parks and gardens provide a good range of facilities. They often feature traditional park elements, such as formal planting beds or ornamental garden areas, a strong framework of mature trees, seating areas and cafes. They typically incorporate good outdoor sports facilities such as sports pitches and games courts and children's play equipment



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Grovelands Park entrance



Broomfield Park

is often present along with opportunities for more informal recreational pursuits and nature conservation areas.

Many of the parks were created in the Victorian era or early twentieth century along with the 'New River' development in the east of the borough and traces of this river are present in many of Enfield's parks and gardens. Water is a common element in the form of boating lakes, ponds and water features and both Pymmes Park and Grovelands Park boast particularly large lakes.

Several of the larger district parks occupy sites which were previously part of large historic country estates, and this is true of Grovelands Park, Town Park and Bush Hill Park and accounts for the fine collections of large, mature trees including Horse Chestnuts, Oaks, Poplars and Cedars.

### Role and significance

The wide range of parks and gardens in the borough fulfill a number of different roles. In the more dense residential areas they punctuate built up townscapes, provide visual amenity and offer an important respite from the surrounding urban area. They create focal points that help define the different neighbourhoods and help facilitate community cohesion and social interaction. This is particularly evident since many of the parks have voluntary friends groups attached which perform a valuable role in overseeing the use, management and future development of the parks.

The parks and gardens make a positive contribution to the street scene of local neighbourhoods. In the southern areas of the borough, trees line the perimeter of

many of the borough's larger district parks (e.g. Pymmes Park) and they provide a valuable asset, creating enhanced, leafy green streets. These larger parks are generally overlooked by larger properties set back from the road. This creates a particularly attractive environment and adds to the verdant character of these areas. However, in other locations (eg Oakwood Park), private residential properties back onto the parks with private gardens encircling the green spaces which limits their impact on the surrounding area and renders them less accessible (both visually and physically). Typically, the smaller parks and gardens are more open in nature allowing for sweeping views.

The fact that many of Enfield's parks have received the highly commendable green flag status demonstrates that these parks are largely well maintained, valued and inviting spaces. This brings benefits to the borough and helps promote local civic pride.

The parks also provide a valuable ecological resource and they make a substantial contribution to the borough's green infrastructure. The lakes host a range of bird life while the mature vegetation and tree planting provides excellent habitat for bats, birds and invertebrates. In addition, the parks play an important role in mitigating the effects of global warming by providing cooling of the local urban areas and thereby reducing the urban heat island effect.

Many of the parks are situated within historic landscapes and some of these parks feature on the English Heritage Register of Parks and Gardens of Special Historic Interest including Grovelands Park which is Grade II listed and Broomfield Park. Oakwood Park and New

River Gardens were formed on land once part of Enfield Chase and are therefore able to document and encapsulate part of Enfield's history contributing to the sense of heritage and identity of the local area.

### Key issues

- The borough's parks and gardens are a valuable asset making a major contribution to the character and quality of the borough, but there opportunities to celebrate and promote them more.
- The parks offer a range of activities, however there are opportunities for further diversification to increase their ecological and educational value.
- Many of the borough's parks and gardens are important historic landscapes. These require appropriate management to ensure their protection for the future.
- There is an inequality in the distribution of parks across the borough, with a higher incidence of larger parks in lower density suburban areas.
- There is a deficiency in the provision of children's play equipment in some parts of the borough.
- There is a deficiency of attractions suitable for teenagers in the borough's parks which needs to be addressed.
- Parks and gardens contribute to mitigating the effects of climate change in the borough by providing a substantial proportion of the borough's tree cover.
- The maintenance of the ageing tree stock in parks needs addressing.

### Implications

- Raising the profile of the borough's parks and gardens could increase the number of tourists and local visitors using the areas and bring economic and social benefits.
- Provision of children's play and teenagers facilities should be improved in the borough. In particular, this should include options for creative forms of play including opportunities for natural play.
- Management and design of parks and gardens should be reviewed to ensure historic features are appropriately protected and managed and opportunities for increasing biodiversity and ecological value are identified.
- Opportunities for planting large scale forest trees in parks and gardens should be sought to further increase tree cover in the borough.



*Enfield's parks boast extensive and varied areas of green space and woodland*



*Ornate gates to historic town parks*



*Multi-functional green spaces catering for children's play and sport and recreation*

# URBAN GREEN SPACE - SPORTS PITCHES

The borough has a large number of playing fields and sports pitches, which comprise just over a quarter of the borough's open space. Playing pitches are an important sporting and recreational resource. These green spaces play a key role in providing both formal and informal recreation opportunities and can contribute to reducing anti-social behaviour and encouraging healthy lifestyles. A range of different sports are accommodated across the borough and in terms of pitch provision, the most popular sports are football, cricket, rugby union and hockey.

The main areas of pitches are:

- Pymmes Brook
- King George's Field
- Enfield Playing Fields
- Tottenham Sports Ground
- Clowes Sports Ground

## Distribution

The largest areas of playing fields are located on the Great Cambridge Road near the dense centres of Enfield and Edmonton. Smaller collections of playing fields are distributed relatively evenly across the Borough.

There are some areas of the borough where playing pitches are less readily accessible and these are generally in the south in proximity to the north circular and in the south east of the borough around the built up area of Lower Edmonton. In addition there is less provision in locations in the urban fringe, where the population density is lower and the need is reduced.

In addition to the green spaces which are specifically designated as playing pitches, there are a number of pitches integrated into public parks, which significantly increases access to sport facilities for local residents. The quality of these pitches is generally good.

## Key characteristics

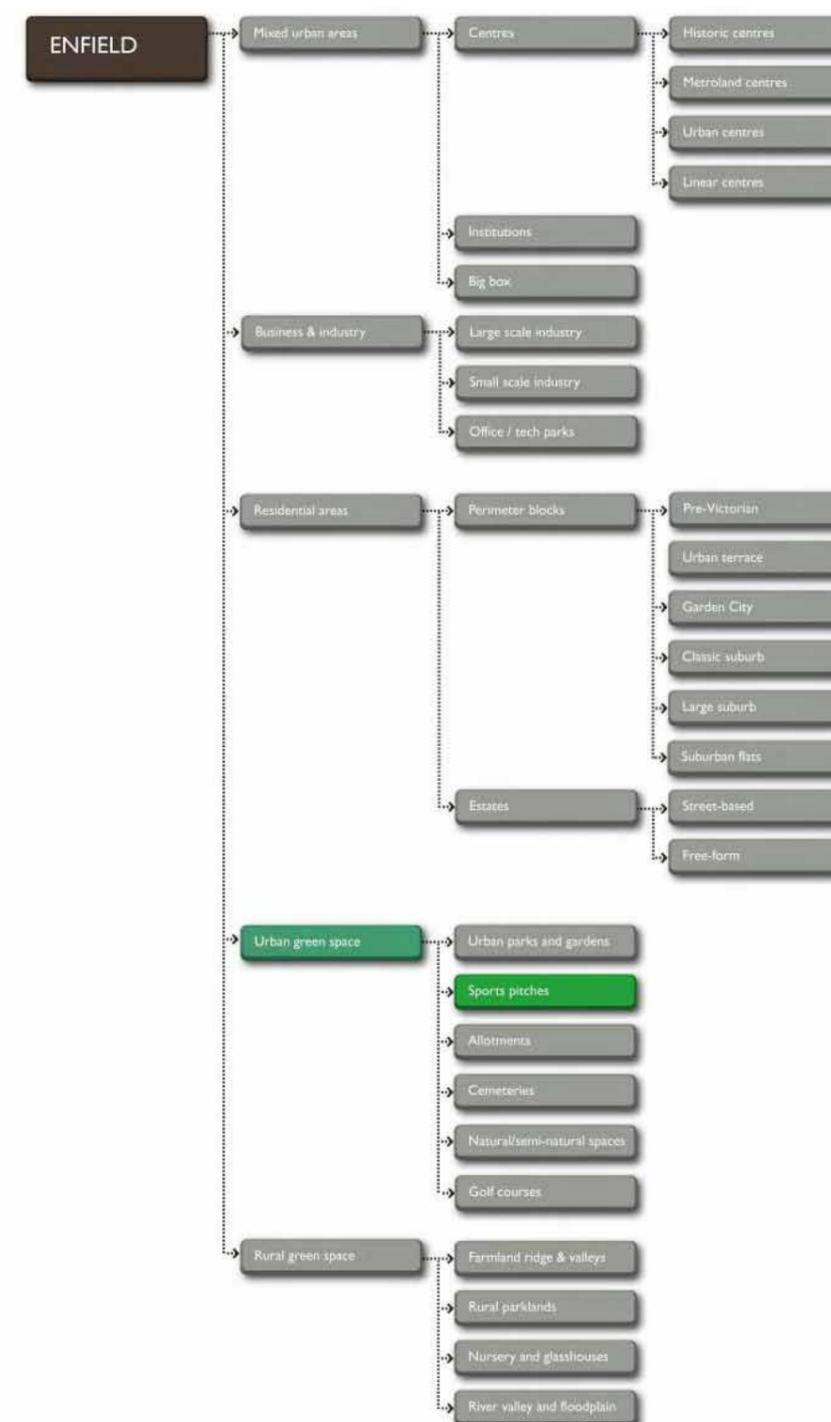
The areas of sports pitches are generally bounded by residential areas and are backed onto by gardens. They are typically large open expanses of mown grass some of which have hedge planting and trees around the boundary. On occasion, hedgerows also form divisions between the pitches, in some cases these are remnants of historic field boundaries. Since playing fields and pitches require considerable amounts of open space and a level surface, these green spaces also provide sweeping views.

The private playing fields generally include car parking areas and pavilions or buildings which accommodate changing facilities. In addition they often incorporate a range of different pitches including synthetic pitches and flood lighting.

