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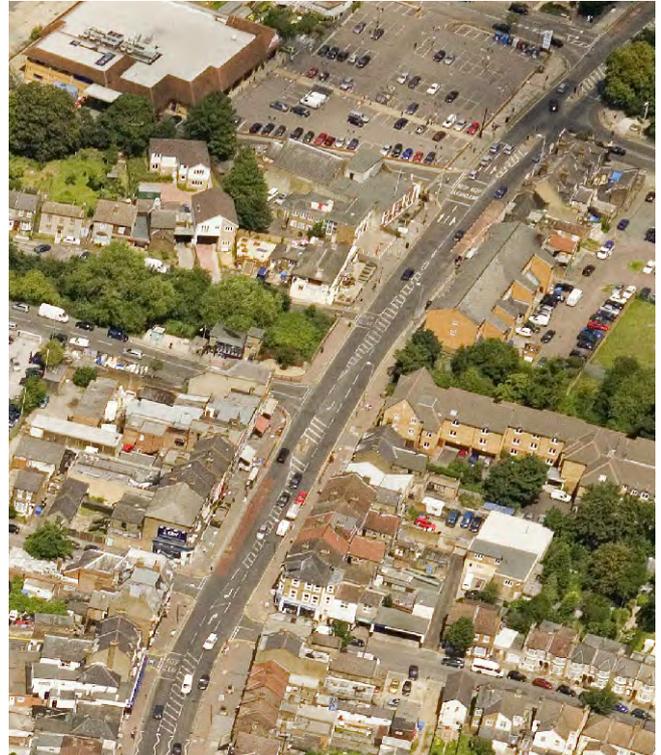
3.1 Introduction

3.1.1 The Interim Direction Document sets out that improving the image and character of the area is central to the vision for comprehensive regeneration. It identifies a need to create a series of distinctive places within the NEE area or areas of defined character that have their own clear identity. These are notably the key neighbourhoods along the Hertford Road corridor.

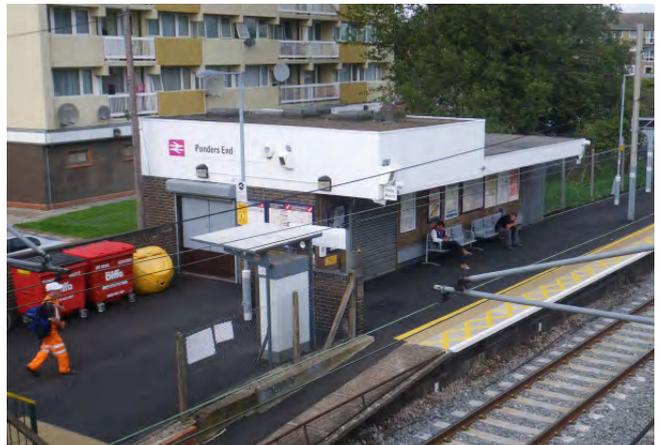
3.1.2 The Interim Direction Document states that development guidelines for each of the character areas or neighbourhood places will rest within the overall urban design framework that will be developed through the preparation of the final AAP. This will allow townscape and public realm design opportunities for each area to be addressed at a localised level in order to reinforce or create a distinctive sense of place.

3.1.3 The team has undertaken an overall urban design assessment of the NEE area as a whole and within this identifies key character areas where there is an opportunity to create strong focal points, each with a distinct sense of place. This chapter sets out an overview of the land use and character of the area, and provides detailed urban design analysis in relation to the following areas:

- Ponders End High Street;
- Enfield Highway Local Centre;
- Enfield Wash Local Centre;
- Southbury Station;
- Turkey Street Station and Conservation Area;
- Ponders End Station;
- Brimsdown Station;
- Enfield Lock Station; and
- Enfield Lock Conservation Area.



Enfield Wash



Ponders End Station

3.2 Land use and character

3.2.1 The Enfield Characterisation Study identifies the NEE area as one of three distinct urban zones within Enfield, and describes it as the 'Eastern Corridor' - comprising the historic chain of settlements along the old Hertford Road, defined on the eastern side by the Lee Valley and on the western side by the Great Cambridge Road.

3.2.2 There are a number of sub-neighbourhood areas within this Eastern Corridor that reflect different historical land use and physical characteristics. Neighbourhoods have developed naturally around local centres and shopping parades. Local Centres are the focus of communities and underpin their character and local identity.

3.2.3 The main sub-neighbourhood areas, working from the north of the area southwards, include:

- Freezywater;
- Innova Park;
- Enfield Lock and Enfield Island Village;
- the area around Turkey Street Station;
- the area around Enfield Wash Local Centre;
- the area around Enfield Highway Local Centre;
- Brimsdown Industrial Estate;
- Southbury's retail and industrial areas;
- the area around Ponders End High Street;
- Ponders End South Street and the Alma Estate; and
- Ponders End Waterfront.

3.2.4 Some of these sub neighbourhood areas tend to blur into one another and it is difficult to distinguish between them. There are opportunities to improve the image and character of individual areas so that they become more distinctive. The descriptions of the area's land use and character in this section identifies some of the key opportunities for creating memorable, high quality places.

3.2.5 **Freezywater:** This area lies just south of the M25 and is bisected by the busy A1055 Bullsmoor Lane which runs east-west, connecting to the Hertford Road in its centre and Mollison Avenue to the east and the A10 in the west. These busy roads divide the area, and so it feels rather fragmented. However, the roads are important to the success of the Freezywater Industrial Estate, which has some high quality, modern distribution uses.

3.2.6 The residential uses in this area are mostly two storey traditional suburban homes, most with generous front and rear gardens. The demand for car parking has resulted in many front gardens being paved over to provide parking spaces, and so the pleasant green character of streets has been eroded.



Freezywater



Innova Park Employment



Innova Park Residential



Enfield Island Village Waterside



Enfield Lock

3.2.7 The area includes some significant areas of open space that links from Bullsmoor Lane in the north all the way to Turkey Street in the south. These spaces include allotments, Aylands Open Space and the Belmore Playing Fields.

3.2.8 St Georges Church and Parish Hall and the nearby health centre are key community uses. Lee Valley High School on Bullsmoor Lane has been the subject of significant expansion and has some sizeable playing fields available to it and the public. Painters Lane Neighbourhood Park is a good example of the community being involved in changing their area.

3.2.9 **Innova Park:** Innova Park comprises a mixture of uses including new housing, a flagship Academy, and commercial, business, office and warehousing employment buildings. It contrasts with the older parts of the NEE area, particularly through the high quality of its public realm and landscape compared to older employment areas. Innova Park has scope for further development. At present, it feels somewhat cut-off from the wider area although its range of uses has the potential to create a real community.

3.2.10 **Enfield Lock and Enfield Island Village:** These are two distinct but connected areas that are physically isolated from the wider NEE area. There is only one vehicular route in and out of the area, Smeaton Road which connects with Mollison Avenue.

3.2.11 Enfield Lock Conservation Area consists of a relatively narrow area around the River Lee Navigation and opens out to include the Prince of Wales open space to the south. The listed terraced dwellings along the River Lee Navigation form 'Government Row' - these make a very important contribution to the character of the area. Also included within the Conservation Area are a number listed buildings remaining from the area's former use as the Royal Small Arms Factory. These are now converted to new uses as part of Enfield Island Village's Local Centre.

3.2.12 The lock forms a key focus for the area, and is accessed by both the London Outer Orbital Path (LOOP) and the Lee Valley walk. However, this area has lost some of its attraction for visitors through the closure of the Rifles Pub. Now derelict, this site has planning permission for new residential dwellings.

3.2.13 Enfield Island Village is a residential neighbourhood developed in the 1990's and comprises a range two and three storey houses and four storey flats. Although the area looks on the surface to be an attractive place to live, its isolation has led to a number of social problems.