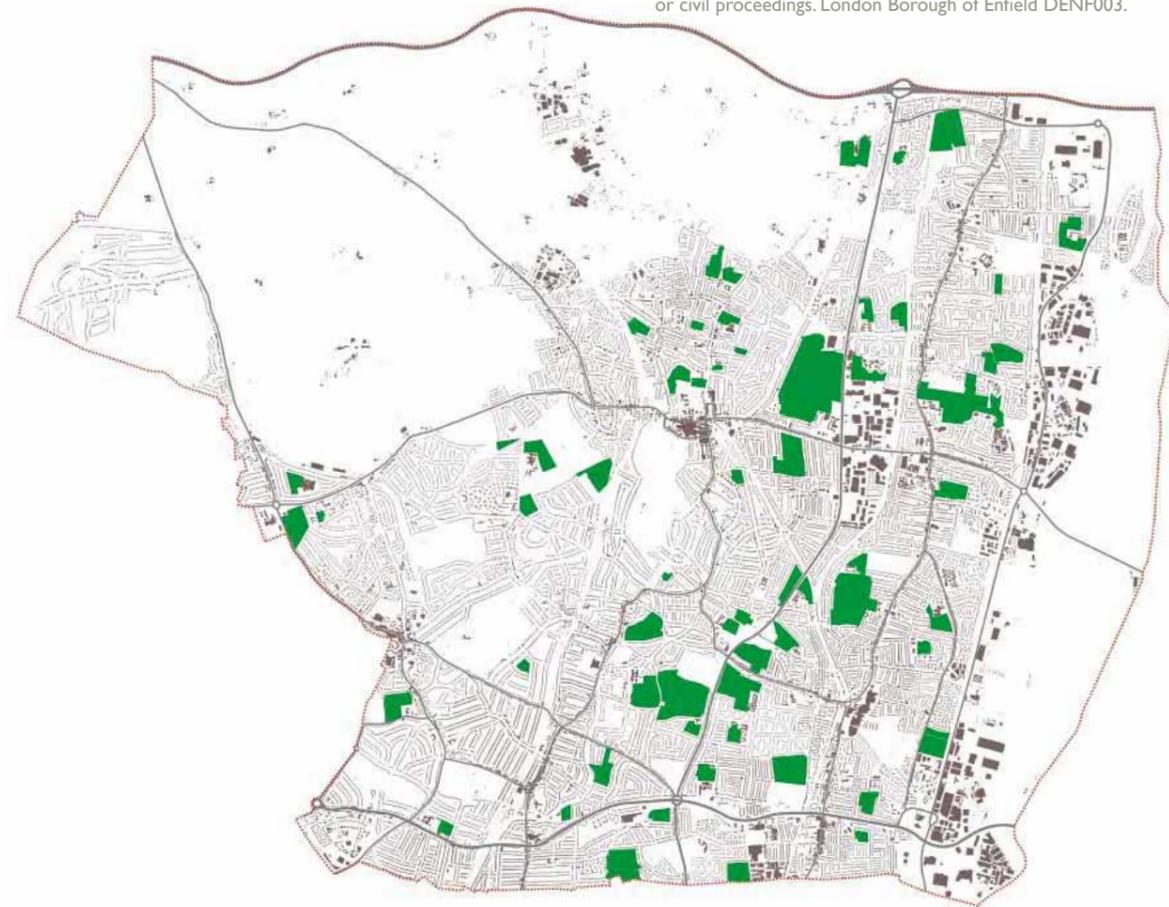
## Role and significance

The playing fields and pitches in the borough perform an important role in providing space and facilities for team sports. They also provide opportunities for informal recreation such as dog walking and jogging.

The fact that the majority of pitches are enclosed by back gardens limits the impact that they can have and the contribution that they can make to the street scene. They do however, provide a pleasant view for the neighbouring residents and provide an important sense of openness in areas which are



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often otherwise densely urbanized. There are also situations where sports pitches border main roads which provide a visual break from the built environment. Their strong, tree lined boundaries and hedgerows provide attractive features and have important amenity value as well as providing important ecological corridors for the benefit of biodiversity.

### Key issues

- There is a good provision of pitches in the borough, it is important that these existing facilities are effectively maintained and improved.
- A large number of pitches are owned privately, and opportunities for wider public use could be considered.
- Pitches provide key areas of openness in the urban areas of the borough.
- The quality of some sports pavillions and ancillary buildings needs improvement.

### Implications

- Existing pitches in the borough should be protected and enhanced.
- There is a need for improved provision of changing facilities.
- Opportunities exist for modifying the margins of pitches with tree planting and long grass areas to create improved habitats for wildlife and added visual interest for the local area.



Football pitches



Walker Cricket Ground, Southgate

# URBAN GREEN SPACE - ALLOTMENTS

Allotments are very popular in the Borough and demand for them continues to grow. The allotment sites provide a valuable recreational resource for the borough providing opportunities for residents to grow their own produce. There are 42 allotment sites across the borough, 40 of which are public. In total, allotments comprise c. 4% of the borough's open space. Many allotments are located in close proximity to or adjacent to wider public green spaces, although some also exist independently.

The main allotment sites are:

- Fairbrook
- Southgate Chase
- Barrowellfield
- Weir Hall
- Houndsfield

## Distribution

The greatest concentration of allotments can be found in the southern part of the Borough, to the west of Edmonton in proximity to the Great Cambridge Road. A scattering of small allotment sites occur in the west of the borough. In the north of the borough, the extensive Clay Hill allotments provide a buffer between suburbia and the countryside beyond.

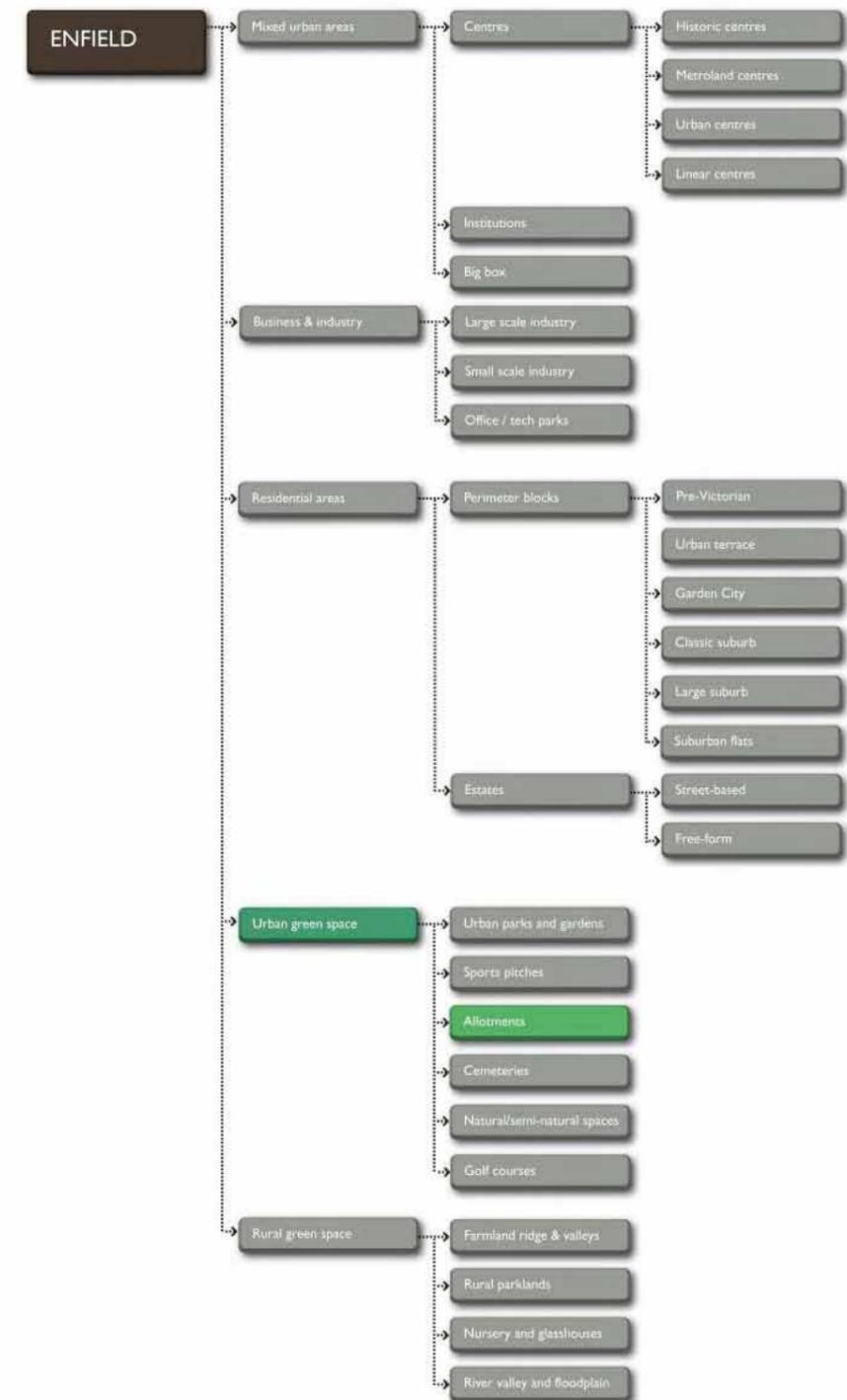
Deficiencies in allotment provision can be found across the borough. In particular, deficiencies are noted in the south east and south west of the borough around Lower Edmonton and Upper Edmonton in the south east and around Palmers Green and Southgate.

## Key characteristics

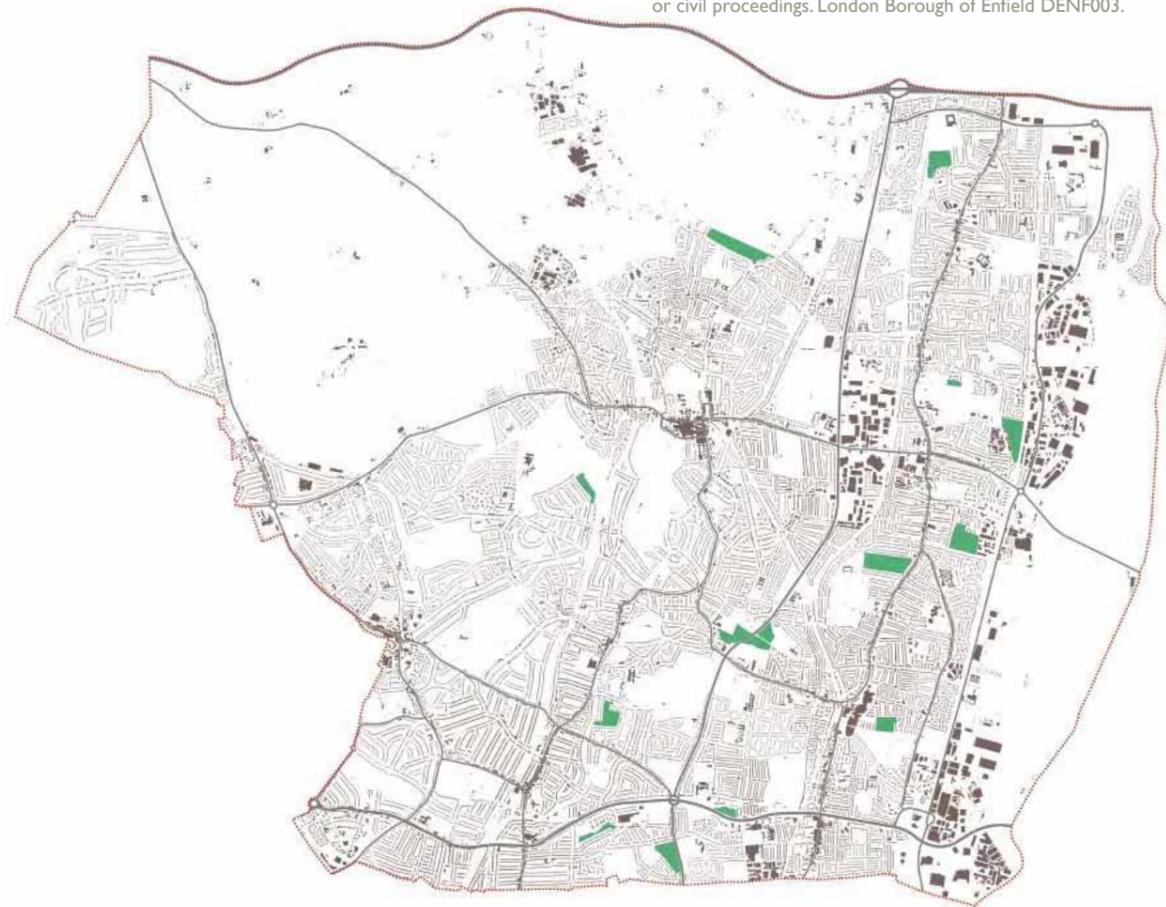
The allotment spaces vary widely in terms of their scale and formation. However, they all comprise the typical densely packed linear plots with circulation routes within the space and generally bounded by trees and hedgerows. The majority of the allotments are either tucked between blocks of housing and backed onto by gardens or are located in peripheral sites alongside railway lines or main roads or adjacent to industrial zones. Allotments often appear as intriguing and chaotic green spaces, populated with sheds and related paraphernalia but are rarely accessible to the public.

## Role and significance

The allotment spaces are rarely visible from their surroundings either because they are surrounded by back gardens or because they are obscured by a combination of hedgerow and mature trees. They are difficult to access and feature as largely self contained entities. They are often located on the edges of the settlement centres in the borough. They do, however, provide a break in the townscape and are a popular facility amongst residents. Allotments can engender an important community and social focus, encourage an active and healthy lifestyle and offer a valuable recreational pursuit. They are becoming increasingly popular due to a recent focus on sustainability and the boom of farmers' markets which focus on local produce and alternative and more organic methods of sourcing food.



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### Key issues

- The increased public interest in locally grown food and organic produce has led to a nationwide increased interest in allotments and community growing schemes.
- Allotments are in great demand in the borough and opportunities for further allotment sites should be considered.
- Concerns about security have led to most allotment sites being enclosed and with access restricted to allotment owners.

### Implications

- Existing allotment sites should be protected and promoted and applications for new allotment sites and community growing initiatives should be encouraged.
- Additional allotments could be incorporated into existing green spaces to increase provision levels and make them more accessible.



*Routes through allotment areas*



*Dense provision of allotment plots*

# URBAN GREEN SPACE - CEMETERIES

There are 14 cemetery sites in Enfield, (7 of which are public) and several churchyards. These are important sites both as areas for burials and cremations but also as areas of open space for informal recreation and as wildlife habitat in the borough.

The main churchyards and cemeteries are:

- All Saints
- Enfield Jewish Cemetery
- Edmonton Federation Cemetery and Western Synagogue Cemetery
- Edmonton Cemetery
- Southgate Cemetery
- Lavender Hill Cemetery
- Strayfield Road Cemetery
- Hertford Road Cemetery
- St Andrew's Church, Enfield
- St James' Church, Enfield

## Distribution

The cemeteries are dotted sparsely along the southern and northern parts of Enfield. It is common to find cemeteries adjacent to wider open space playing fields and parks. There are a modest number of churches with churchyards which are located in the south west, south east and north east of the borough respectively.

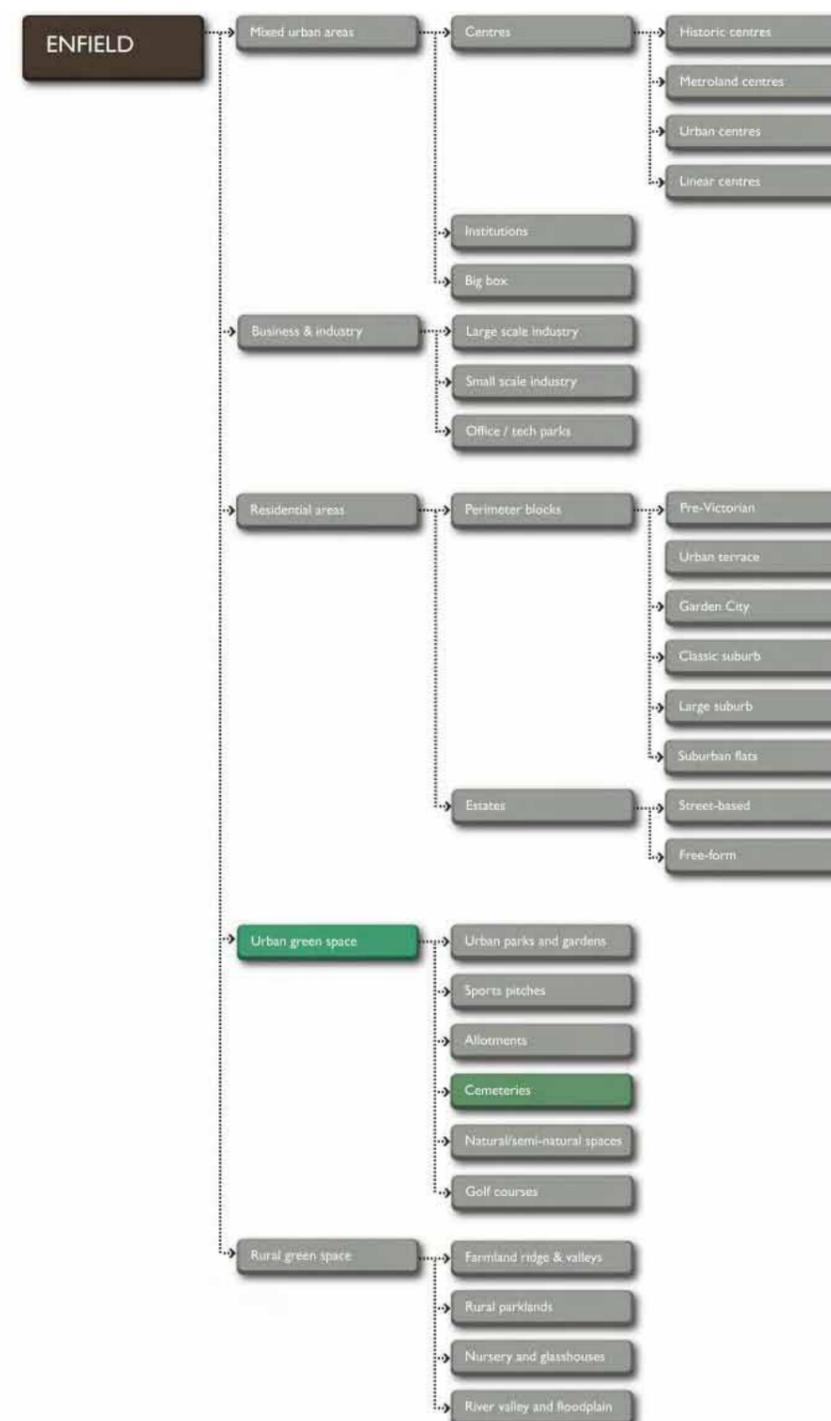
## Key characteristics

The cemeteries vary in terms of their scale and style but are generally well kept. However, there are two broad categories that can be identified in terms of their characteristics. The first, is very traditional in format, punctuated

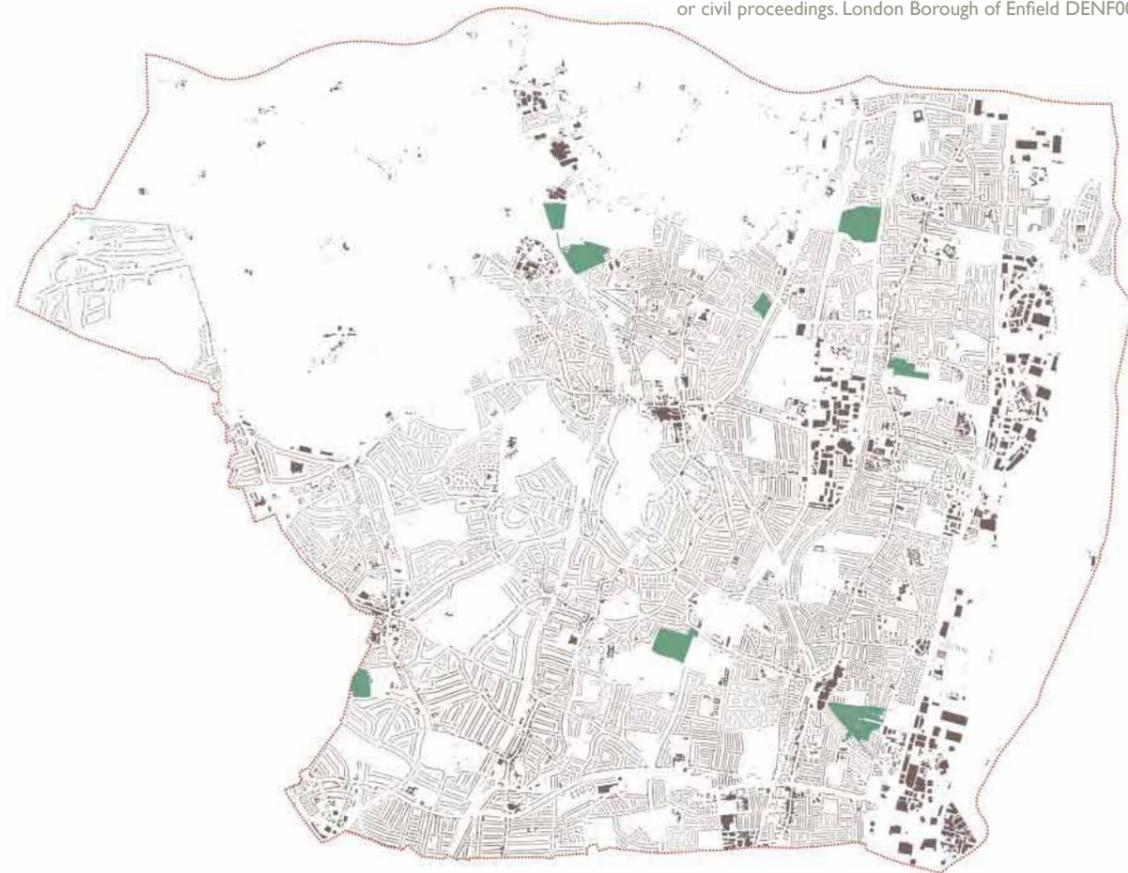
by a mixture of both evergreen and deciduous trees. Graves sit within grassy areas in neat rows with a regular and strong geometric pattern which is either in an elliptical or rectilinear arrangement. Iron railings surround the site affording views in. Ornate stone gates provide a grand entrance to some. These areas are carefully landscaped and planned to create a park-like setting.

The second, more modern form, is rectilinear in format where graves form neat, tight rows with paths provided on a grid. These spaces are dense with minimal space for vegetation, other than trees around the perimeter and some narrow grass verges. There are open views across these large spaces.