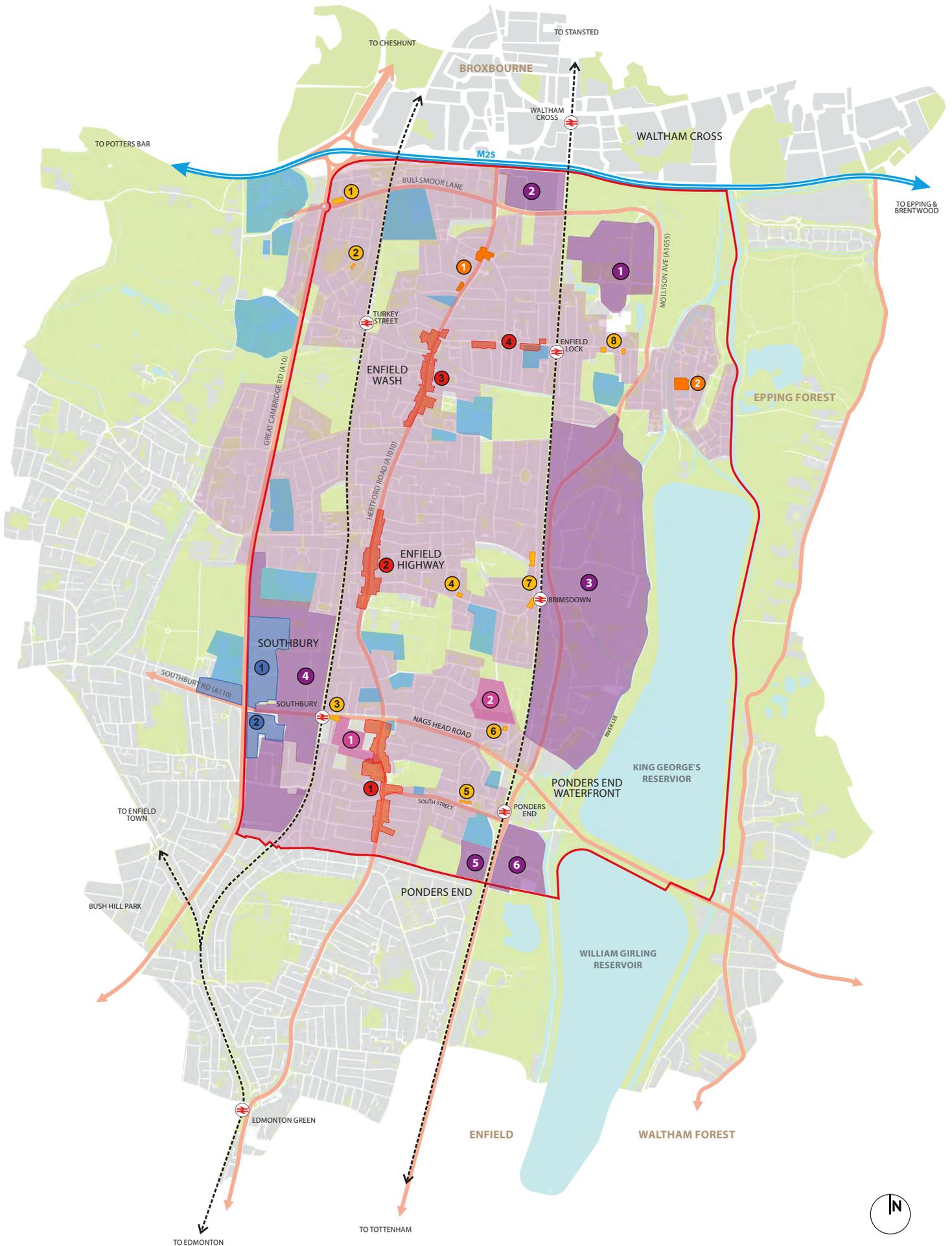
3.2.14 **Area around Turkey Street Station:** Turkey Street Station is at the meeting point of the small Turkey Street Conservation Area, the Elsinge housing estate to the west and traditional suburban housing to the east. The Elsinge Housing Estate north of Turkey Street has a distinctive identity, with something of a 'garden city' character of buildings set in



Enfield Island Village Library

FIGURE 3.1 KEY >>>

	AAP Study Area boundary		Predominantly residential
	Motorway		Institutional
	Major 'A' roads		
	Railway line		
	Railway station		
	Large local centres:		Retail parks:
	1 Ponders End		1 Enfield Retail Park
	2 Enfield Highway		2 De Manderville Retail Park
	3 Enfield Wash		
	4 Ordnance Road		Strategic industrial locations:
	Small local centres:		1 Innova Park (PIL)
	1 Freezywater		2 Freezywater (PIL)
	2 Enfield Island Village		3 Brimsdown Industrial Estate (PIL)
	Shopping parades:		4 Great Cambridge Road and Martinbridge Trading Estate (IBP)
	1 Bullsmoor		5 Redburn Trading Estate (PIL)
	2 Kempe Road		6 Meridian Business Park (PIL)
	3 Southbury Road, Kingsway, Ponders End		
	4 Green Street		Locally significant industrial site:
	5 South Street		1 Queensway Industrial Estate
	6 Durants Road		2 Alma Industrial Estate
	7 Brimsdown		
	8 Enfield Lock		



green open space. The new 'pocket park' next to Turkey Street Station introduces a sense of identity to the area that could be further strengthened through other public realm works.

3.2.15 Area around Enfield Wash Local Centre: Enfield Wash Local Centre is the focus for the area, containing a variety of small independent shops, mostly in traditional buildings. The Co-operative Store marks the northern edge of the Local Centre, and the Albany Leisure Centre marks the southern edge. Both are low scale buildings that offer little to the street scene - there is an opportunity to improve these gateways to an otherwise attractive Local Centre.

3.2.16 The residential streets around this area are in the main either two-storey Victorian terraces or 1930s/1950s suburban terraces. The area has a low-key, pleasant suburban character that is similar to many other residential parts of the NEE area.

3.2.17 Area around Enfield Highway Local Centre: Again, the Local Centre is the focus for the area, with a range of mainly independent shops in a variety of purpose-built and traditional buildings. Enfield College lies to the south of the Local Centre - the recent works to upgrade the College have made this not only a social but also a visual landmark in the local area. Durants Park creates a green edge to Hertford Road and provides the area with a very large open space. The area to the east of Hertford Road is characterised by quite dense two-storey housing, ranging from Victorian terraces to semi-detached dwellings from the 1930s and 1950s. To the west of Hertford Road, the residential areas are punctuated by green spaces that - together with generous front gardens - give the area a more spacious feel.

3.2.18 Brimsdown Industrial Estate: The Brimsdown industrial area forms one homogenous area that sits between the railway line to the west and the Lee Valley Regional Park and Green Belt to the east. The area is characterised by large, single storey employment buildings that provide for a range of warehousing, distribution, and manufacturing uses. There is a significant amount of traffic generated both by large lorries accessing the employment uses, and the people commuting to work in the area.

3.2.19 Although it is a distinct and easily identifiable quarter within the NEE area, Brimsdown lacks identity. It is difficult to distinguish one part from another as many of the streets look the same: large sheds angled towards roads resulting in poor quality 'left-over' space that is often used for parking, as there is more demand than can be accommodated within designated parking areas.

3.2.20 There is an opportunity to improve the image and identity of Brimsdown, so that it becomes a more readily identifiable quarter within the NEE area.



Enfield Highway Local Centre



Typical residential area around Enfield Highway



Brimsdwn Industrial Estate



Greggs, Brimsdown Industrial Area



Enfield Retail Park



Ponders End High Street



Alma Housing Estate



Ponders End Station Bridge Crossing

3.2.21 Southbury's retail and industrial areas: The area defined by the Great Cambridge Road, the western railway line, Lincoln Road to the south and Crown Road to the north forms a large concentration of employment and 'out of town' retail uses. The retail uses are oriented towards the Great Cambridge Road offering a high degree of visibility. Industrial uses continue to operate away from the main road in locations such as Crown Road. The quality of buildings varies, with the newer retail generally being of good quality (albeit with a character that is not specific to the area) and some of the older industrial buildings being somewhat run down.

3.2.22 There is a new pressure for the conversion of office buildings on the Southbury Road to residential uses that is changing the make up of the area.

3.2.23 Area around Ponders End High Street: Ponders End is the largest of the local centres in North East Enfield, with a mix of different types of uses including retail, residential, employment and community facilities. Buildings along Hertford Road are a delightful mix of ages and styles, all with a human scale of two to four storeys. Towards Ponders End station, however, this delicate building mix and historical cohesion is severed by 1960's large-scale residential tower developments that lack integration with the urban fabric.

3.2.24 The centre has a large amount of retailing and services with the majority of the retail units located on the High Street with a small number located on South Street. Southbury Station is located 500m east of the centre.

3.2.25 However, the Ponders End area is in need of much improvement and investment. The Ponders End Central Planning Brief was adopted in May 2011, and the area has begun to change in response. The major makeover of Ponders End Park has been particularly successful in transforming the park into an open, welcoming place that is well integrated into the area.

3.2.26 Of the three Local Centres along the Hertford Road, Ponders End has the most potential for change as it has development opportunities at the Electric Quarter site, Swann Annex and potentially at Tesco.

3.2.27 Ponders End: South Street and the Alma Estate: South Street runs eastwards from Hertford Road, connecting Ponders End High Street to Ponders End Station. The street is characterised by two-storey housing until it suddenly changes character at the Alma Estate, where large residential towers dominate the skyline. On the southern side of the street is a collection of community uses, including the recently complete Oasis Hadley Academy which forms a social and architectural landmark for the area. Regeneration of the Alma Estate is likely to start in late 2014 once a planning application has been submitted and approved, and so this area will change significantly within the lifetime of the AAP.

3.2.28 South Street ends at Ponders End Station, and only pedestrians and cyclists can cross the railway line at this point to access Wharf Road and the area known as Ponders End Waterfront.

3.2.29 **Ponders End Waterfront:** This area is isolated from the wider NEE area as it is difficult to access. The focus is the Ponders End Flour Mills Conservation Area, which encompasses the operational Wright's Flour Mill and the open space and water meadows next to the River Lea. There is no public access to the Conservation Area.