There are a small number of churchyards in Enfield which are traditional in character containing a series of historic graves and mature trees. They are often surrounded by stone walls and with iron gates and railings. St James Church north of Ponders End has an extensive church yard which is dominated by mature Lime trees and surrounded by low hedge planting and rows of old stone graves. All Saints Church in Edmonton Green would have been similar in character except many of these graves have now been cleared following overcrowding in the nineteenth century. Like other churchyards in the borough it is attractively laid out with firs and evergreens, some shrubs and seats. A scattering of tomb stones remain amongst the grass area and a partly paved Garden of Remembrance contains a number of tombs and memorials



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### Role and significance

Southgate and Edmonton cemeteries in particular have fine tree-lined boundaries and stone walls which make a positive contribution to the streetscape providing the areas with a sense of heritage and prestige. The historic churchyards including Winchmore Hill Quaker Meeting House, All Saints Church in Edmonton, St. Andrews Church in Enfield and St. James Church (Hertford Road) are particularly attractive with mature vegetation enhancing their surroundings and providing a focus for local communities.

Even where the cemeteries do not contribute such a strong sense of green space, they none the less provide an important break from some of the densest areas of built form in the borough. This provides an important respite and an oasis of calm. Furthermore they add character and help define the surrounding areas.

### Key issues

- There is a need for further burial spaces in the borough which needs to be addressed.
- There is a risk of burial grounds becoming intensified with few areas of grass or planting and extensive areas of hard surfacing.
- Churchyards provide more than a setting for graves. Opportunities for further planting, seating areas and historical interpretation should be considered where appropriate.

### Implications

- Existing burial spaces should be protected and opportunities sought for new sites.
- The establishment of alternative natural burial sites in the borough including woodland burial sites should be sought and encouraged.
- Opportunities for developing existing burial sites as multi-functional local green spaces (whilst still retaining its primary function as a space for burial and remembrance) should be sought.
- There is a need to restrict intensification of burial grounds. Design and management of new and existing sites should preserve and enhance the site's green infrastructure.
- Local community-led initiatives for the management and improvement of burial grounds should be encouraged.
- The nature conservation role of churchyards should be acknowledged and opportunities to enhance habitats explored.



Southgate Cemetery



Edmonton Cemetery

# URBAN GREEN SPACE - NATURAL / SEMI NATURAL SPACES

There are 17 sites in the borough that have been designated as natural or semi natural green space. These spaces play an important role in maintaining and enhancing biodiversity throughout the borough. In addition, they help influence the character of the borough and provide opportunities for education and informal recreation.

The main natural/semi-natural spaces in the urban area of the borough are:

- Cheyne Walk
- Clay Hill Fields
- Covert Way Fields

## Distribution

Natural and semi natural spaces in the borough generally comprise small pockets of land within the urban area. Whilst the reservoirs and surrounding landscape represent large areas of semi-natural green space in the borough, these have been categorised under rural green space as river valleys and floodplain later in this chapter.

There are many areas in the borough that are deficient with regards to natural and semi natural green space. In particular, this applies to much of the west and central parts of the borough. There are however, parks within these areas which contain areas for nature conservation which helps to alleviate this deficiency.

## Key characteristics

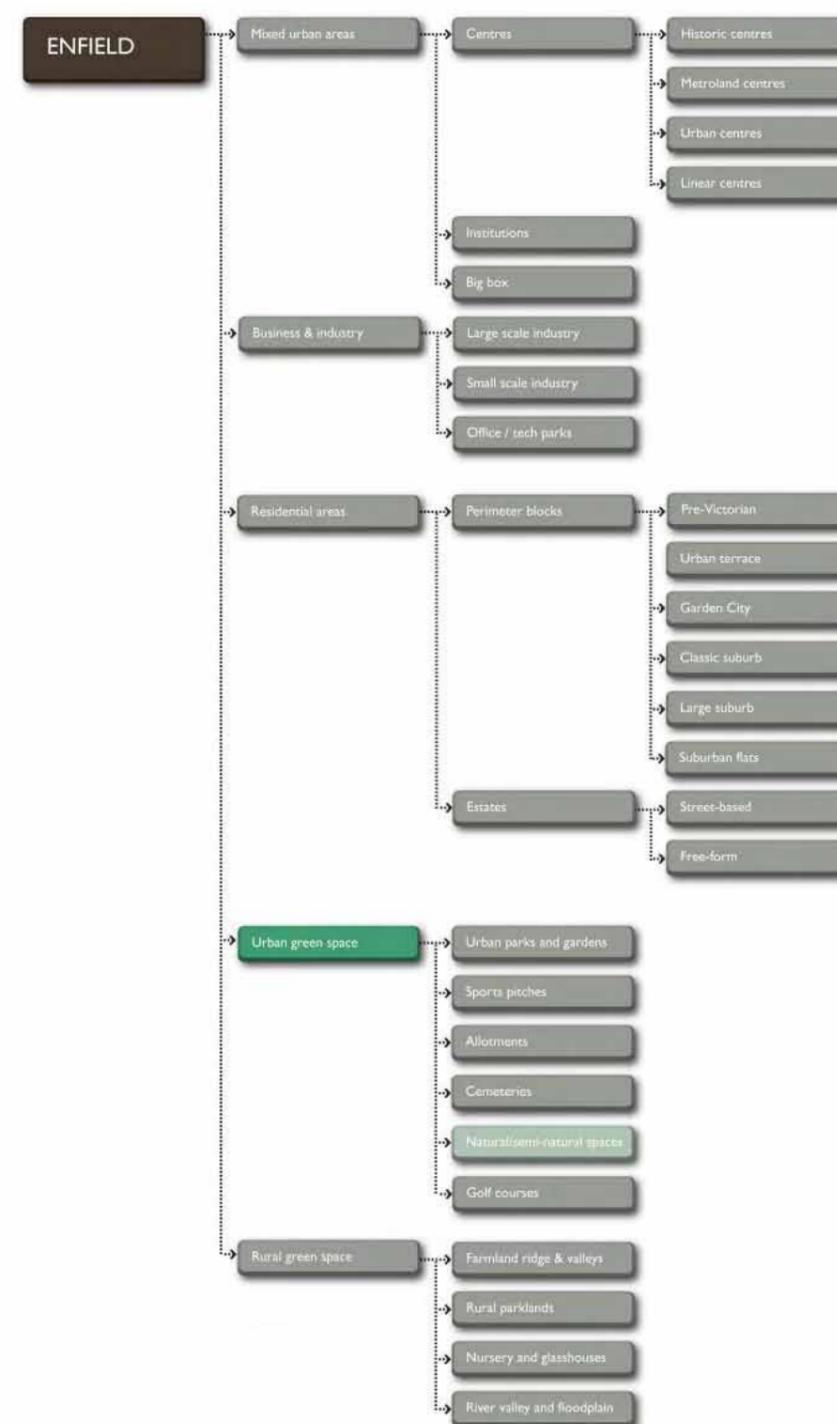
The areas of natural/semi natural space which occur within the urban areas of the borough vary in character. They are largely nestled within the borough's less dense, more affluent

residential areas. These spaces comprise dense mature woodland and species rich grassland. Cheyne Walk and World's End Lane open space are typical examples. Water bodies are present in some areas. The areas of natural and semi-natural space are generally more enclosed than other types of open space and are more rural in character. This means that views into these sites are often limited.

## Role and significance

The areas of natural/ semi natural space, which lie within the more affluent parts of the borough help to define the various neighbourhoods, are readily accessible and provide both recreational opportunities and an attractive visual amenity. These dense green pockets present valuable biodiversity value. This is particularly pertinent when they form part of a wider green network. Covert Way Field in the westernmost edge of the borough benefits from its location adjacent to Monken Hadley Common, and Hadley Wood Golf Courses which creates a generous green swathe extending to Trent Country Park and beyond. Some of these spaces also comprise native and ancient woodland and can therefore provide a link to the historic environment and can help with the interpretation of local surroundings and contribute to the local identity of an area.

The natural and semi natural sites found across Enfield boast 256ha of native woodland of which 122ha is classified as ancient and 30ha of species rich grassland. Covert Way Field which is a dense wooded area at the western most edge of the borough is a Local Nature Reserve.



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### Key issues

- The borough has a relatively low incidence of natural and semi natural green space in relation to both the GLA standard and the current Natural England standards for accessible natural greenspace (ANGST).
- The borough has only one Local Nature Reserve (Covert Way).
- Some of the key areas of natural and semi-natural green space in the borough have little or no public access.
- There are opportunities within the borough to diversify existing green spaces and develop them as areas of semi natural green space.
- Small spaces, if incorporated as part of a broader network can make an important contribution to the area's biodiversity value.

### Implications

- Existing areas of natural and semi-natural greenspace in the borough should be protected against future development and managed appropriately.
- Opportunities should be sought for the creation of new areas of accessible natural greenspace particularly in the south of the borough and for the designation of additional areas of natural greenspace as Local Nature Reserves.
- Improvement of public access to areas of natural and semi-natural green space should be sought.
- Exploration of the existing natural and semi-natural green spaces should be encouraged through an enhanced network of routes, increasing accessibility and effective promotion.

# URBAN GREEN SPACE - GOLF COURSES

Golf is a popular activity in the borough and there are an unusually large number of golf courses in the borough. These are mainly focused in the northern part of the borough positioned between the edge of the urban area and the wider countryside, where the borough's parkland areas and gently rolling countryside provide an ideal setting.

The golf courses in the urban area of the borough are listed below:

- Hadley Wood Golf Course
- Lee Valley Golf Course
- Enfield Golf Course, World's End
- Bush Hill Golf Course

Some of the borough's golf courses form part of wider rural green space typologies and are therefore not covered in this section, they are as follows:

- Trent Park Golf Course
- Whitewebbs Park Golf Course (the only golf course run directly by the council)
- Crews Hill Golf Club

## Distribution

Golf courses by nature require space which accounts for the fact that most are located away from the most heavily populated areas, and concentrated on the northern most residential fringes. World's End Golf Course and Bush Hill Golf Course, however, are located close to Enfield town centre and the Lee Valley Golf Course at Picketts Lock has an urban setting. Unsurprisingly, there is a distinct lack of golf courses in the southern sector of the borough where a dense urban grain is present.

## Key characteristics

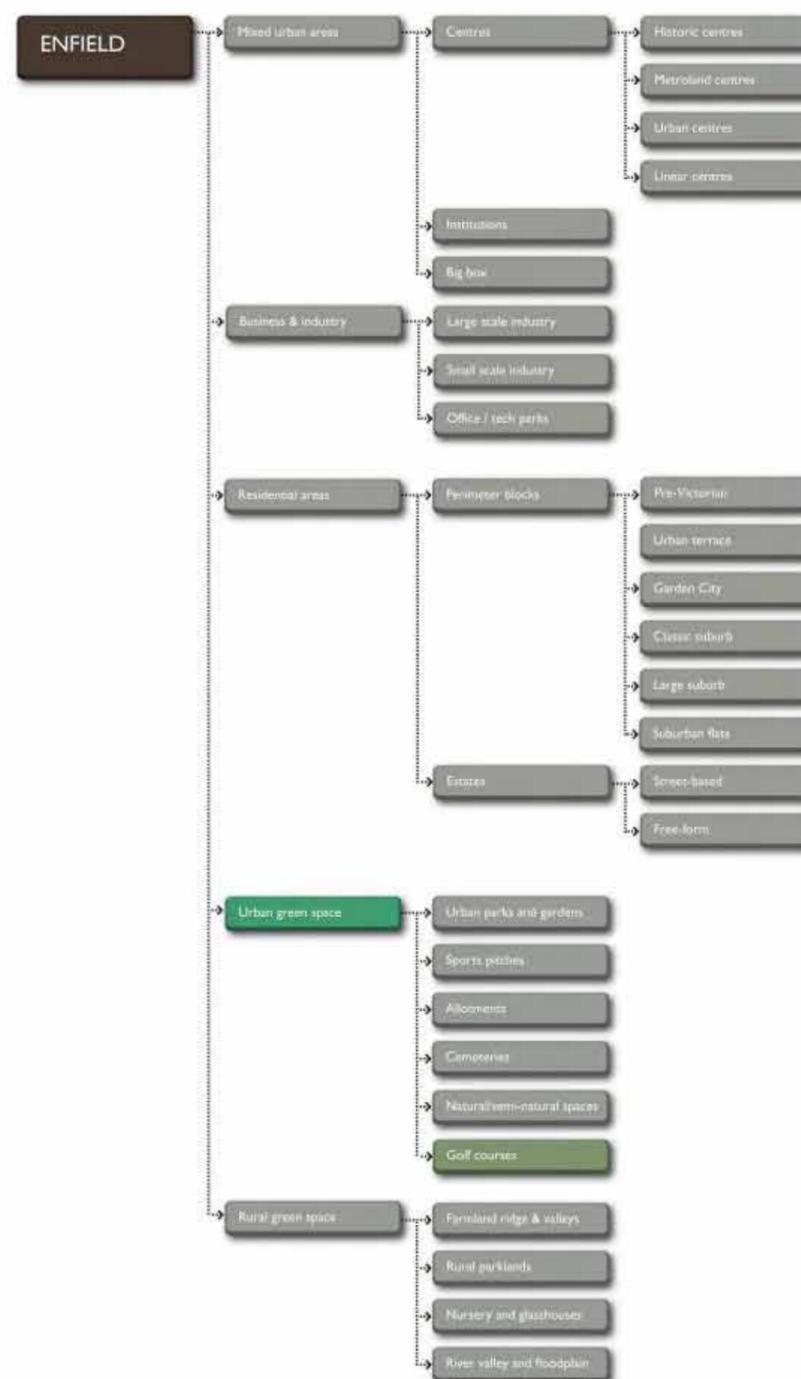
The majority of the borough's golf courses are traditional eighteen hole courses which were established in the early twentieth century. The golf courses are set within attractive surroundings and can often be found either within or adjacent to historic park lands.

Topographically, most of the courses are set within gently undulating land and capitalise upon this natural asset, which provides excellent vistas of the wider rolling countryside. There are however, few opportunities for views into the sites due to their densely wooded settings. The golf courses are characterized by mown grass rides, belts of mature trees, clumps of ornamental planting and occasional water features. The woodland belts featuring native species (often oak) often contrast with the ornamental clumps of newer planting which normally feature a high proportion of conifers. Hadley Wood Golf Course is an excellent example of this.

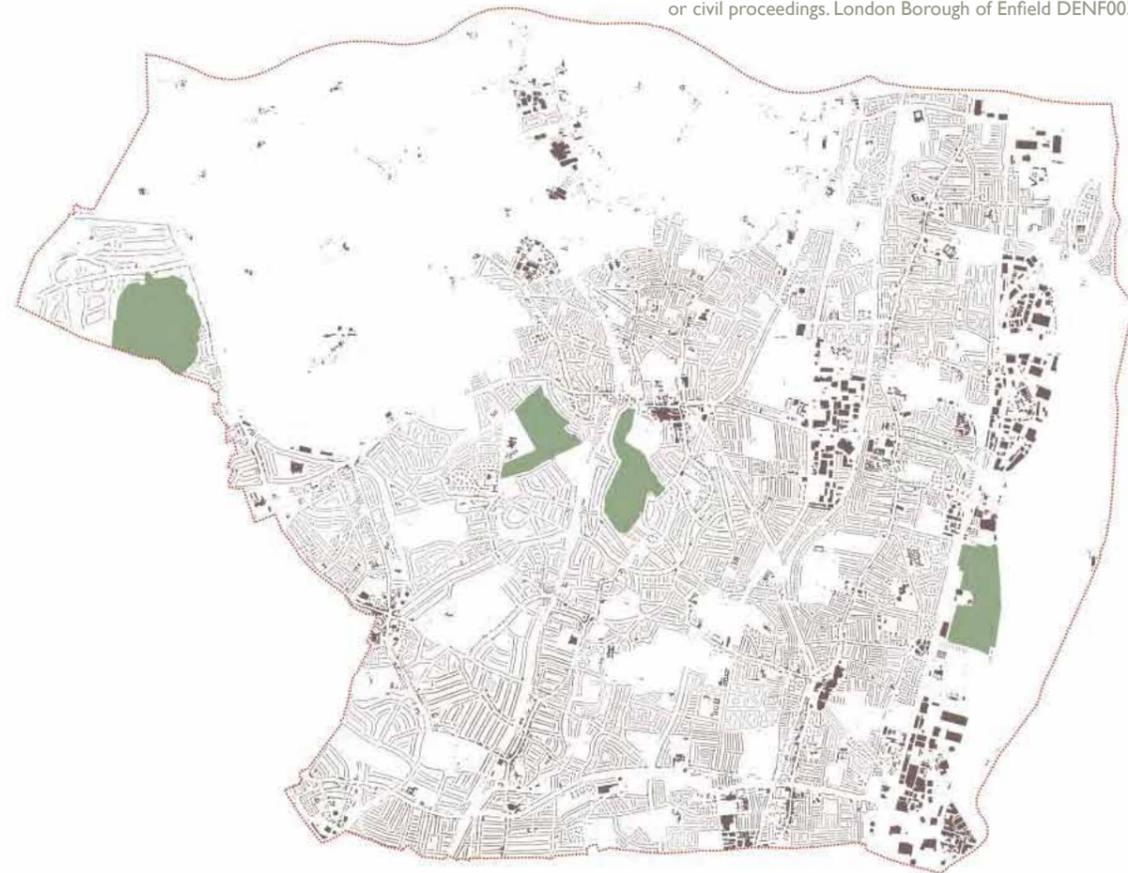
Typically, the golf clubs have club house facilities, associated car parking and grand, tree-lined driveways.

## Role and significance

The majority of the golf courses are set within wider landscapes and are not necessarily discernible from the surroundings. However, their presence contributes to the sense of green in the borough and provides a sense of affluence. In places they create the character of a country retreat rather than that of a London Borough. Enfield Golf Club and Bush Hill Golf Club however, are located closer to the centre of Enfield and provide an attractive break from the townscape and a rich green backdrop to the neighbouring residential areas.



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Golf courses provide important amenity space and due to their matrix of ponds, mature trees and woodland blocks, the majority of golf courses have good biodiversity value. Although golf courses provide some benefits to the wider communities, most of them are privately owned which means that large areas of green space in the borough are reserved for exclusive use. Due to their settings, the borough's golf courses are also historically important and feature elements of significance which help document Enfield's past. Whitewebbs Park Golf Course contains the remains of the New River which was constructed in the early seventeenth century. The same is true of Bush Hill Golf Course which also features part of an Iron Age Hill Fort. In addition, Enfield Golf Club contains a Moat, which is a Scheduled Monument.

### Key issues

- Golf courses constitute a significant proportion of the borough's green space but offer only one activity and are inflexible in their use.
- The courses are exclusive spaces, most are private and all require payment to use.
- Golf courses contribute to the greenness of the borough and have some biodiversity value however they require high maintenance often involving the application of chemicals.
- The borough has many more golf courses than the London average.
- Golf courses offer fine views internally but views into the courses from adjacent areas are limited adding to the sense of exclusivity.

### Implications

- The function of golf courses as significant areas of undeveloped green space in the borough should be protected. However, future alternative uses of the green space could be considered if demand for golf courses continues to decline.
- Alternative uses for some of the borough's golf courses should be reviewed.
- Opportunities for increasing public access to golf courses should be encouraged where practicable.
- Planting of large scale forest trees in golf courses should be encouraged where appropriate to further increase tree cover in the borough.



Example of one of the borough's golf courses

# RURAL GREEN SPACE - FARMLAND RIDGE AND VALLEYS

The largest and most widespread landscape character type in the borough is 'Farmland ridges and valleys'. This is a very attractive undulating agricultural landscape which is sparsely populated and has a geometric field pattern. It is an important area of high quality open landscape with a special character which is highly valued. Much of the landscape is in productive agricultural use and all of it is protected as Green Belt. Six separate landscape character areas have been identified within this type and these are described in more detail in section 5.

## Distribution

The area of this landscape type extends from Hadley Wood in the north west corner of the borough, across the whole of the top northern edge of the borough to Capel Manor and Bulls Cross in the north east.

## Key characteristics

- Rolling landform of ridges and valleys
- Arable and pastoral farmland
- Long views from the north towards the urban edge of the borough
- Sparsely populated with occasional farmsteads
- Mature native species hedgerows with frequent mature hedgerow trees (mainly oak)

## Role and significance

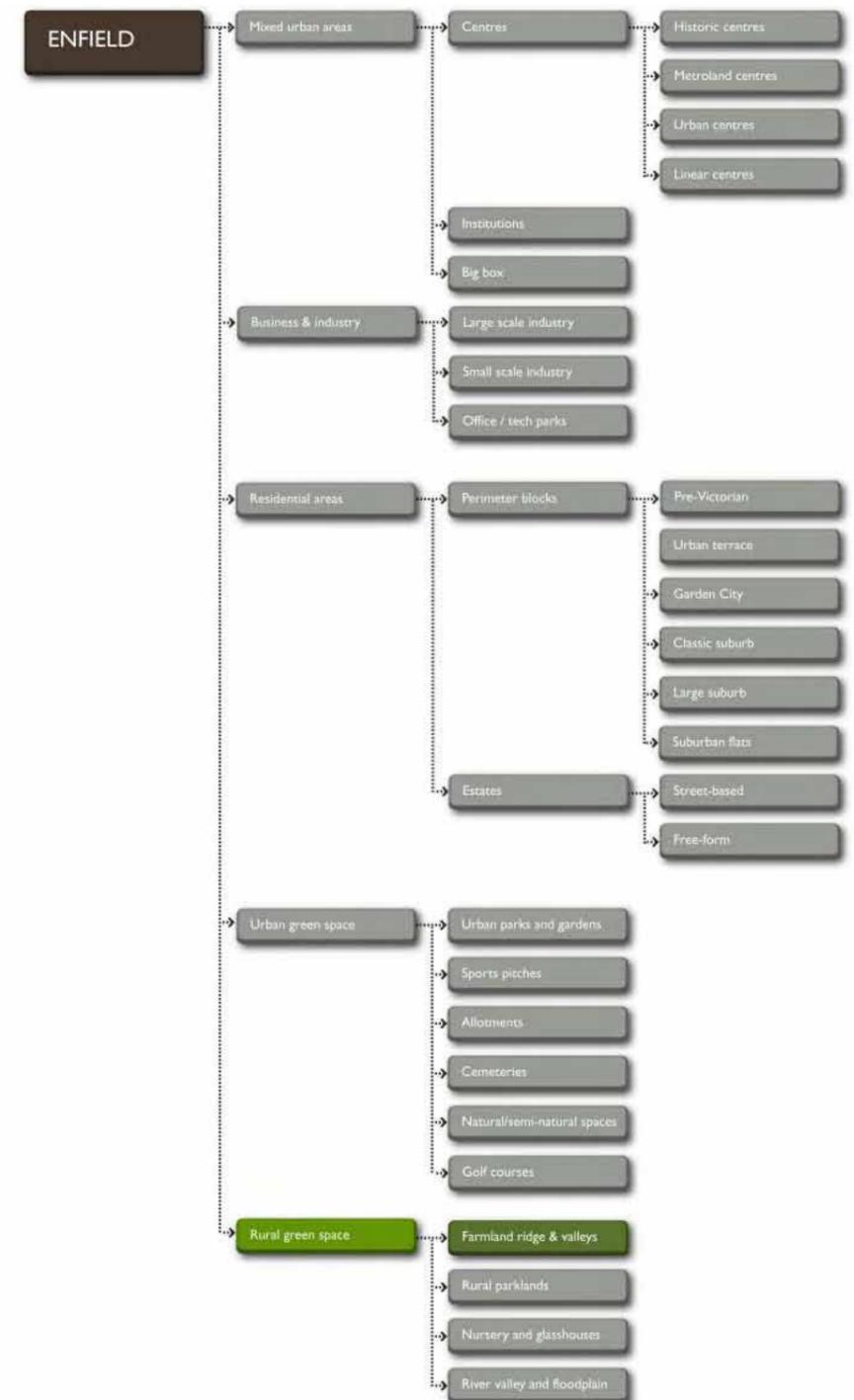
The Farmland Valleys and Ridges landscape type is the borough's most important landscape type and forms a special area of landscape character which is a major asset for the borough. It is of