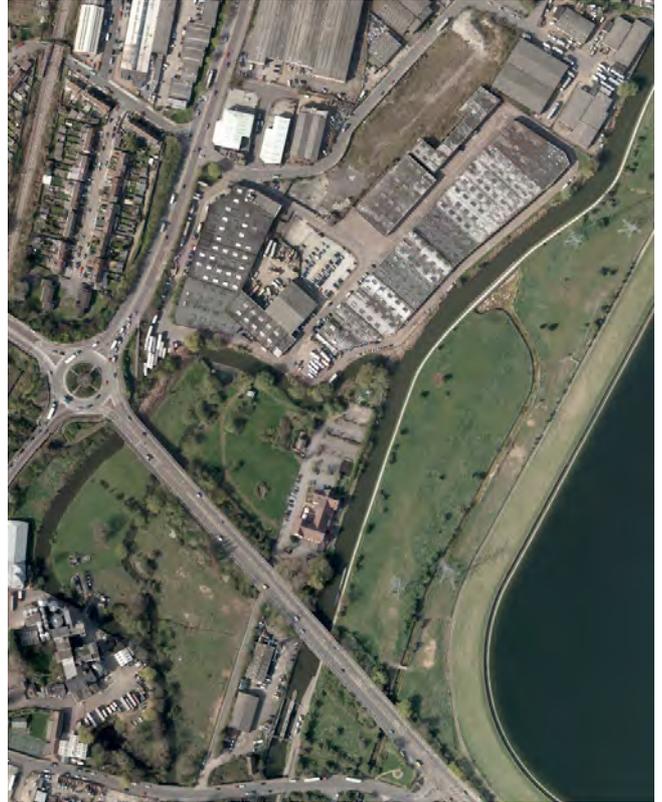
3.2.30 There is an attractive pub next to the Conservation Area, overlooking the River Lee Navigation, that is popular with both local people and visitors despite its difficult access.

3.2.31 The Meridian Industrial Estate lies to the south of the Conservation Area, and Brimsdown lies to the north. The elevated Lee Valley Road bisects the Conservation Area. The southernmost part of Brimsdown Industrial Estate has been released from its designation as Strategic Industrial Land (SIL) and has the potential to come forward for development.

3.2.32 This is a characterful area that has the potential to bring a strong identity to the southern part of the NEE area, and provide improved links to the Lee Valley Regional Park.

3.2.33 **Summary:** Whilst the NEE area has some very distinct areas such as Brimsdown, the area generally lacks places of strong and identifiable character. However, there are opportunities to raise the profile of the area by:

- enhancing the character of and access to places that already have good potential to be 'special' - such as the three Local Centres;
- bringing a new identity to areas where major change can be secured - such as the regeneration of the Alma Estate and Ponders End Waterfront;
- raising the quality of areas that will not change significantly through the lifetime of this AAP - for example, improving streets in residential areas; and
- raising the quality of the employment areas to both better serve business demands and to enhance the quality of the environment.



Aerial view of Ponders End Waterfront



Ponders End Waterfront

3.3 Ponders End High Street

3.3.1 Ponders End High Street is home to a variety of businesses, all providing a unique offering to residents. From dry cleaners, to baklava bakeries, and from specialist restaurants to insurance brokers, Ponders End High Street has a lot to offer.

3.3.2 The Council has undertaken a review of retail areas in its Town Centres Uses and Boundaries Review to help inform policies within the Development Management Document. The Town Centre Uses and Boundaries Review includes mapping of the uses within each centre, and these provide a helpful overview of the nature and extent of the centres. Figure 3.2 shows the mapping for Ponders End High Street.

3.3.3 The key points to note are:

- there are large retail (A1) 'anchors' to the north and south of the High Street;
- the High Street south of South Street lacks continuity of 'High Street' uses (retail, restaurants and cafés and so on) and has a large proportion of residential; and
- the main focus of the High Street is the area between South Street and Nags Head Road / Southbury Road.

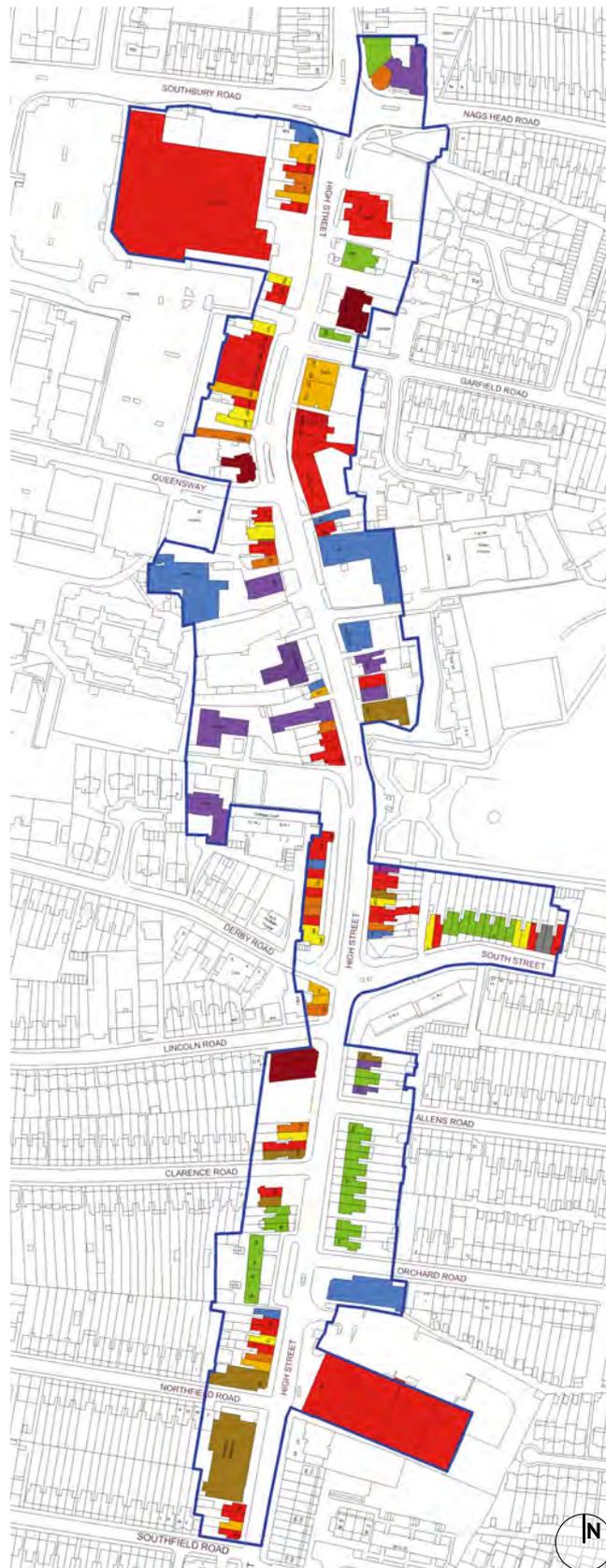


FIGURE 3.2 KEY

	Shopping centre boundary
	A1 Shops
	A2 Financial and professional services
	A3 Restaurants and cafés
	A4 Drinking establishments
	A5 Hot food takeaways
	B1 Businesses
	B2 General industrial
	B8 Storage or distribution
	C1 Hotels
	C2 Residential institutions
	C3 Dwelling houses
	D1 Non-residential institutions
	D2 Assembly and leisure
	SG
	Vacant
	Vacant - use not known

FIGURE 3.3: PONDERS END HIGH STREET - KEY ISSUES

3.3.4 Figure 3.3 sets out the urban design issues affecting the High Street that should be considered in future proposals for improvement. The building line along the High Street is generally weak, however, with a varied building line fronting the street. The terraced pattern of the older buildings fronting directly onto the street ties into the urban grain to the north and south, which is considered an important element of the High Street. In places there are buildings of architectural merit but also new developments that do not positively impact on the street scene. Buildings identified as having architectural merit, whilst not being listed, are The Goat Public House, Swan Annex, Tara Kindergarten and the White Hart Public House.

3.3.5 The major junctions at Nag's Head Road and South Street form 'gateways' to the High Street, marking a transition from predominantly residential uses to the vibrant mixed-use heart of the High Street.

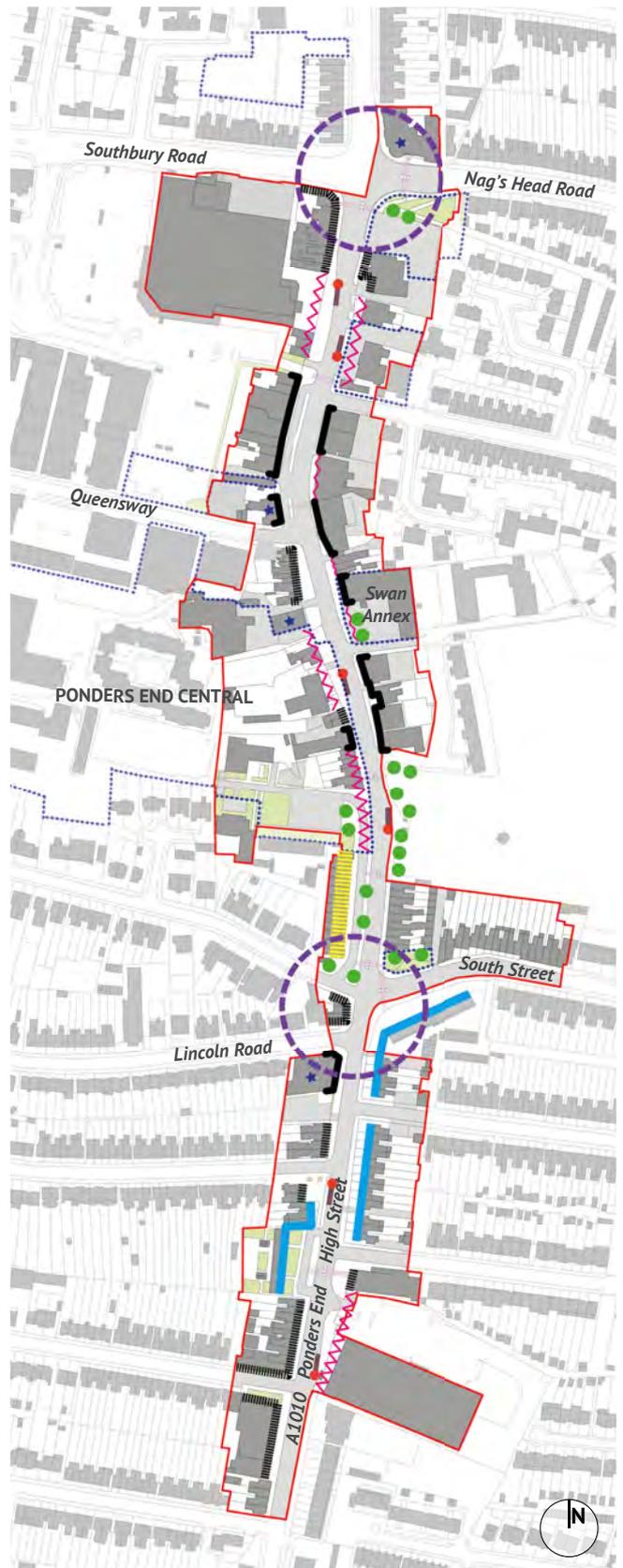
3.3.6 There is a large Tesco store at the northern end of the High Street. It is set back from the street frontage and as such does not contribute positively to the street scene. It has a large car park with some unattractive edges onto the backs of adjacent properties.

3.3.7 The food stores to the south include Asda - these feel rather detached from the shopping area as a whole as the stretch of the High Street running north to South Street is mostly residential.

3.3.8 Some parts of the High Street are very wide, a legacy of the tram route that used to run along the street. Pavement widths are variable - in some places almost too wide, and in others too narrow. There is a lack of consistency in the pedestrian environment.

FIGURE 3.3 KEY >>>

-  Local Centre boundary
-  Development opportunity
-  Existing crossing point
-  Existing bus stop
-  Existing mature tree
-  Community destination
-  Gateway
-  Positive building frontages
-  Potentially positive building frontages
-  Weak building frontages
-  Set back shop fronts
-  Predominantly residential use



3.3.9 The Council has secured Transport for London funding contributions towards public realm improvements to Ponders End High Street. An initial sketch scheme was developed on behalf of the Council by SKM to support the funding bid, and the Council is in the process of appointing consultants to develop a detailed scheme for the area. The design of the scheme is expected to be completed by Winter 2014.

3.3.10 The overall vision for the scheme is to secure a comprehensive street design which, through public realm improvements, helps to enhance local distinctiveness, support High Street activity, and contribute to an improved sense of security whilst still providing for traffic movements. The key principles set out by SKM include (from north to south):

- testing junction improvements at Southbury Road / Nags Head Road / High Street to reduce congestion and improve pedestrian movement;
- creating an attractive public space onto the High Street outside the main entrance to Tesco;
- widening footways at bus stops to create more space for bus users;
- designing the car parking areas that run parallel adjacent to the High Street as shared surfaces in a special material;
- improving the crossing at the Queensway / High Street junction for pedestrians, including allowing more time for pedestrians at the controlled crossing;
- pruning trees so that there are clear views along the High Street;
- improving the 'leftover' space previously occupied by the Two Brewers Pub;
- enhancing the security of side road / driveway entries to discourage trespassing and improve security; and
- generally decluttering and tidying up of the street scene.



The site of the former Two Brewers Pub has the potential to be part of a gateway to Ponders End High Street.



A strong corner building on the High Street creates a positive presence



Building character varies along the length of the High Street. Where buildings are consistent, the High Street has a good sense of enclosure and potential for a strong identity

FIGURE 3.4: ENFIELD HIGHWAY LOCAL CENTRE - LAND USE

3.4 Enfield Highway Local Centre

3.4.1 The Council's Town Centres Uses and Boundaries Review includes mapping of the uses within each centre, and these provide a helpful overview of the nature and extent of the centres. Figure 3.4 shows the mapping for Enfield Highway Local Centre. The key points to note are:

- there is a strong concentration of retail uses in the centre of the area, giving it a good retail focus;
- community uses form 'gateways' to the centre, with the Enfield Highway Community Centre to the south and the attractive library building to the north; and
- the area north of the library has a wide mix of different land uses and feels less concentrated than the central area.

3.4.2 Figure 3.5 sets out the urban design issues affecting the High Street that should be considered in future proposals for improvement.

3.4.3 **Built Form:** Enfield Highway stretches along the A1010 Hertford Road from Green Street in the south to Oatlands Road in the north. Buildings along either side are mostly three storeys, with the block on the western side forming a very consistent building group. This consistency is undermined, however, by the varied shopfronts that give the ground floor a cluttered appearance.

3.4.4 **Public Realm:** The busy nature of Hertford Road makes pedestrian movement difficult, and the environment is severely compromised by traffic, congestion and car parking. The intermittent nature of pavements and crossing points further undermines pedestrian movement. The overall width of the road between the buildings is generous, suggesting that there are opportunities for reorganising car parking and improving the public realm to create a more attractive environment. There are views of mature trees to the north and south of the Local Centre, but only a few trees are located within the centre towards the northern end of Hertford Road.

3.4.5 **Servicing:** There is some service access to the rear of approximately half of the buildings fronting onto Hertford Road. Vehicular access to these rear areas is restricted by narrow access points, and they are neglected and generally in very poor condition. These rear areas are likely to be in private ownership. However, there may be potential to improve the use of these rear areas to help relieve some of the pressure for parking and servicing on Hertford Road itself, as well as improving their appearance and security.

3.4.6 **Development Opportunities:** There are no obvious sites for new development within Enfield Highway Local Centre. However, redevelopment of buildings of lower quality has the potential to significantly enhance the area. Maintaining and improving existing buildings of higher quality - including improving shopfronts - would also improve the area's image.

3.4.7 The major opportunities for improvement of Enfield Highway Local Centre are therefore around public realm improvements.