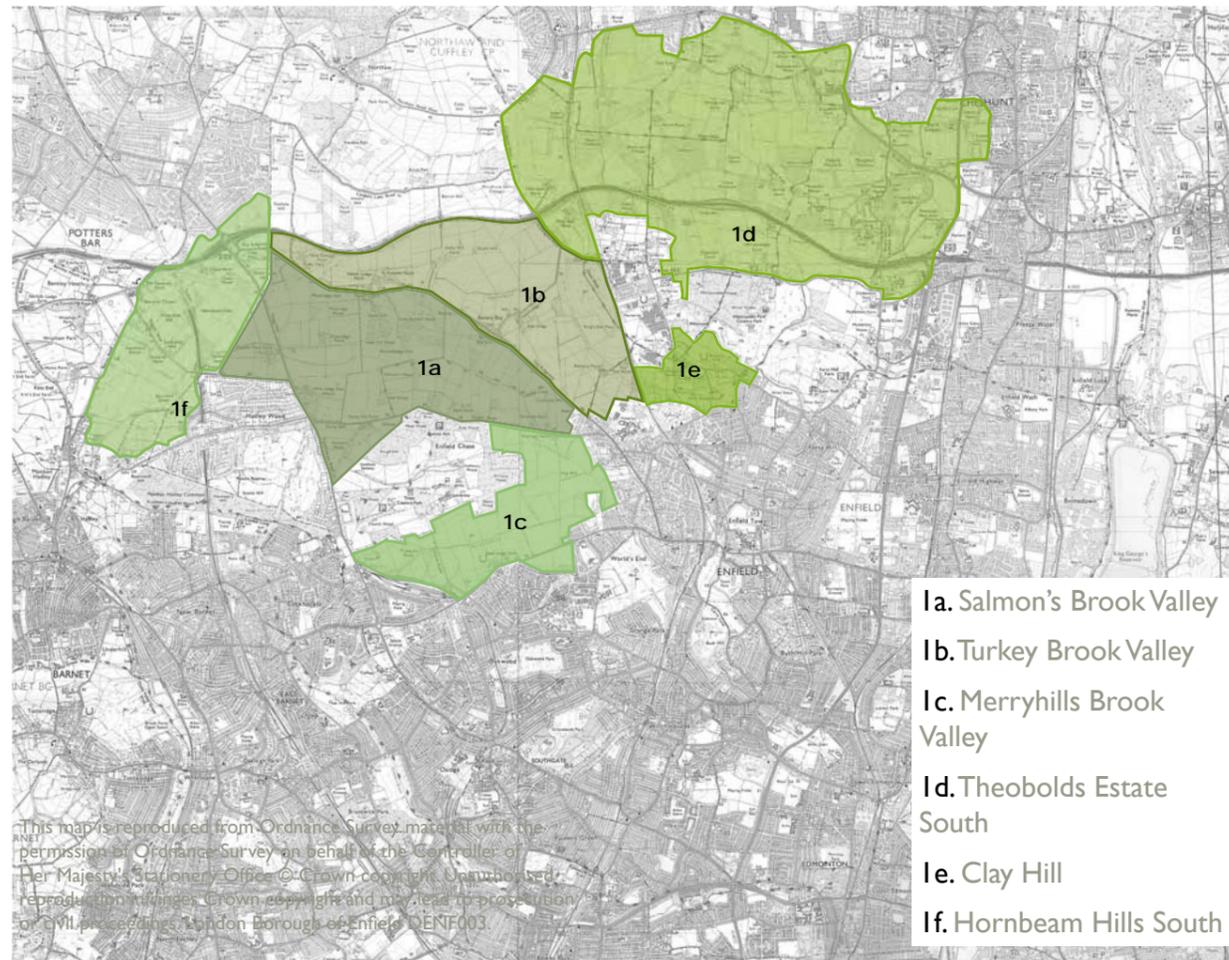
both landscape and historic significance. The general layout was established following the 1800 and 1801 enclosure acts and resulted in the geometric layout of fields enclosed with blackthorn and hawthorn hedges and scattered woodland blocks. Most of this historic field pattern remains intact today and the landscape is a good example of a nineteenth century enclosed landscape.

Most of the area of the Farmland Valleys and Ridges landscape type is of high landscape quality and is highly valued by the borough's residents. The landscape is well maintained, it has a good network of public rights of way and permissive paths and is a productive agricultural landscape which has not become weakened by the introduction of alternative urban fringe land uses. It has a strong network of woodland blocks (many of which are Ancient or Semi-Ancient woodlands) and many large mature hedgerow trees which punctuate the landscape and provide the character of a well wooded landscape. There are many points (particularly from the Ridgeway and Stagg Hill) where fine, long distance views across the rolling landscape can be enjoyed. Many of these feel very rural and remote in character and the area provides a valuable opportunity to enjoy a special rural landscape which is easily accessible from the adjacent urban areas.

The designation of the area as Green Belt has meant that the landscape has been well protected from twentieth century built development and in places feels quiet and remote despite its proximity to the edge of the London conurbation.

Much of the agricultural landscape is owned by Enfield Council and let to tenant farmers. This ownership and tenancy arrangement





- 1a.** Salmon's Brook Valley
- 1b.** Turkey Brook Valley
- 1c.** Merryhills Brook Valley
- 1d.** Theobolds Estate South
- 1e.** Clay Hill
- 1f.** Hornbeam Hills South



View north from Strayfields Road



View south from The Ridgeway (Plumridge Hill)

has ensured that agricultural activities have been maintained in the area and urban fringe development pressures have been resisted. Tenant farmers have also been responsible for undertaking countryside management including maintenance of hedgerows, verges and boundaries and development of permissive paths. This ownership structure and the associated land management practices has led to the retention of a high quality agricultural landscape which is very unusual for a landscape so close to the edge of a major conurbation.

#### Key issues

- High quality landscape is a major asset to the borough.
- Protection of the Green Belt.
- Maintaining agricultural activities.
- Protection of the special qualities of the landscape.
- Improving access to the countryside.
- Landscape management (hedgerows, woodlands and hedgerow trees).
- Enhancing nature conservation (ecological corridors).
- Separate rural identity and distinctiveness of the Borough's rural settlements: Clay Hill, and Botany Bay.
- Crews Hill is experiencing particular issues with respect to degrading quality and character and this is dealt with separately later in this chapter.

#### Implications

- The existing ownership of agricultural land by the Council and tenancy arrangements has helped to maintain a high quality of agricultural landscape.
- The designation, protection and promotion of areas within this landscape type as part of a 'Special Landscape Area' should be considered.
- The existing Green Belt boundary should be retained and protected, and future development and land use changes resisted.
- The establishment of new planting belts and set-aside areas to create ecological corridors through the agricultural landscape should be encouraged.
- Clay Hill, Crew's Hill and Botany Bay should be identified and protected as separate rural settlements within the borough. Initiatives to improve the settlements' distinctiveness should be sought.
- The continuation of regular landscape management measures to maintain hedgerows, trees, boundaries and rights of way is essential.
- Crews Hill is a unique area capable of contributing to the local economy but in a sensitive landscape under going change and where there is a need for guidance.

# RURAL GREEN SPACE - RURAL PARKLANDS

Enfield Borough contains a substantial number of large historic parklands both within the urban area of the borough and in the undeveloped part of the borough beyond the urban edge. The urban parklands form part of the greenspace typology within the urban typology and the rural parklands are identified here as a separate landscape type within the landscape typology.

## Distribution

The key areas of rural parkland in the borough are Enfield Chase in the north west of the borough (2a) and the large area of recreational land in the north east comprising Whitewebbs Park, Forty Hall parklands and the parklands surrounding Myddleton House (2b).