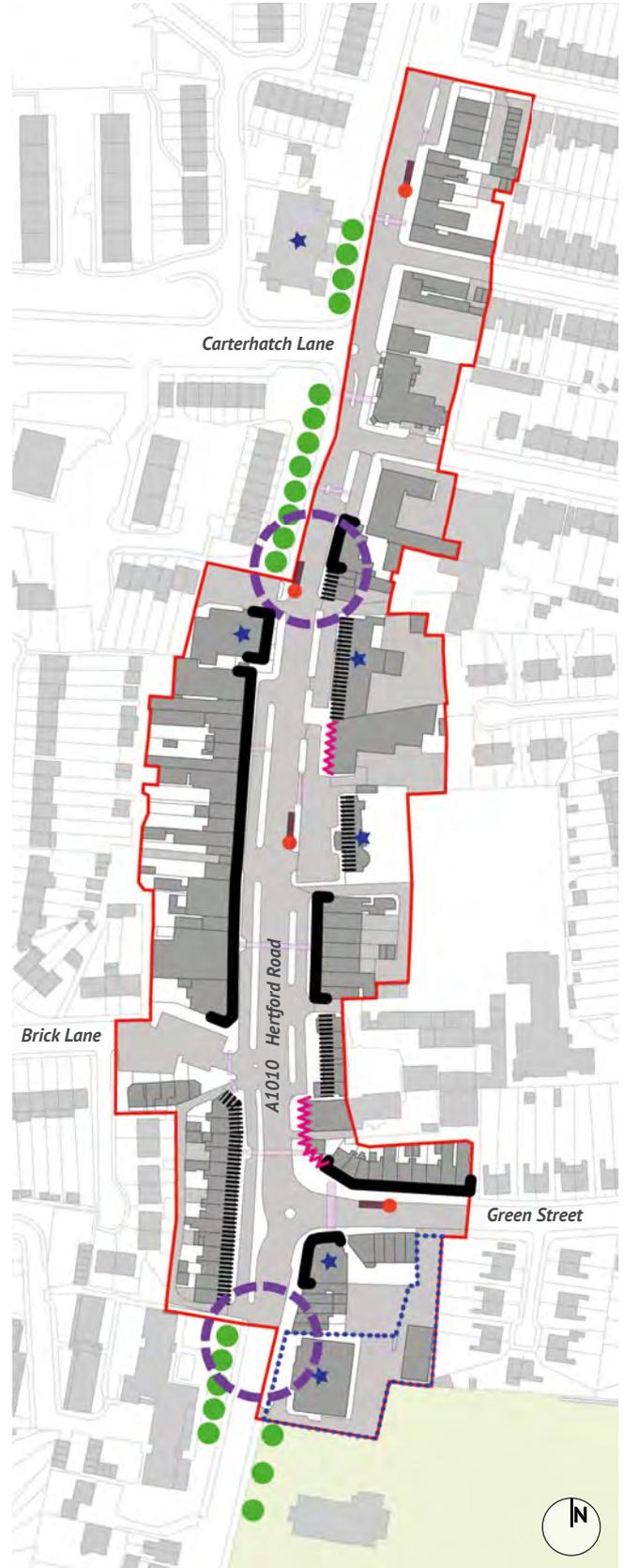


<<< FIGURE 3.4 KEY

- Shopping centre boundary
- A1 Shops
- A2 Financial and professional services
- A3 Restaurants and cafés
- A4 Drinking establishments
- A5 Hot food takeaways
- B1 Businesses
- B2 General industrial
- B8 Storage or distribution
- C1 Hotels
- C2 Residential institutions
- C3 Dwelling houses
- D1 Non-residential institutions
- D2 Assembly and leisure
- SG
- Vacant
- Vacant - use not known

FIGURE 3.5 KEY >>>

- Local centre boundary
- Development opportunity
- Existing crossing point
- Existing bus stop
- Community destination
- Existing mature tree
- Gateway
- Positive building frontage
- Potentially positive building frontage
- Weak building frontage





View south along Hertford Road. The views out to mature green trees are attractive. The trees help to define the 'ends' of the core part of Enfield Highway Local Centre



Attractive, good quality buildings with a consistent character typify Enfield Highway



Car parking provides convenient access to the shops, but it can make pedestrian and cycle access difficult.



Turkey Brook is a memorable local feature at the northern end of Enfield Wash



The change of scale from the low community centre (right) to the higher buildings signifies the southern gateway to Enfield Highway



A relatively new development of flats above shops helps maintain the consistent three storey scale of Enfield Highway

3.5 Enfield Wash Local Centre

3.5.1 The Council's Town Centres Uses and Boundaries Review includes mapping of the uses within each centre, and these provide a helpful overview of the nature and extent of the centres. Figure 3.6 shows the mapping for Enfield Wash Local Centre. The key points to note are:

- there is a strong concentration of retail uses in the centre of the area, giving it a good retail focus;
- community uses form 'gateways' to the centre, with the Enfield Highway Community Centre to the south and the attractive library building to the north; and
- the area north of the library has a wide mix of different land uses and feels less concentrated than the central area.



FIGURE 3.6 KEY >>>

	Shopping centre boundary
	A1 Shops
	A2 Financial and professional services
	A3 Restaurants and cafés
	A4 Drinking establishments
	A5 Hot food takeaways
	B1 Businesses
	B2 General industrial
	B8 Storage or distribution
	C1 Hotels
	C2 Residential institutions
	C3 Dwelling houses
	D1 Non-residential institutions
	D2 Assembly and leisure
	SG
	Vacant
	Vacant - use not known

3.5.2 Enfield Wash is the most northerly of the three Local Centres, and has three distinct areas.

3.5.3 **South of Longfield Avenue:** Hertford Road feels wide and open in this section, as a result of the setting back of buildings to the west and the lack of enclosure to the street from the buildings. The junction of Longfield Avenue, Hertford Road and Cannop Road forms a distinct 'gateway' where buildings define Hertford Road more tightly. Longfield Avenue forms an important east-west link for pedestrians and cyclists. The Council has already developed ideas to improve this gateway junction area, as shown in the sketch below.

3.5.4 The Albany Leisure Centre is an important destination for local people and those from a wider area. However, the building is not prominent and contributes little to the street scene.

3.5.5 **Central section:** The middle of Enfield Wash is where the road narrows and gradually slopes upwards towards the bridge over Turkey Brook. It is characterised by three storey buildings hosting a variety of small independent shops. It is a pedestrian-friendly, thriving High Street environment and is the natural heart of the Enfield Wash area. There is no dedicated parking.

3.5.6 **North of Turkey Brook:** At the northern end of Enfield Wash, the High Street bridges over Turkey Brook, and Turkey Street links westwards to Turkey Street Station. The small-scale bridge is a natural stopping point, offering good views back down Hertford Road and along Turkey Brook itself. However, this area is run down, and includes unattractive features such as a derelict public convenience and so presents a hostile environment. It is a key gateway and would benefit from some special attention.

3.5.7 After the bridge, there are some important uses including a community hall, post office, pub and the Co-op supermarket. The Co-op is set back from Hertford Road, with a large car park in front of it. This car park provides useful parking for the Local Centre and is also used as a venue for a market, which brings vitality to Enfield Wash. However, the car park presents an unattractive frontage to Hertford Road.

3.5.8 The Co-op is considering options for the redevelopment of the site, and there are opportunities to improve the site's relationship to Hertford Road by creating a strong retail frontage onto the road.

3.5.9 Enfield Council is building a high quality new Joint Service Centre on the north-west corner of the junction with Ordnance Road, which will bring a new focus to the northern end of the Wash.



Above and below: the architectural style of buildings is varied, and contrasts with the more consistent character of Enfield Highway to the south.



The Albany Leisure Centre is an important destination, but it does not make a positive contribution to the street as it is low and set back. Are there opportunities to make it more prominent?



The junction of Longfield Avenue and Hertford Road is important, and is currently dominated by cars parked on the pavement. The Council has commissioned a scheme to improve this area from consultants We Made This.



The Co-op car park presents a weak frontage to Hertford Road.

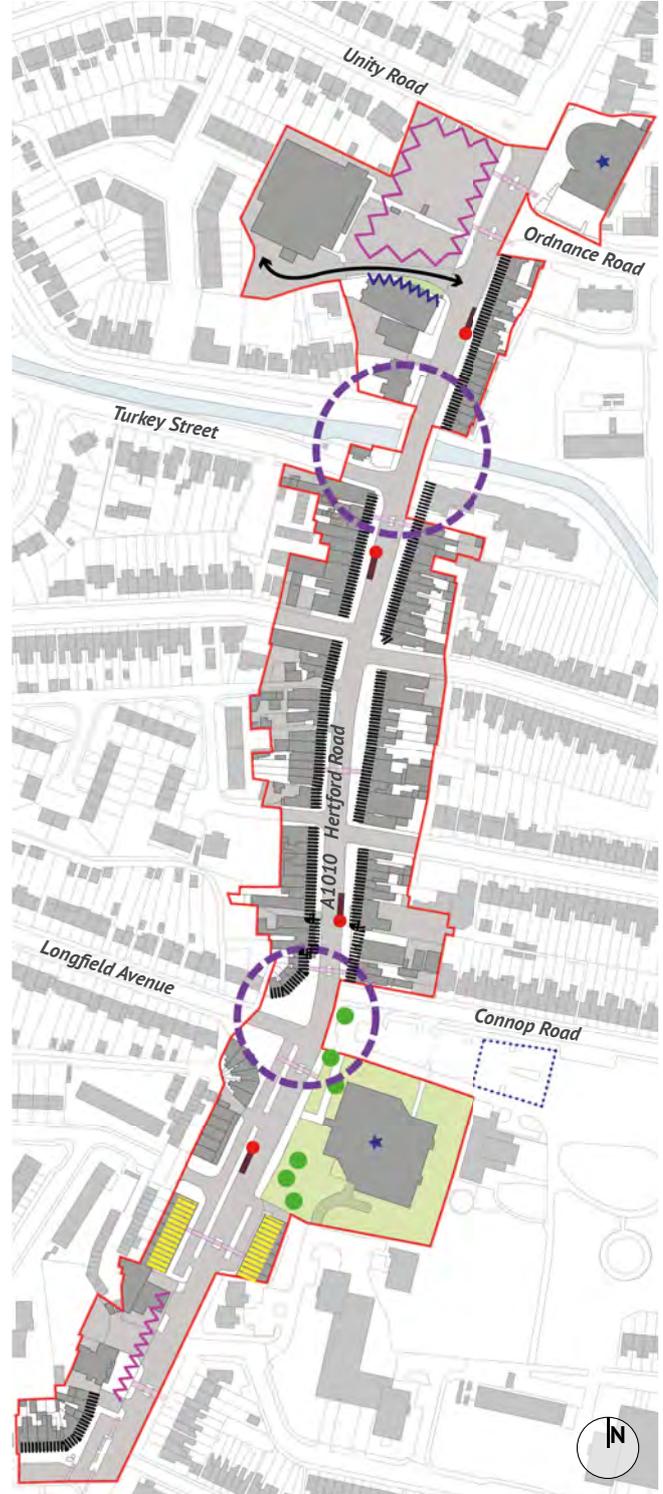


FIGURE 3.7 KEY >>>

-  Local centre boundary
-  Development opportunity
-  Existing crossing point
-  Existing bus stop
-  Community destination
-  Existing mature tree
-  Gateway
-  Potentially positive building frontage
-  Weak building line
-  Broken building line
-  Set back frontages
-  Supermarket servicing



3.6 Southbury Station

3.6.1 Southbury Station serves the south-western part of the NEE area, and is an important arrival point for students at Enfield College and those visiting Ponders End High Street. It is somewhat isolated, being situated between:

- the Great Cambridge Road and Martinbridge Strategic Industrial Areas to the west, along with the very large Asda distribution warehouse; and
- the very large Tesco Extra and the bus depot to the east.

3.6.2 All of these uses are characterised by large floorplate buildings surrounded by parking and/or service access. They are therefore detached from the street scene. The recent residential-led mixed use development at Poppy Drive adjacent to the station presents largely blank frontages to Southbury Road. This will be softened once the two retail uses are let, although the amount of blank wall will remain significant. The result is that the station stands alone as the only building in the area that relates positively to Southbury Road.

3.6.3 There are limited opportunities to improve the area as there are no obvious development sites. Southbury Road is identified in the Movement chapter of this document as having the potential to form a key east-west movement corridor for pedestrians and cyclists. There are therefore opportunities to improve the public realm as part of this initiative.



Southbury train Station

FIGURE 3.8 KEY

- Railway station extents
- Existing green corridor
- Overgrown green space onto Southbury Road
- Existing pedestrian crossing point
- Existing bus stop
- Poor frontage
- Residential frontage
- Opportunity for potentially active frontage
- Restricted view of station
- Existing cycle lane provision
- Noise from railway line
- Southbury Road station

3.7 Turkey Street Station and Conservation Area

3.7.1 Turkey Street Station serves the local residents of the housing areas that surround it. Unless you are a resident, you are unlikely to use Turkey Street Station. It is, all the same, an important destination and as such it needs to be easy to find. At the moment it is easy to miss, being tucked away to one side of Turkey Street.

3.7.2 The station is included within the Turkey Street Conservation Area. The Conservation Area was designated in 1972 to recognise its character as a small, semi-rural enclave in a suburban area. There are no listed buildings. The area is very small, and includes just 18 houses and The Turkey public house.

3.7.3 An update of the Conservation Area Appraisal was undertaken in 2013, and an extract is shown below. The pub is identified in this townscape analysis (shown below) as being an area with potential for improvements. There are plans for the redevelopment of the pub.

3.7.4 The Conservation Area is best experienced from the footpath that connects Teal Close to Turkey Street, where the character is at its most semi-rural. Approaching the area from the east, the footbridge connecting to this path across Turkey Brook is not easy to spot.

3.7.5 Turkey Brook is important not only to the character of the Conservation Area, but is a strong feature across the northern part of the NEE area. There is an opportunity to make more of it, especially next to the station where a high wall and vegetation hide it from view.

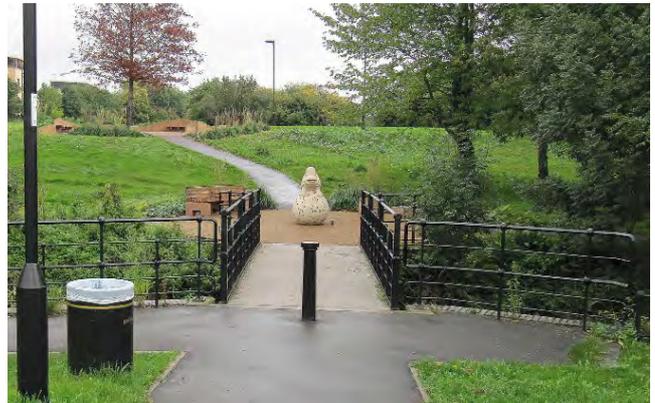
3.7.6 Improvements have been made to the entrance to the open space on Teal Close, creating a high quality and distinctive pocket park. This contrasts with the rather bland character of the flat grassland to the north.

3.7.7 Teal Close itself is dominated by parked cars which appear to belong to commuters. This detracts from the area and the entrance to the pocket park in particular.

3.7.8 Turkey Street narrows where it crosses over the railway line, resulting in very narrow pavements. Coupled with railings and high walls, this results in a cramped environment for pedestrians and limited on-road space for cyclists. There is little to indicate that one is approaching the station.



Cottages within the Conservation Area



The attractive pocket park on Teal Close



Approaching the station from the west

FIGURE 3.9: TURKEY STREET STATION AND CONSERVATION AREA - KEY ISSUES

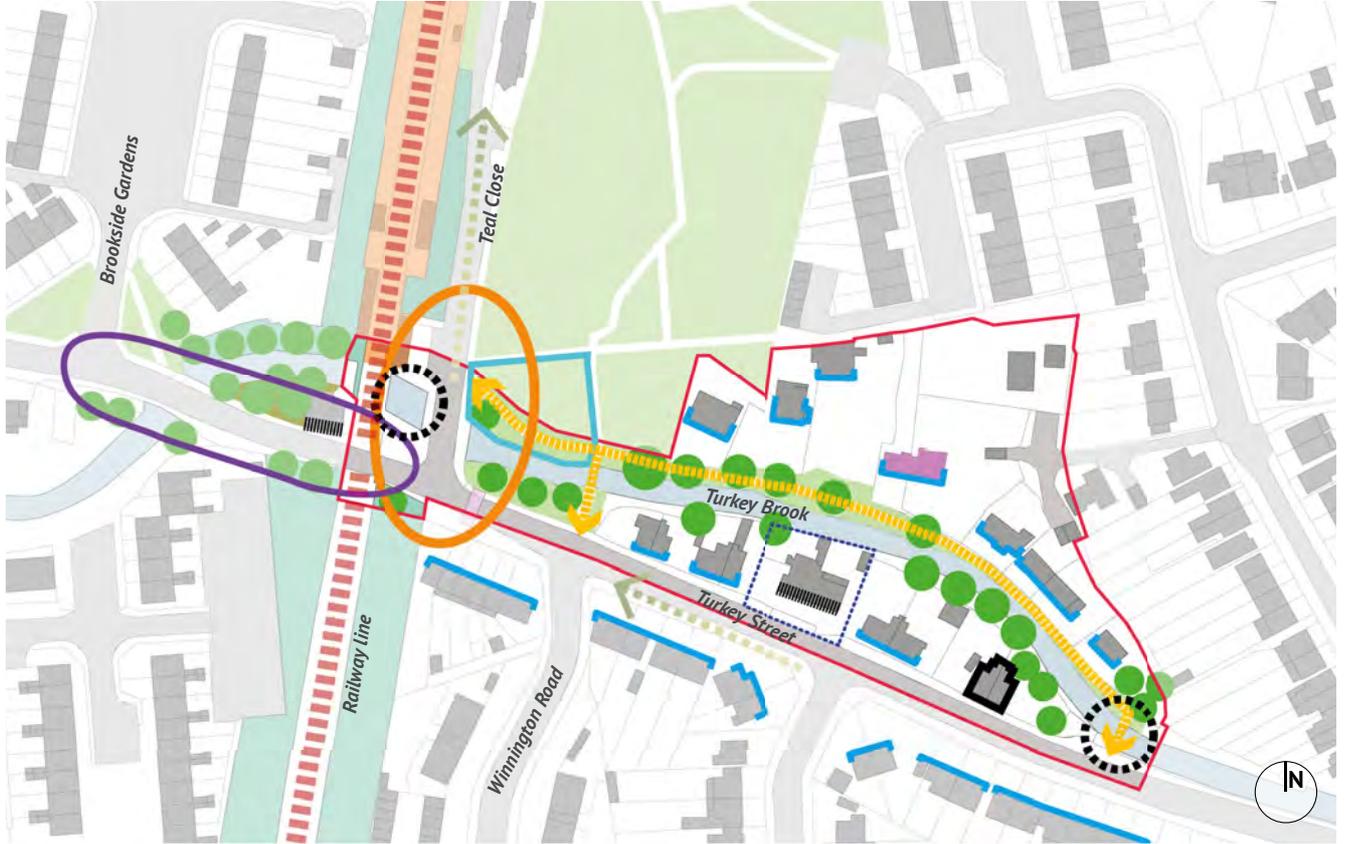


FIGURE 3.9 KEY

- Turkey Street Conservation Area
- Development opportunity
- Existing crossing point
- Station extents
- Existing green corridor
- Existing mature tree
- Missed opportunity to make the most of the brook
- Commuter parking detracts from pocket park and station
- Hostile pedestrian environment
- Attractive pocket park
- Locally Listed building
- Positive frontage
- Potentially positive frontage
- Residential frontage
- Existing footpath
- View
- Noise from railway line



Turkey Brook is an important feature within the area and there is an opportunity to make more of it



Approaching the Station from the east



Typical dwellings adjacent to the Conservation Area

3.8 Ponders End Station

3.8.1 Ponders End Station serves the south-eastern part of the NEE area, connecting South Street to Wharf Road. To the west, the area is primarily residential and to the east mostly industrial. As well as crossing the West Anglia Mainline tracks, the bridge crossing Mollison Avenue, the major north-south road that serves the Brimsdown Industrial Estate.