## Key characteristics

- Large areas of parkland (mainly historic parkland)
- Mature and veteran parkland trees
- Landscapes with strong focus on recreational activities
- Substantial areas of woodland
- Small areas of formal ornamental design
- Substantial areas of large scale designed landscape
- Large car parks (often prominent and insensitively located)

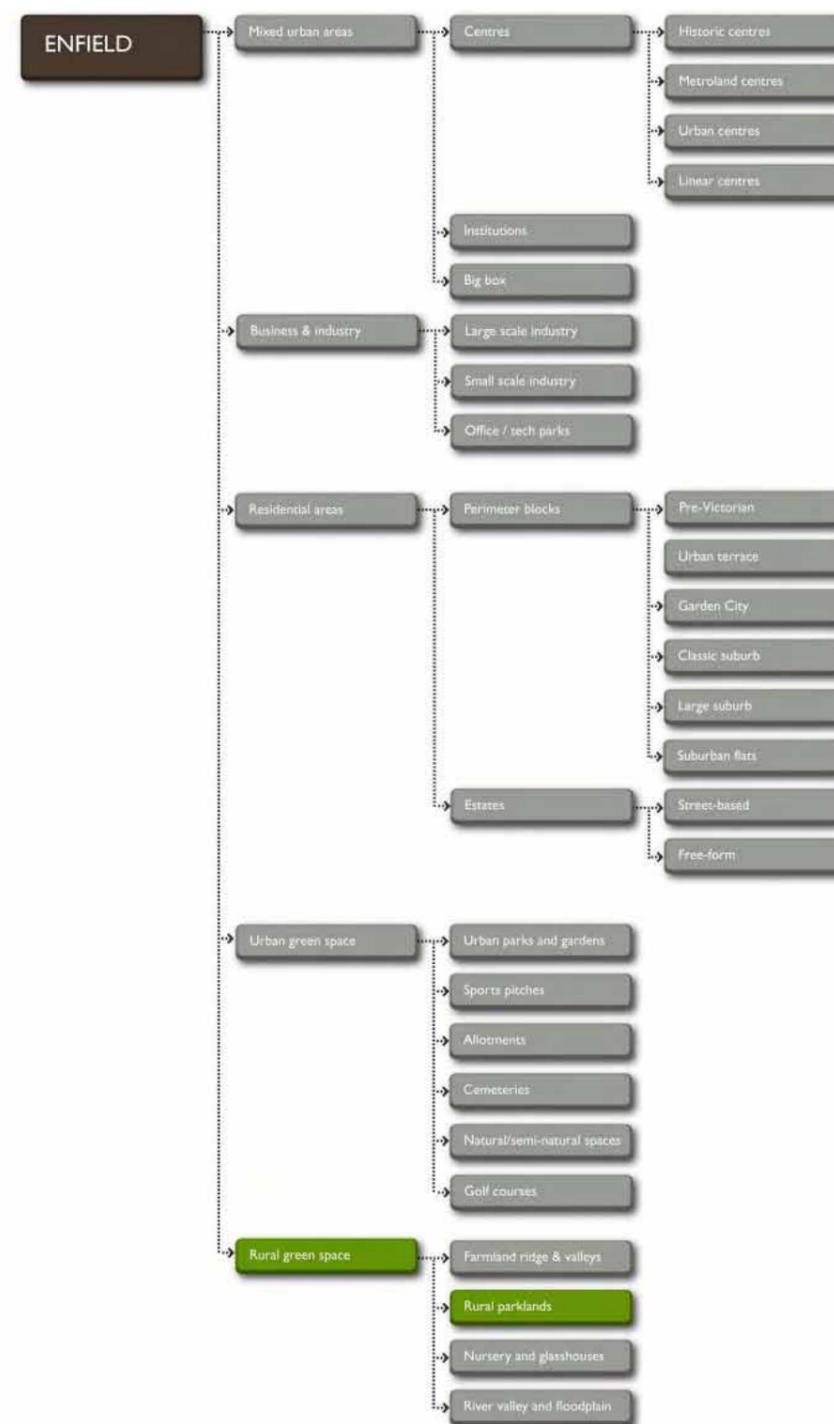
## Role and significance

The rural parklands of the borough are popular destinations for recreational visits. They provide a range of opportunities for recreation including routes for cycling, walking, and riding, a golf course, nature walks, tea rooms

and ornamental gardens and are well-used throughout the year. The undulating topography and complex pattern of woodlands, open areas, historic features and formal gardens creates a varied landscape full of interest and diversity. Consultation in the borough has identified Forty Hall and Trent Park as some of the most liked places in the borough. These landscapes are valued for the recreation facilities they offer and also for their visual qualities and the opportunities provided for contact with the rural countryside.

Trent Park, Forty Hall and Myddleton House are considered to be of national historic significance and all three are listed on English Heritage's Register of Historic Parks and Gardens of Special Historic Interest in England. These historic landscapes require careful management to ensure that they are protected for the future. However, they are a valuable asset for the borough providing a connection with the landscape of the past, providing an educational resource and tourist attraction and contributing to the borough's identity.

Within the wider landscape, the historic landscapes are generally widely visible forming large woodland areas which are prominent on the skyline in views from both the north (for example Whitewebbs Lane, Stagg Hill and the Ridgeway) and from high viewpoints from the urban area to the south. Due to the wooded nature of most of the parklands, views from within the areas are normally contained although there are some fine internal views including from Trent Park mansion across the ornamental lakes at Trent Park to the obelisk in the north and down the double lime avenue at Forty Hall to the historic parkland beyond.





Trent Park



Forty Hall

The historic parklands of Trent Park and Whitewebbs Park contain a variety of different habitats including substantial areas of Ancient and Semi-natural and Ancient Replanted woodland which pre-date the enclosures and which now form areas of significant nature conservation importance. They represent some of the largest areas of nature conservation interest in the borough.

#### Key issues

- Management of the landscapes (including veteran tree maintenance, tree planting, hedgerow and boundary maintenance).
- Management of the historic buildings and landscape features to ensure their long term protection and survival.
- Balancing the historic and ecological conservation interests of the parklands with the increasing demands for recreational activities and facilities.
- Improving accessibility of the parklands particularly for residents on the east and south side of the borough.
- Incorporating large public car parks sensitively within the historic landscapes.

#### Implications

- The borough's rural parklands should be retained and protected against future development.
- Conservation management plans for both the Rural Parkland areas should be implemented. Funding should be sought to secure this.
- Protection of the Green Belt qualities.

# RURAL GREEN SPACE - NURSERY AND GLASSHOUSE CENTRE

The borough contains a small area of the landscape type – ‘Nursery and Glasshouse Centre’. This landscape type is relatively common in the Lee Valley in areas to the north and east and is characterized by large areas of glass houses which are used for market gardening and plant nurseries. The Lee Valley has been a centre for market gardening since at least the eighteenth century providing fresh produce for the capital. Originally centering around Cheshunt and later spreading to the south around Waltham Abbey, Sewardstone and Crews Hill, by the 1930s, the Lee Valley had the largest concentration of glass houses in the world. In recent years, market gardening activities have declined in many areas and been replaced with plant nurseries and garden centres diversifying into a wide range of horticultural-related industries.

## Distribution

The borough has one area of ‘Nursery and glasshouses’ which has developed in and around the settlement of Crews Hill. It extends between the railway line in the west, to Whitewebbs Park in the east and Clay Hill in the south.

## Key characteristics

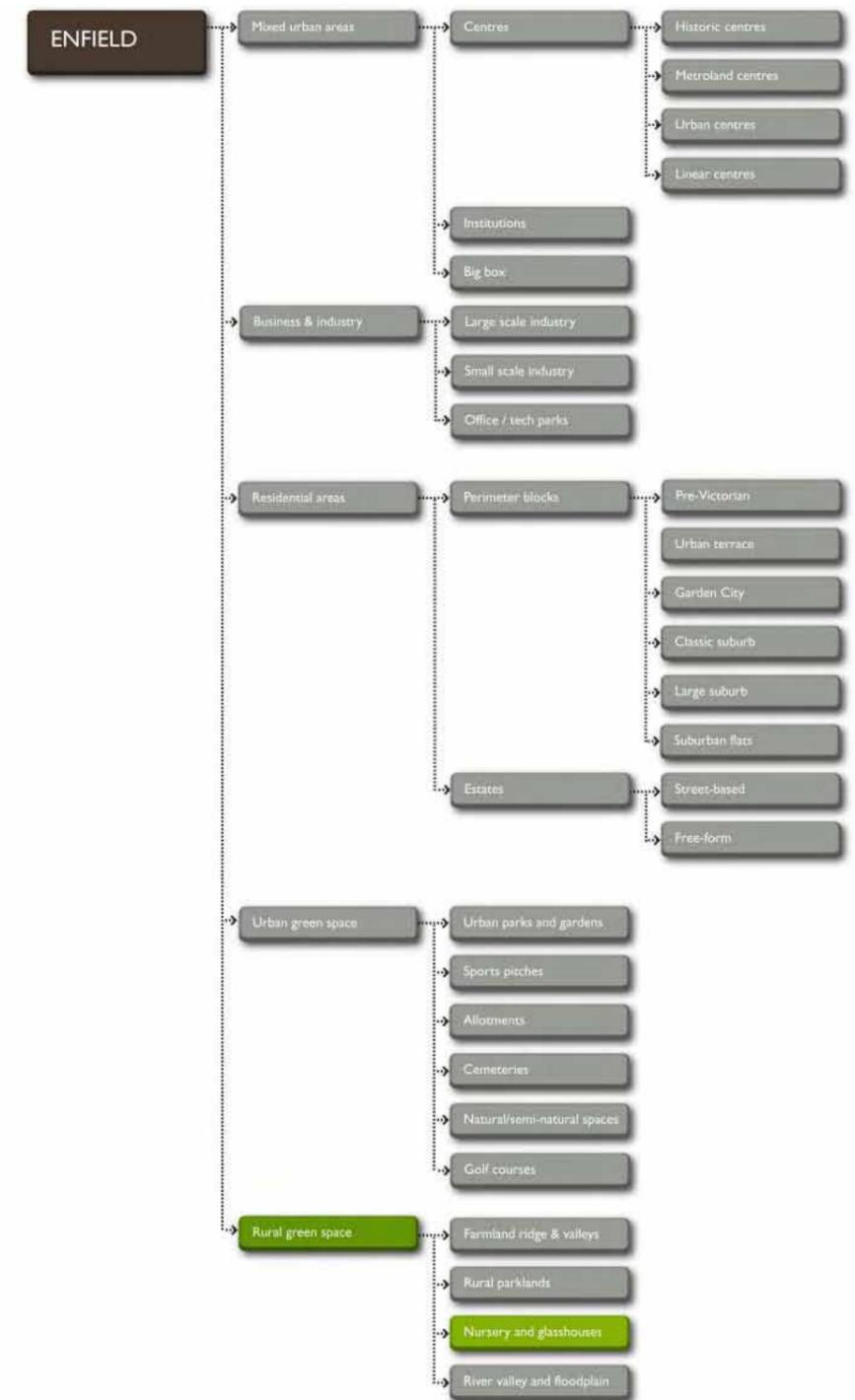
- Large glasshouses
- Nurseries and garden centres
- Equine activities including paddocks
- Little tree or hedgerow vegetation

## Role and significance

Traditionally, the glasshouse areas have been important centres for market gardening and plant nurseries providing plants and produce for Londoners. Today, in Crews Hill, the glasshouse area has become a centre for garden centres and a number of other horticultural-related industries. Crews Hill is said to have the largest concentration of garden centres in Europe. It is now a popular destination, particularly at weekends for a large number of visitors who are attracted by the wide selection of nurseries and garden centres and attached retail centres. Many visitors also extend their stay with a meal or drinks at the local pubs or at cafes within some of the garden centres.

The nursery and glasshouse centre in the borough is a unique area and attracts visitors from a wide area. It is an important part of the character of the borough and contributes to the local economy providing jobs for local people. However, the area is under threat as other less desirable urban fringe activities (some consented and others not) have become established as businesses have diversified. There are also a number of derelict sites and derelict glass houses which have a negative impact on the quality of the area.

Crews Hill (excluding the Rosewood Drive development) is part of the borough’s Green Belt. However, the density of development of glasshouses and, more significantly, the development of other associated structures is high which has had a substantial visual impact and has reduced the sense of openness of this part of the Green Belt.