3.8.2 Due to its proximity to the Oasis Hadley Academy, the station is an important arrival point for school children. At present, this arrival is unattractive and unwelcoming. None of the buildings on the western side of the railway line have windows at ground floor level, resulting in no overlooking of the car parking / drop-off area or of South Street.

3.8.3 The station is not obvious in views eastwards along South Street - the bridge is visible, but there is no indication of the station building itself.

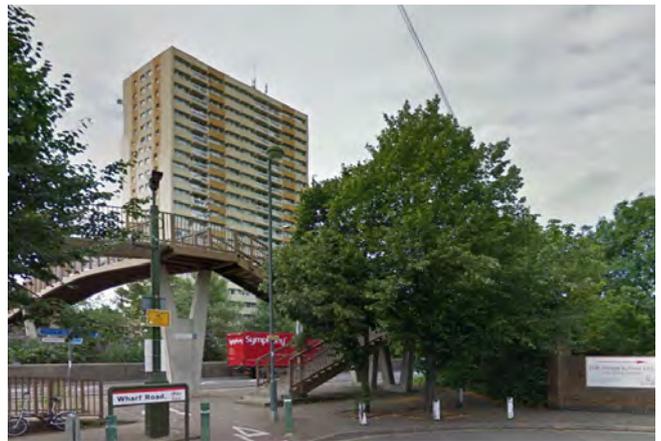
3.8.4 The car parking / drop-off area to the west of the station is congested with cars and is unattractive. There is a major opportunity to improve the quality of this key approach to the station both through public realm enhancements and by ensuring that new buildings positively fronts onto the 'station square'.

3.8.5 Wharf Road is important in connecting Ponders End Station and the wider area to the Lee Valley Regional Park. There is convenient access to the major north-south cycle route directly off Wharf Road. However, Wharf Road is not a friendly environment for pedestrians and cyclists. The pavements are narrow or non-existent, and heavy vehicles use the road both to access Wright's Flour Mills and Meridian Business Park to the south.

3.8.6 There is a reasonable amount of space between Mollison Avenue and Wharf Road where the steps and the ramp from the bridge land. However, this area simultaneously feels exposed to the traffic on Mollison Avenue and closed in by the trees that obscure views to the bridge from the east. Whilst vehicular access to Wright's Flour Mills must be retained, there is an opportunity to improve this area for pedestrians and cyclists.



The station 'square' in unattractive and unwelcoming



The station 'square' in unattractive and unwelcoming



There is direct access to the Lee Valley Regional Park from Wharf Road

FIGURE 3.10: PONDER'S END STATION
- KEY ISSUES

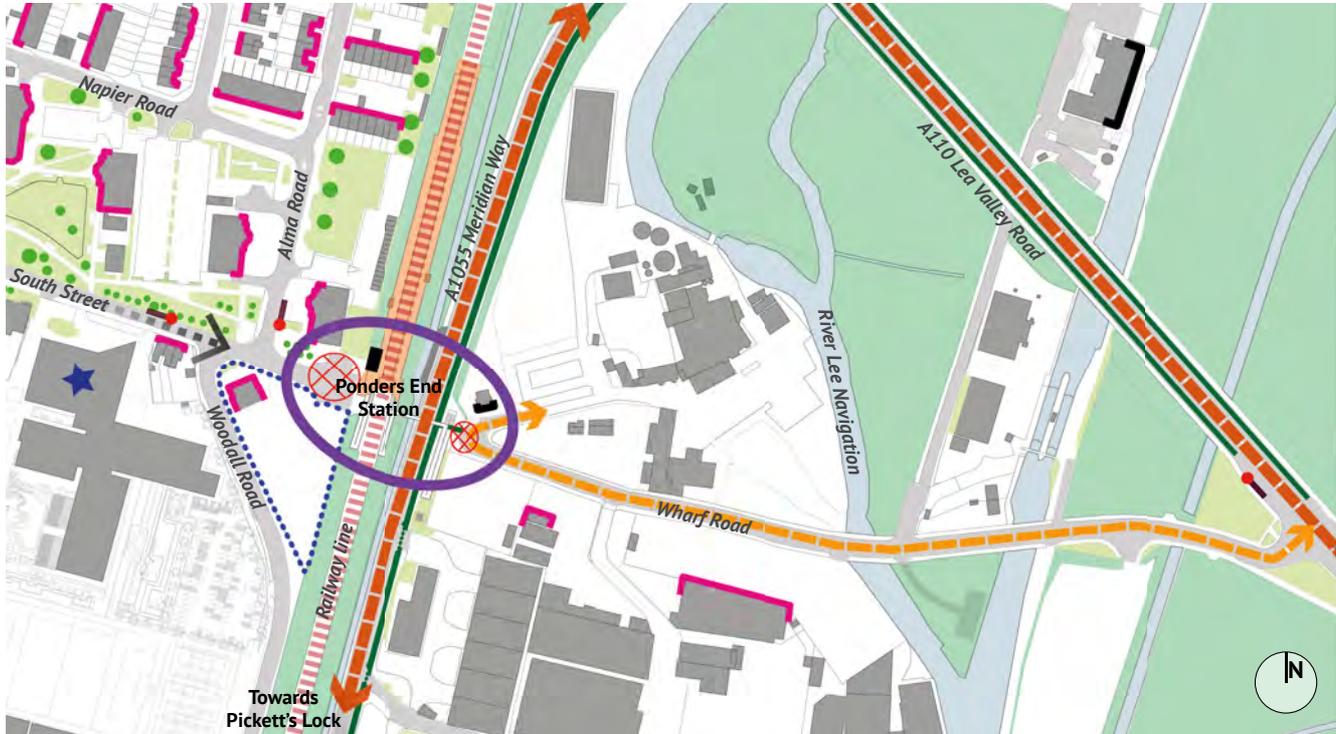


FIGURE 3.10 KEY

-  Development opportunity
-  Existing bus stop
-  Existing tree (approximate location)
-  Existing station building
-  Existing green space
-  Accessible green space / open space
-  Station extents
-  Positive frontage
-  Unattractive frontage
-  Key pedestrian/cycle link
-  Heavy traffic flow
-  HGC access to Wright's Flour Mill
-  Cycle route
-  Key view - station not prominent
-  Pedestrian/vehicular conflict
-  School
-  Noise pollution from trains

3.9 Brimsdown Station

3.9.1 Brimsdown Station is located on the eastern rail corridor, where there is a stark division between the character of the residential area to the west of the railway line and the Brimsdown Industrial area to the east. There is a cluster of retail and other uses (including the Izaak Walton pub) around the station, mostly to the west side. A bus terminus lies to the south-west off Green Street, which is the main connection to the A1010 Hertford Road.

3.9.2 Green Street crosses the railway line at a level crossing, joining the north-south Mollison Avenue at a very large road junction that allows for all traffic movements. Whilst there are pedestrian crossings, these do not link directly to entrances to the Brimsdown Industrial Estate and there is therefore no sense of arrival at the station. The level crossing is closed for approximately 40 minutes out of every hour and traffic is therefore frequently disrupted. Pedestrians can use the station underpass instead of waiting. However, this is a somewhat tortuous route and so many pedestrians prefer to wait. For those who do not know the area, the underpass is off-putting as it appears to provide access only to the station.

3.9.3 Streets to the west of the railway line are generally well defined by building frontages. However, the Ripmax building is set back and - together with the unattractive bus terminus - this part of Green Street is of low quality. The station is not visible when moving westwards along Green Street until one arrive at the level crossing itself. There is an opportunity to improve signage / create landmarks so that the station is more obvious.

3.9.4 Buildings to the east of the railway line are principally large industrial buildings that do not relate well to the street, being setback at odd angles and having blank frontages. The junction to Mollison Avenue is particularly weak, with low quality buildings set well back.

3.9.5 The proposed West Anglia Mainline Enhancement project will result in increased train frequencies and the potential closure of the level crossing to all traffic, and so change the area very significantly in the future. A study is ongoing into how pedestrian and cycle connections can be improved across the railway line once the level crossing is close. This study is also considering the potential for a vehicular crossing of the railway line, connecting Green Road to Mollison Avenue.

3.9.6 If a vehicular crossing is not proposed, then the large area currently dedicated to vehicular movements at the Green Road / Mollison Avenue junction will become redundant. Together with the increased attractiveness of train travel to commuters, this could lead to an opportunity for new development focused around the station area.



Underpass at Brimsdown Station



Brimsdown Station Level Crossing



The cafe next to the railway line is popular with car drivers



FIGURE 3.11 KEY

- Brimsdown Retail Area
- Railway station extents
- Existing green corridor
- Existing crossing
- Existing bus stop
- Existing mature tree
- Gateway
- Major junction
- Poor bus stop environs
- Potentially positive frontage
- Weak frontage
- Residential
- Heavy traffic flows
- Noise from railway line
- Flood Zone 3a (100 year Floodplain with Climate Change)

3.10 Enfield Lock Station

3.10.1 Enfield Lock Station is located on Ordnance Road, which connects Hertford Road to the west and Mollison Avenue to the east. It is therefore an important route for vehicular traffic, pedestrians and cyclists. Although named Enfield Lock, the station does not physically relate to the Lock itself being some 15-20 minutes' walk from the heart of the Enfield Lock Conservation Area.

3.10.2 Ordnance Road crosses the railway line at a level crossing. This is currently closed for approximately 40 minutes out of every hour, and traffic is therefore frequently disrupted. There is a short underpass on the northern side of Ordnance Road - this is very narrow, and so cannot easily be shared by pedestrians and cyclists. There are small fenced off areas next to the underpass that appear to be operational railway land. These create a cluttered and unattractive street scene.

3.10.3 The station building is set well back from Ordnance Road - as a result, the station itself is not visually obvious until very close to the level crossing. The Railway Inn pub is a useful landmark.

3.10.4 The Ordnance Road local centre is located to the west of the station, and is somewhat detached from the immediate station area as residential properties lie between the retail area and the station itself.

3.10.5 The proposed West Anglia Maniline Enhancement project may result in the closure of the level crossing to all traffic, and so change the area very significantly in the future. Pedestrian, cycle and bus connections will need to be improved.

3.10.6 There is an opportunity to create a stronger identity around the station area. Visually connecting the local centre to the station through public realm improvements would help to 'tie' the two together. The junction with Tysoe Avenue / Newbury Avenue has the potential to create a 'gateway from the east, particularly by improving the green space on the north-western side of the junction.



Enfield Lock level crossing and the Railway Inn



Enfield Lock level underpass



Queuing traffic at Enfield Lock



FIGURE 3.12 KEY

- Enfield Lock Local Centre boundary
- Railway station extents
- Existing green corridor
- Development opportunity
- Existing crossing
- Existing bus stop
- Existing mature tree
- Station building set back from building line
- Positive frontage
- Potentially positive frontage
- Predominantly residential frontage
- Poor quality public realm, narrow footways, hostile fencing and underpass
- Poor connectivity
- Noise from railway line



A mix of small shops and residential next to the station



Poor station environs

3.11 Enfield Lock Conservation Area

3.11.1 An updated Conservation Area Character Appraisal of the Enfield Lock area was undertaken in February 2013. An extract from this showing the townscape analysis of the area is shown opposite.

3.11.2 The Enfield Lock Conservation Area includes the Lee Navigation, its lock, the terraces of houses (called Government Row) between the River Lee and the Lee Navigation, the British Waterways depot and offices to the west of the River Lea, and the adjoining meadows as far as the dismantled railway line. The Lea Valley Walk, a 50 mile long-distance footpath from Luton in Bedfordshire to the east end of London, follows the Lee Navigation, and is crossed east-west by the London Outer Orbital Path (LOOP) long-distance path, which follows Turkey Brook within Enfield Borough.

3.11.3 The Royal Small Arms Factory (RSAF) was located on the eastern side of the river, and was operational from 1812 to 1988. Some of the RSAF's buildings were listed, and these have been incorporated into the development of Enfield Island Village, a residential-led development that replaced the RSAF.

3.11.4 Figure xx opposite sets out the key issues affecting the Conservation Area and these include:

- the strong linear form of the Lee Navigation and the listed terrace known as Government Row form one of the most memorable parts of the Conservation Area;
- the lock itself forms the heart of the area. However, the derelict Rifles public house nearby detracts from the area. The site has planning permission for redevelopment as residential;
- the pedestrian / cycle route through the Rifles site is an important connection, particularly for the residents of Enfield Island Village which is poorly connected to the wider area;
- the public realm around the lock is needlessly dominated by kerbs and road markings: there is an opportunity to make this a friendlier shared-surface that is more sympathetic to the character of the Conservation Area; and
- some of the trees and vegetation to the south of the lock are overgrown, and this obscures views along the routes connecting to the open spaces to the south.



The Lock forms the natural heart to the Conservation Area



Although Enfield Lock is somewhat isolated from the rest of the NEE area, there are some good connections for pedestrians and cyclists. This route connects to a bridge over Mollison Avenue



The derelict Rifles Pub (to the right) detracts from the character of the Conservation Area

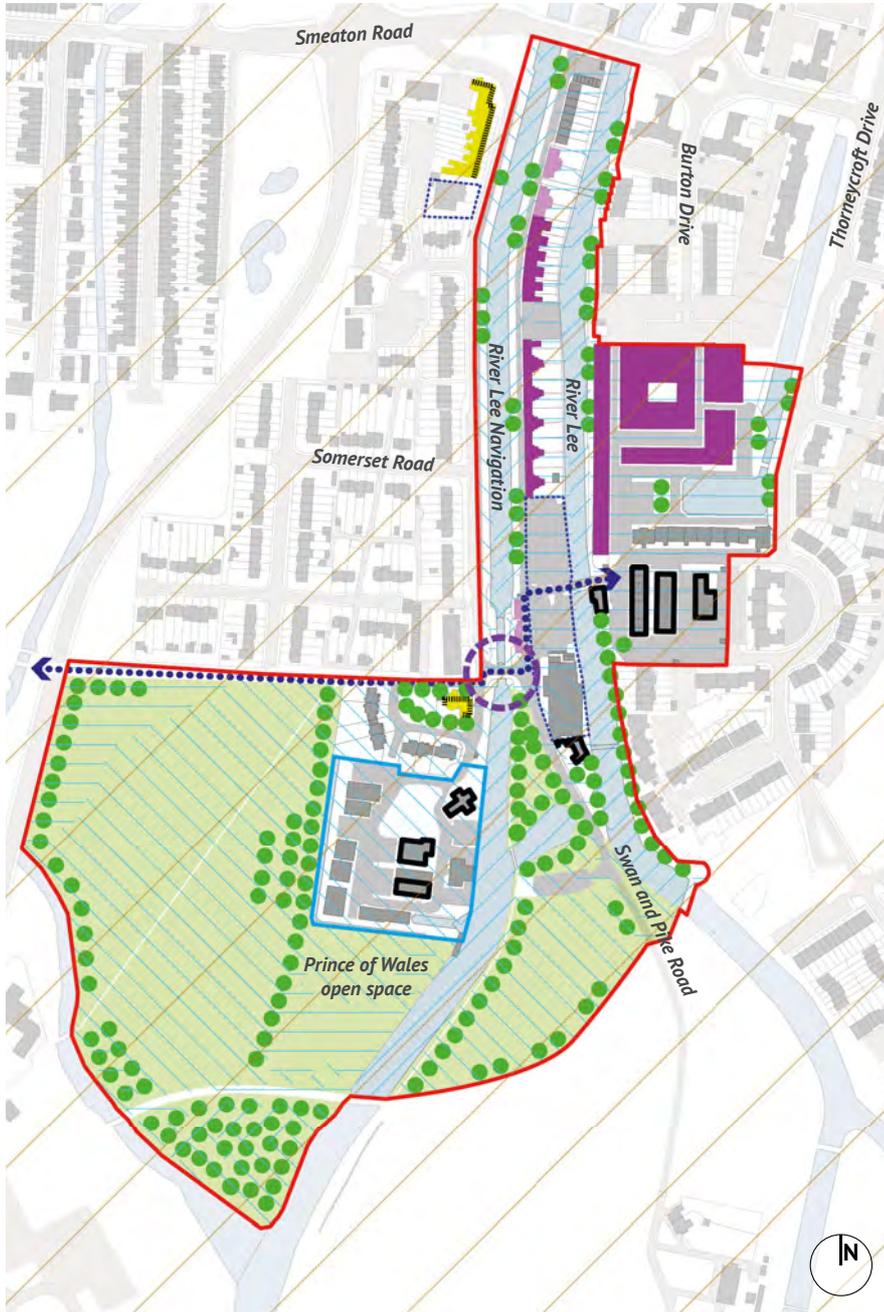


FIGURE 3.13 KEY

- Enfield Lock Conservation Area boundary
- Development opportunity
- Existing mature tree
- Focal Point
- Listed building
- Locally Listed building
- Building with opportunity for enhancement
- Buildings contributing positively
- Potentially positive frontage
- Waterways Business Centre
- ➔ Main pedestrian/cycle route
- / Archaeological Priority Areas
- Flood zones:
- Flood Zone 3b (20 year Floodplain)
- Flood Zone 3a (100 year Floodplain with Climate Change)
- Flood Zone 2 (1000 year Floodplain)