Main route through Crews Hill



Extensive glasshouses are located in Crews Hill

### Key issues

- Control of inappropriate development including commercial activities in non horticultural-related industries which is currently resulting in a change from the original character of Crews Hill as a centre for plant nurseries and horticultural-related activities.
- Visual impact of signage and site boundaries of retail sites and control of new signs and boundaries both of which are frequently erected without consent.
- Development of appropriate alternative land uses when glass-houses/sites become derelict and compliance with Green Belt objectives for any new land-uses.
- Impact of the glass houses on the quality of the Green Belt. Although glass houses are considered acceptable Green Belt development, they can often have an intrusive effect on the openness of the Green Belt.
- Sustainability advantages of growing plants and food in close proximity to the London market and importance of supporting local businesses.
- Accessibility is a problem with traffic congestion particularly at weekends and peak seasonal demand.

### Implications

- Special character of Crews Hill as a centre for horticultural-related activities should be preserved and enhanced.
- Enforcement action against unconsented activities, development and advertisements is required to ensure the character of the area is protected.
- Future diversification of land-uses should be resisted and the Green Belt properties of the area protected.
- Local horticultural businesses should be supported with opportunities provided for local food and plant production initiatives encouraged.
- Crews Hill is a unique area which has the capacity to contribute positively to the borough's local economy, however there is a need for clear guidance to ensure activities are appropriate within a sensitive and changing landscape.

# RURAL GREEN SPACE - RIVER VALLEY AND FLOODPLAIN

River valley and floodplain is a landscape type commonly found in lowland England centred around the main watercourses. It is characterized by flat, low lying topography, fluvial soils, wetland vegetation and meandering, slow-flowing watercourses. In Enfield the key area of this landscape type is the valley and floodplain of the River Lee.

## Distribution

The Lee Valley forms a substantial area of 'River Valley and Floodplain' stretching along the eastern boundary of the borough from the M25 in the north to the edge of Banbury Reservoir in the south. It extends into the adjacent borough of Epping Forest to the east, to the upper reaches of the River Lee in South Hertfordshire and the lower reaches to the south in the borough of Waltham Forest.

## Key characteristics

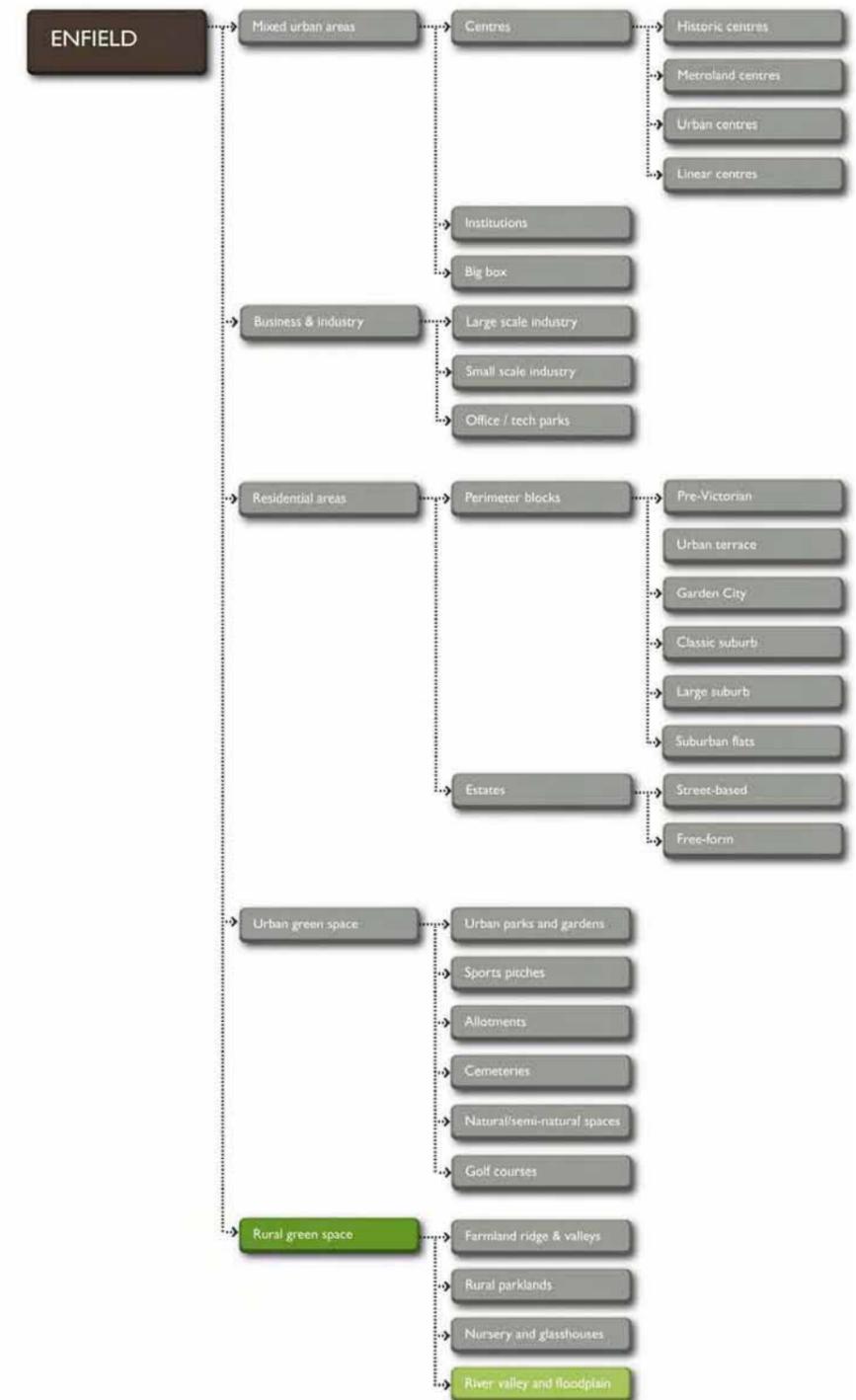
- Flat topography
- Large expanses of open water (a Site of Special Scientific Interest for birds)
- Tall grass perimeter bunds
- River Lee Navigation Channel and associated locks and canal infrastructure
- River Lee channel (canalized in long stretches)
- Lee Valley Walk long distance path
- Mixed waterside vegetation
- Pockets of low-lying marshland (for example Rammey Marsh)

## Role and significance

The Lee Valley is a major area of open space in the borough providing a broad finger of greenspace and open water separating the urban areas of Enfield and Waltham Forest. It forms part of the strategic green corridor between the River Thames in the south and the Hertfordshire and Essex countryside in the north.

There have been many changes in the form, character and role of the Lee Valley over the centuries. In Roman times it was a wide, fast-flowing river and was navigable up to Hertford however this gradually changed as the lower reaches were modified and flow rates reduced. For many years it was a remote area, used mainly for grazing and unsuitable for settlement due to its propensity to flooding. By the eighteenth century, following the construction of the Lee Navigation, this changed and the watercourse became a major transport route and continued to carry significant volumes of commercial traffic during the nineteenth century. In the twentieth century it changed again with the construction of the Chingford reservoirs and the new role of providing water for the capital. This continues in the twenty-first century but the role of the valley is changing again as it now plays an increasingly important role in providing the capital with a strategic greenspace for recreation and wildlife.

Three main sub character areas have been identified within this typology area: Marshlands and grasslands; River Lee Navigation channel and the River Lee; and the Chingford Reservoirs which are discussed in more detail in section 5.





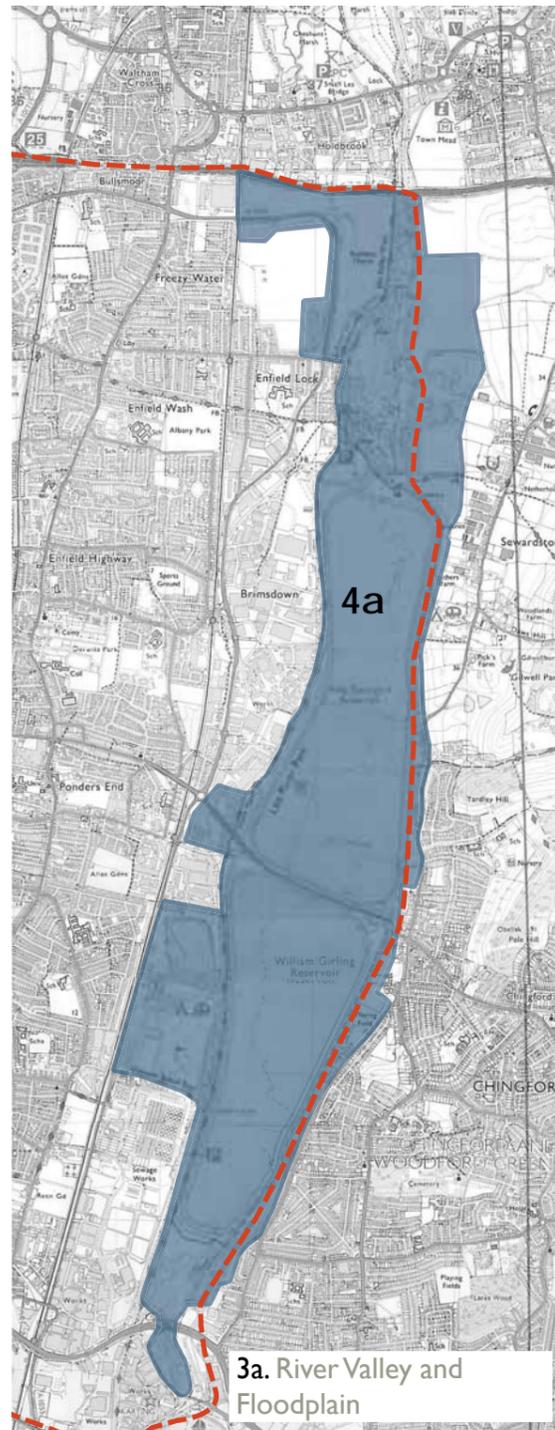
River Lee



Reservoir edge



Rammev Marsh



- ### Key issues
- Raising the profile of the Lee Valley and increasing its recreational use particularly by the adjacent communities.
  - Increasing accessibility of the area by providing improved connections with the local areas.
  - Protecting the heritage features of the navigation channel.
  - Protecting and improving the biodiversity value of the watercourses and reservoirs.
  - Balancing improved public access to the reservoirs with safety and security concerns associated with the water.
  - Key areas of open space south of the William Girling Reservoir currently poor quality and unmanaged but with potential to form a key green link between Chingford Reservoirs and Walthamstow Reservoirs. Pressure for industrial development on these sites should be resisted.
  - Protecting and enhancing the remaining areas of marshland (for example Rammev Marsh).

- ### Implications
- The Lee Valley area should be protected as a key linear area of open space within the borough and new routes and access points provided.
  - The increased promotion of the Lee Valley as a recreational centre is required to raise its profile and increase the number of people using the area.
  - There is a need to restrict any further loss of green space within the area and promote management of sites to meet recreational and ecological objectives.
  - Opportunities for improved public access to the Chingford Reservoirs and watercourses should be sought.
  - Opportunities for connecting the Lee Valley to the wider green network of spaces in the borough to improve accessibility should be explored.

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